

SCCoN Spotlight

Ed's trials

As they line up for the podium..... I am not there, ever. Yours truly is a willing marshal, competitor and passenger (ballast) but I never make it to the heady ranks of the top three. I am involved in motorsport for the fun of it not the silverware. That is my approach and, whilst I will celebrate your victories with you, I probably won't be worrying you too much on the circuit, track, grass, tarmac or hill.

Hello everyone. To those who I haven't met, I look forward to doing so. To those I have met, I sincerely apologise and will try to do better. Having taken on the role of Spotlight editor from the inestimable and professional Mr Jon Scoltock (rousing cheers & applause please), I hope to serve the SCCoN membership well during my time in office, out of office and shaking it all about. If you were hoping for in depth critical editorial then I think you mistook Spotlight for a broadsheet. If like me, you enjoy motorsport, gentle banter, some facts, figures, history and news then I will do my best to bring them to you in the pages of our club newsletter. Please remember that, just like every publication, Spotlight thrives on material, without your input there is no news and thus no newsletter. If you have watched a good motorsport programme, tell me about it. If you enjoy a particularly good PC motorsport game, send me a review. If you have been to a motorsport or motoring event send me a report. If you are not a scribe, that is fine, call me and tell me the details, I will bash your chat into a report so that your story gets known through the pages of Spotlight. (calls between 19:00hrs and 21:00hrs please)

Younger members; this is your club newsletter too, so tell me what you've been up to or tell me what Dad / Mum / Grandad / Nanny have been up to in their workshops or garages. I want to hear about karting, 'Young Drive' soapbox racing or whatever you are doing in motorsport. So here it is, the first issue of Spotlight under my editorship. Let me know what you think.

Matthew Hodder, the new Editor, Spotlight
Spotlight@SCCoN.co.uk

Inside this issue

Social media.....	2
My first Car	2
Brits in Monte	3
Social events	4
Corbeau update	5
DeLorean tales	6
That was motor racing	8
Club membership.....	10
I don't believe it.....	11



Social Media

Please note that James Hodder has taken on the social media presence of the club which you can find on Twitter and Instagram.

The club also has an active Facebook page, just search **Sporting Car Club of Norfolk** on Facebook



www.Twitter.com/SCCoNorfolk



www.Instagram.com/SportingCarClubofNorfolk

***“I couldn’t repair your brakes, so I just made your horn louder” -
Tow Mater***

Inside story My First Car

A new feature –

Everyone who owns a car has a ‘first car’, whether your was a Baby Austin purchased from Exchange & Mart for 30 bob or a Corsa C bought for you by doting parents, we want to hear about it.

Write a few lines and send them in. If you have a photo all the better. Tell us the tale of the first car you owned. There are no prizes just plenty of kudos for letting us share the story.

My first car

Trev, my trusty steed

When searching for my first car I had grand ideas of what it might look like but reality soon taught me that my dreams were not to be but never-the-less I ended up with my trusty little Trev. Trev in all his glory was a little growler, a 1.5 non turbo diesel Corsa B. Found on eBay for just £500, MoT-d and ready to go, in Diss. Mum and Dad drove me down to meet Trev, just about an hour before the auction ended. I won the auction on the maiden bid and drove the car home, via the A143 & Reedham Ferry. Mum drove on and off the ferry because I was too scared to do it. He was not fancy or quick but he was all mine and we had many adventures together, from saunters down to Southwold, leading to a dramatic gear mechanism malfunction, & help from a young 2CV driver, to our greatest ever accomplishment; a week in Wales on ‘L’ plates. Yes that’s right, I took my trusty little tractor on a family holiday to Wales just a week prior to my driving test (I passed first time, the extra road time must have helped). Mum only drove the motorway sections & I did the rest, up hill & down valley, us three girls in Trev, with Dad & James in Dad’s Rover 214.



We want your story

Spotlight needs you! If you have a story you would like to submit for spotlight, please email Spotlight@SCCoN.co.uk or snail mail the editor

Photo by Andy Manston, courtesy of David Leckie His one and only Road Rally win with Dave Bell – on The Poxihen Rally

A short report from **John Fife** the Scottish Correspondent

Brits in Monte ... If last year's Rally Monza event provided a rather different but nevertheless entertaining rally to round off the 2020 WRC season, then this season's opener at Monte Carlo marked a return to some form of recognisable normality. With 258 kms (160 mls) spread over 15 stages, it was a little shorter than last year's 16 stage, 304 km (189 ml) event although the competitive challenge still managed to retain the more familiar mountain road format.

