

SCCoN Spotlight

Ed's trials

I wondered if I wrote the same Ed's trials two months running whether anyone would notice but then I thought of my faithful reader and decided that I couldn't let you down. You seem to enjoy my meandering mumbblings so here goes.

As I write this, our daughter, Lucy, a staunch supporter of Team Hodder and SCCoN, who was recently seen larger than life marshalling at 2 PCAs, is in the throws of producing the latest member of Team Hodder. I am not sure if she is out of the pit lane yet but there has been a lot of pit crew activity.

The 70th celebrations were a great success and if you were not there then you were definitely square or at least you missed out on a grand time. It was good to see some senior members of SCCoN working with really young members to have a good time and get things done.

members at PCAs recently and to have a natter with other AMSC club members too. A big thank you to all of the committee for their commitment to getting a 70th celebration event off the ground in a short take off time. Thanks are also due to Jonathan Palmer for the use of part of the Snetterton infield to host the event.(just checking to see if you are still awake dear reader.)

I wasn't swamped by crowds trying to hand over the articles for Spotlight but a few did stop and chat. There is no SCCoN member first car story this month so I imported one.

Keep left, watch out for EVs and enjoy the remains of the summer.
Matthew

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Social Media

Have you seen the social media presence of the club on Twitter and Instagram? There are some changes afoot in the administration of the Facebook page, so look out for updates and information. Search for **Sporting Car Club of Norfolk** on Facebook



www.Twitter.com/SCCoNorfolk



www.Instagram.com/SportingCarClubofNorfolk

“You can only get over your fears if you attack them head on” Mika Hakkinen

My First Car

A serial feature–

You know what this is about by now but this month sees the last available account of a first car because of a lack of incoming stories. So far we've enjoyed tales from Lucy, Oli, Percy, Dave, John and others. So what is your story? Contact me by any available method and I will form your account of your early days of motoring, into a good read for other members.

My first car

<https://www.britishmotormuseum.co.uk/explore/museum-blog/another-mini-story>

Having no stories from anyone in the club, I borrowed a story from the British Motor Museum website. With all credit to them. Thank you Gaydon!

From “Andrew”, who was aged 17 when he got his first car. Way back in Summer 1978, a 16 year old ‘me’ had secured a holiday job on a local farm. Already I was a budding Petrol Head desperate to drive and run my own car, and this role was the perfect opportunity. To cut a long story short, within 2 weeks of starting I was entrusted (let lose!) on tractors and the farm’s trusty Series III short wheelbase Land Rover. All self-taught on the land with minimal mishaps and many a crash gear change! But I mastered it and loved it.

Roll forward to my 17th birthday and the best present from Mum and Dad – a set of BSM driving lessons. £6 a shot in those days, using Triumph Dolomites. I have very fond memories of those stylish cars, and how I long for a classic Dolomite Sprint today. But 8 lessons / 3 months thereafter, ably supported by Dad outside lessons, I had passed my test first time. So, I needed that first car, but at 50 pence per hour remuneration from life on the farm, this was to prove a tough order!

Solution – a small contribution from myself, augmented by good old Dad (on the promise I wouldn’t get tempted by the much cheaper alternative of motorbikes!). Henceforth, here entered the aforementioned Mini Clubman Estate. It was MOT failed and more than a little

tatty, but we were assured it was salvageable. Of the various repairs needed, it was the rear subframe replacement that posed the most the challenging. But I was up for it. I loved the mechanics aspect too, and the workshop manual said it was a straightforward task! Lift and support car / remove wheels, suspension, brakes etc / undo the 8 bolts securing the frame / install new and refit the rest in reverse order. Simple, what could go wrong!?

Its fair to say my knowledge, tool kit, use of Isopon, and pain threshold leapt forward exponentially. This was to be a 'once only' experience, never to be repeated! But success it was, and that car became my pride and joy for the next 3 years (green colour aside). Like many, I added numerous aftermarket accessories – a radio, long whip aerial, silvered wheels (I couldn't afford alloys), seat covers, sport steering wheel and gear knob, fluffy dice. The list went on...

What has struck me the most as I reflect, was the alarming pace of rust and mechanical unreliability that beset so many of those 70s cars. After all, it was only 8/9 years old, but considered at the time as near end of life. I contrast this with my wife's 10 year old Mini One today, which is sweet running and unblemished. Gosh how technology, manufacturing processes, galvanised steel and aluminium have truly revolutionised the motor industry. But with fond memories I still love the iconic Classic Mini. The irony today of course is I simply can't afford a good one!

The Mini Clubman, originally designed to be a hatchback, was born from the need for a top end car at a low end cost for BMC. As a replacement for the Riley Elf and Wolseley Hornet, it filled this requirement. Being longer in the nose than the original Mini it allowed for better engine access. Ultimately it was a style change to keep up with other companies such as Ford whilst keeping the costs down.



We STILL 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**

The newsletter gets better the more good stuff you supply to go in it.

Social Events

Howard – Social Secretary:

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

Club Nights

Hopefully we will return to SCCoN club nights held at the White Horse, Trowse, NR14 8ST, soon.

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!



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

"Don't find fault, find a remedy. Anyone can complain"
Henry Ford



SCCoN Clothing Get your kit on!

Look out for members wearing

examples at the 70th celebrations in August

Ali Hodder (Mrs Ed) is ever ready to take your order for a new hoodie or other club related clothing. The hoodies are warm comfortable

T-shirts, Sweatshirts,
Hoodies, Rugby Shirts
Zip-up hoodies, Polo shirts

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



SCCON at 70

The organising team made an excellent job of the 70