A bold effort by all involved considering the severe restrictions imposed on organisers, officials and competitors - and a notable absence of spectators!

One thing didn't change. A man named Sebastien won it. Again. Methinks Elfyn will need to have to change his name by deed poll, eh?

Still, a remarkable achievement. This was Ogier's 50th world rally win and a record 8th victory on his home event. Half a minute behind was Elfyn Evans scoring a solid 1-2 start to the season for the Toyota Gazoo Racing team. For a while it looked like a Toyota podium lock-out till Hyundai's Thierry Neuville woke up and demoted third placed Toyota youngster Kalle Rovanperä to 4th.

It was also good to see Taka Katsuta getting a decent result with 6th in his Toyota, co-driven by Daniel Barritt - once again proving that his time spent on the Mull Rally was time well spent!

Gus Greensmith finished a sensible but encouraging 8th place in the M-Sport Fiesta after team mate Teemu Suninen crashed out. Ott Tanak's retirement in the Toyota was unfortunate but regardless of what you think of the rules, they still have to be obeyed. Can you imagine what the Scroots would have said had he turned up at the pre-rally technical inspection on three tyres and a bare rim?

Praise too for young Tom Williams who overcame his disappointment in Monza with a strong finish in Monte Carlo which included a double puncture on SS10. He finished 31st overall and 2nd in class in his M-Sport Fiesta Rally2 with co-driver Giorgia Ascalone proving that rallying at this level is not entirely a man's game.

Four days to tackle 15 stages may sound like a shadow of the event's former self and there did seem to be an awful lot of hanging about for the crews but that was down primarily to Covid-19

Social Events

Howard – Social Secretary:

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

Club Nights

Remember that SCCoN club
nights are usually held at the
White Horse, Trowse, NR14
8ST. Any change in venue will
be communicated through
Spotlight or the SCCoN web-
site.

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 run-
ning, we will let you know!

STOP PRESS

David Leckie has arranged a
further Zoom catch up night, for
more details. Contact David on
Facebook or

Join Zoom Meeting

[https://zoom.us/](https://zoom.us/j/92114783704?pwd=RkdwZStwQmpkSmV0RHM2eVlib1M0QT09)

[j/92114783704?](https://zoom.us/j/92114783704?pwd=RkdwZStwQmpkSmV0RHM2eVlib1M0QT09)

[pwd=RkdwZStwQmpkSm](https://zoom.us/j/92114783704?pwd=RkdwZStwQmpkSmV0RHM2eVlib1M0QT09)

[V0RHM2eVlib1M0QT09](https://zoom.us/j/92114783704?pwd=RkdwZStwQmpkSmV0RHM2eVlib1M0QT09)

Meeting ID: 921 1478
3704

Passcode: 313623

From page 3 .restrictions and TV schedules. The upside was we
got some great TV coverage with scintillating driving, spectacular
spills and some really scary hair-raising incidents.

If the rest of the WRC season can match this then all is not yet lost
despite the complete lack of rallying action back home in the UK.
With news of more domestic events being cancelled coming in eve-
ry week, it looks very much as though there will be little in the way of
stage rallying in the UK before July, and even that looks doubtful if
the Government is looking at an Autumn target to inoculate the ma-
jority of the population.

The big problems here are two people sharing the same car, com-
plying with the physical restrictions on organisers getting out and
about for a route recce and then again on the weekend of their
event, and getting sufficient numbers willing to turn out on the day
with many folk not keen until they have been vaccinated. Plus of
course the rules regarding mass gatherings (spectators) outdoors!
Understandable.

On that basis the immediate future is all about 'elite sport' and the
amateurs will have to wait a wee while longer. So, feet up, sit back
and watch the action on the telly, or read about it here or on social
media. **John Fife**

SCCoN Club Clothing

Ali Hodder is still willing and able to organise your order for a new
hoodie or other club related clothing.

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! Many and varied col-
ours are available.

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

Mankinis – no longer available on Health & Safety grounds

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



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 20 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

"To err is human, to make a complete mess you need an editor"



From the organisers of the event

Our rally takes motorsport to the people within the Tendring and Clacton community. The area is currently experiencing the personal impacts and pressures on healthcare and wider support services from the ongoing Covid-19 pandemic.

Having consulted with our stakeholders including Tendring District Council, Essex Highways and Motorsport UK, we have concluded that the right and proper course of action is to cancel the rally for 2021.

We had hoped the rally would play its part in marking a return to normality in the area. However, with current Covid-19 uncertainties it's simply too soon to do this responsibly, considering the welfare of the residents, competitors and volunteers, together with the current burdens on the NHS and other services.

Event Director Tony Clements said: "While we're disappointed to cancel the rally for a second consecutive year, we're heartened by the ongoing support from our partners and sponsors for the future of the rally. We're pleased to announce the dates of 23rd and 24th April 2022 for the third running of the event."

Club Membership Fees 2021

At last year's AGM, it was recognised that, although the Club had done its very best to put on events for members it was proving difficult if not impossible to organise anything in the current Covid crisis. The view was, and has sadly proven to be correct, that it was difficult to see, how we could plan and organise events during the first part of 2021.

So it was agreed that we would offer existing members a membership fee holiday for 2021, if they would like to take it. The choice is yours.

See January edition of Spotlight for detail

Peter Riddle told us that he has just finished reading 'Barry Wills' book 'John Z, the DeLorean and Me tales from an insider', about the Belfast-built DeLorean sports car. That book includes a piece by Rodney McComb about the links between DeLorean and the Ulster Automobile Club that was originally published in 1982 in 'Wheelspin', the newsletter of the UAC. It is reproduced here with the kind permission of Rodney and thanks to Peter for bringing this to Spotlight readers

RODNEY McCOMB RECALLS THE DELOREAN TEST PROGRAMME

Whatever happened later, it cannot be often enough said that the two and a half years of the DeLorean experiment were awe-inspiring. Many know of the 'green field to operational factory' story but some of us had a late glimpse of something almost equally miraculous.

General body shape and ethical car concept had been around much longer but it was near the end of the car's development period that durability testing took place. Prototype DMC-12s had been driven by Lotus test engineers in England for some time but it is a recognised practice to drive early production models for many thousands of miles to discover as many potential or actual weaknesses as possible, and before too many cars are released to the public.

There were two ways of finding drivers for these durability runs - either using professional test drivers, who are not thick on the ground in Northern Ireland, or members of the public. The first method costs much money, the second many cars. The latter was particularly undesirable as the object of the exercise was to find out what happens to a car over 35,000 miles so writing one off and starting afresh would be unhelpful as well as expensive.

The best compromise was to use the Ulster Automobile Club. I can still recall my disbelief when asked if I could obtain thirty or so drivers to put 50,000 miles onto each of two DMC-12s on a round the clock basis. On reflection, the decision was a stroke of near genius. An eventual total of eighty drivers and probably three times as many co-drivers were able to deliver opinions and verdicts. Every comment was noted and filed and, for a fact, a large number of modifications were incorporated into the car.

And what a motley bunch: some of the best drivers in the world and some approaching the worst, some fat, some thin, some short, some tall, some used to fast luxury sports cars, some to saloons, some to trucks, some to rallying, some to racing, some senior, some junior of minimum age twenty five; all with one thing in common - their dedicated enthusiasm for automobiles. And they were being asked to drive the most talked about exotica of the day - before anyone else would get the chance, and at someone else's expense.

It was a very rare opportunity to offer a perk to members

who had served the club well and drivers were chosen with this in mind, but selecting the drivers was the easy part. After many discussions and meetings, it grew like a military operation. The cars had a range of about 250 miles per tank and, as their unleaded fuel was only available at the DeLorean factory, we settled on five four-hour stints per day, with half an hour to change over and re-fuel and one and a half hours for a service and check over. As two cars, one manual, one automatic, were running simultaneously, they ran half an hour apart so the change-overs didn't coincide. 'Pathfinder' Hannigan was despatched to map out four routes of 200 miles each, to average 50mph and using a mixture of motorway, main road, minor road and special stage (!), complete with loops which could be left out or covered twice, as required to make sure that the maximum mileage could be packed into each four hour period.

UAC radios were fitted into each car and to a recovery vehicle. Two briefing sessions were held at the plant for all the drivers. We discussed the implications for the operation, insurance, speed limits, Police, timing, secrecy, report writing, coping with left-hand-drive, turning up on time and coming back in on time. Soon we all had an opportunity to drive the car on the factory test track.

With D-day approaching, a schedule was prepared slotting each driver into two sessions per week, one in each car. That was when the fun started. Some people wanted only daylight, some only night, some only weekends, some not at weekends, some any day except 'X' and any night except 'Y'. Some were away for week 'A' but would be back half way through week 'B' except for day 'C'. Some heroes said "Just slot me in wherever you want."

Eventually, we had seventy driving sessions per week manned and planned and the big day arrived. At 00.00 hours and 00.30 hours early on a Monday morning in January 1981, we wheeled two DMC-12s very gingerly through the factory gates and onto the M1 motorway. First impressions? - it seems twice the width of any car previously driven - why aren't the headlamps on? - good heavens they are on, but they're to American standards! - the speedometer stops at 85mph, that's American regulations too - the rev counter says 4800 in fifth; at 26mph per 1000 that means about 125mph; hmmm, I wonder if it's been run in yet? - and I hadn't realised there were sharp bends on the M1; any bend is quite sharp at 4800rpm - the brakes are glorious - but the heater: what heater?

Off the M1 onto good country roads; the car tucks in and sweeps through bends as if on rails, very responsive, very forgiving, and much better than expected, certainly not a regular American two-seater. It handles like a dream; coming to a corner too fast? - brake harder, turn sharper - it's no problem for the car but scares the co-driver (and the driver?). Now it's really bumpy Special Stage country - car's not so happy but still surprisingly good. Blind brow - sharp right - too fast - flick the wheel - car responds so quickly it touches the bank on the right - incredible response - I must cool it! Then an unfortunate phase as there was steam coming from the engine; oh not a blow up on the very first stint. Bonnet up - the fan belt is off - radio in to report it - get towed home - ignominious - but it had already told us something about the fan-belt tension. Object achieved.

This set the pattern for all the other stints. There were undoubtedly problems, especially those damned heaters, gear linkages, a tendency to bottom on some bumps that was hard to trace, fuel pick-up when the tank was low, those appalling headlamps which were the highest wattage permitted by the US regulations. Every observation was carefully recorded, analysed by Chris B. and his helpers, Dave and Dee. And if we were less than enthusiastic about turning up at 04.00 hours, what about Chris and his team? Their role was.....

Car No.1 in - submit report - refuel - up on ramp - examine all over - correct any problems - despatch the next test team in that car.

Car No.2 in - repeat the process.

Remain on standby in case of breakdown until No.1 turns up again and repeat. Then start a normal day's work in the Development Shop! All in all, an unforgettable experience which changed my view of the DeLorean experiment from amused cynicism to fervent admiration.

Rodney McComb

Club Membership in far from normal times

It is a truth universally acknowledged that, most Clubs are run by a handful of members serving the greater good of the majority of members. In the current situation this truth is no less apparent. As we grow used to lack of personal contact, the delights (or disasters) of Zoom, WhatsApp, and waving at people we would rather be enjoying time with, perhaps it is a good time to think, "What do I do for the club?" You really do get out of membership far more than you put in.

If you are unsure what skills you may have which would help the club, ask a committee member. Discuss what skills you have and see where we might be able to put them to good use.

The club stands and falls by its members.

Worth a thought?

That was motor racing, that was!

Whilst we have an enforced lull in motorsport I thought it might be interesting to delve into Britain's lost motor racing circuits..

Silverstone remains the best known British circuit to F1 fans across the world. It is our sole, current, F1 circuit it has been said that to lose the Grand Prix, and in particular to lose it from Silverstone, would be disastrous for the sport in the UK. Seven of the 10 F1 teams are based within a 50-mile radius of the circuit. F1 is said to permeate the area in much the same way that Norfolk has the A11 motorsport corridor close to our beloved Snetterton.

Not all circuits have fared so well down the years. We have lost so many famous venues. Weeds and trees have overgrown concrete with the tracks going to rack and ruin, or being redeveloped, never to reek of Castrol R again. Here is my inexpert look at some of Britain's lost and forgotten racetracks.

BROOKLANDS, Weybridge, Surrey

Surely the most sorely lost and well known of all the circuits we have are no longer able to race on. In 1907, when it first opened, Brooklands was one of the world's first purpose-built motor racing circuits. Until 1933 it remained the only such venue in Britain. The unique concrete banked oval track was a racer's dream. The banking reached 30ft (10m) high and was 100ft (30m) wide. During World War One, however, Brooklands, which was also one of the first airfields in the UK, was requisitioned by the War Office and turned into a military airplane facility producing aeroplanes by Vickers Aviation. Racing resumed in 1920 after necessary repairs. Brooklands hosted the first ever British Grand Prix in 1926. The interwar years were the glory days for Brooklands with the likes of Count Zborowski racing cars such as each of the 4 Chitty Bang Bangs, the last of which was a 27litre V12 monster. The Birkin Boys also raced blower Bentleys on the circuit. During World War Two the site was heavily bombed, having hosted its last ever race in August 1939. These sections of the surviving banked track today, an impressive site 114 years after they were built.

BIRMINGHAM SUPERPRIX (Birmingham)

This modern and notorious street circuit never hosted F1 events; it was host to Formula 3000 Championship races. It ran for four years between 1986 and 1990, the Birmingham Superprix is remembered fondly, by some.

Another "first of its kind" drivers navigated a course along closed roads south of Birmingham city centre at speeds of up to 200mph, no speed bumps were harmed in the completion of the races. Superprix in Britain's second city, ended

abruptly when the city council were faced with falling revenues and, like many council services, they put the event out to tender. No buyer ever materialised and the circuit was consigned to history. The circuit also hosted BTCC races. There had been hope of a resurrecting the circuit in 2018 when West Midlands Mayor Andy Street hoped that it would be possible to stage a 2019 leg of the all-electric Formula E series on the old Superprix track. This didn't happen because the event went to ExCel in London.

CRYSTAL PALACE (London)

Talking of London, the Crystal Palace National Sports Centre includes part of the the old race track, which were turned into a public road. The circuit's claim to fame is that it was one of the key filming locations for 1969 film "The Italian Job". The scene in which Michael Caine watches a Morris Commercial van being blown up took place on the circuit's paddock area. Crystal Palace Circuit hosted some non-championship Formula One events. It was concerns about driver safety which led to the track's eventual demise. Drivers were regularly achieving 100mph average lap times on the circuit, which was fast for its day. Despite improvements to the course, international meetings ceased in 1972, and club level meeting stopped just two years later.

LONGRIDGE CIRCUIT (Lancashire)

Only half a mile in long, the Longridge Circuit was unusual because it was the only race track in the world contained inside Tootle Heights, a disused quarry. This would have reduced noise nuisance to neighbours. Located eight miles north-east of Preston, on the Lancashire moors, Longridge opened to racing in 1973. The circuit held a round of the British rallycross championship in 1976. Only seven years after opening Longridge was no more, it was sold to developers who turned it into Beacon Fell View Holiday Park. It is still possible to make out sections of the old track.

AINTREE (Merseyside)

Not just a course for a horse. The Grand National has taken place at Aintree, north of Liverpool, since 1847 but it has been a motor racing circuit since the three mile tarmac track was opened in 1954. There are claims that it is "Britain's only purpose-built Grand Prix circuit". The circuit still exists in its entirety, according to the Aintree Circuit Club. The British Grand Prix was staged there in 1955, 1957, 1959, 1961 and 1962, with Stirling Moss securing his first World Championship Grand Prix victory in the 1955 event. This went down in history as the first time a British driver had won his home Grand Prix. The full three mile track was last raced in 1964, while a shortened version was last used in the 1980s. Today just a handful of sprint events and track days would be held there, if motorsport was allowed anywhere in the UK. Aintree also serves as a host for historical rallies.

DAVIDSTOW CIRCUIT (Launceston, Cornwall)

Davidstow today hosts a microlight flying school. In the 1950s, this forgotten Cornish track played host to Formula One races. When RAF Davidstow Moor, which had been a coastal command base, home to the likes of Wellington bomber and the ungainly looking Supermarine Walrus biplane, became an inactive aerodrome after World War II, it was turned into a racing circuit. This remote west country former airfield hosted welcomed three Formula 1 races, in 1954 and 1955. The action was watched by thousands of spectators who saw what may be the least-known Formula One races ever held, despite the events attracting many of Britain's top drivers. The local link from this west country race track to our local car manufacturer (no not Triking) is that Davidstow saw Lotus gain their first ever F1 victory. You may well know the name Davidstow because the former circuit is located next to a creamery where Davidstow and Cathedral City cheeses are produced.

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Worth a thought?

Here is a list of some **former racing circuits** we have lost. You may know of more, in which case tell the editor your story; contact spotlight@sccon.co.uk

Blandford circuit, Blandford Military Camp, Dorset Used for club racing in between 1948 and 1950. 3.5 mile long
Birmingham Superprix, Birmingham 1986–1990
Boreham Circuit, Chelmsford 1949–1953
Brooklands circuit, Weybridge, Surrey Superspeedway 1907–1939.
Brough Circuit, East Riding of Yorkshire 1949–1957
Catterick Circuit, North Yorkshire 1958–1963
Crystal Palace Circuit Used from 1927 to 1972, currently active for annual Sprint event using part of previous circuits.[32]
Davidstow Circuit, Cornwall 1953–1955
Debden Circuit, Saffron Walden, Essex 1962–1965, although still active Sprint venue
Fersfield, Diss, Norfolk 1951–1952
Full Sutton Circuit, Yorkshire 1958
Ingliston, Edinburgh 1965–1994, although still active for club events and driving experience days.
Gamston, Nottinghamshire 1950–1951
Gransden Lodge Airfield, Cambridgeshire 1946–1947
Ibsley Circuit, Hampshire 1951–1955
Lake Torrent, Tyrone, 2018 failed project
Linton-on-Ouse, Yorkshire 1960–1961
Longridge circuit, Preston, Lancashire 1973–1978
Lulsgate Aerodrome, Bristol 1949–1950
Pebsham Circuit, 1956/7 planning application submit to Hastings and Bexhill Councils
Beveridge Park, Kirkcaldy 1948–1988
Rockingham Motor Speedway, Corby, Northamptonshire

Horry Dack

**10% OFF AT
WILCO MO-
TOR SPARES**

WILCO

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.

I don't believe it

A furious woman missed out on a McDonald's breakfast by a matter of minutes - and so called the police.

The woman was caught up in a queue at a drive-thru branch but didn't make the 11am cut off by the time she reached the front. After staff refused to serve her a McMuffin meal, she called police in East Grinstead, West Sussex, complaining that it was "unfair".

Officers were far from impressed and gave 'words of advice' about phoning them.

Mid Sussex Neighbourhood Policing Inspector Darren Taylor tweeted: "A call @11.30 this morning from an angry lady who stated that due to the queue at the McDonalds drive thru in EG, by the time she got to the window the breakfast service had stopped and she couldn't order a breakfast.

"The lady was given words of advice about ringing the Police."

Explaining the situation further to [The Sun](#), Inspector Taylor said: "This, of course, upset her and she wanted us to speak to McDonald's about the situation as she felt it was unfair. We kindly informed her this was an incident which she should take up with McDonald's and was not a police matter and that we would not be investigating her complaint."

Thank you to **Martin Newson** for bringing this article to our attention and helping to raise a smile

That's just about all folks!

The February issue of Spotlight is all over, bar the shouting, now. I would appreciate several things:-

Your feedback, good bad or downright ugly.

Is the font large enough? Or too small

Howabout the layout?

Do you want more photographs?

Your articles, news and stories. I can trim your text and make it shine or I can listen whilst you tell me the tale and I make notes.

Spotlight will only ever be as good as you make it.

Catch you next month!

Matthew

Batt Flattery?

Howard has fitted the SCCoN micra fleets with battery isolators which, usually, stop the car batteries from going flat during a period of lay up. If you have problems with your competition car or your classic car eating the life from the battery, try fitting an isolator.

[CZC AUTO Battery Quick Disconnect](#)

Stickers now Available from **Alan Kirkham**, please contact him alanjirkham@yahoo.co.uk

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.

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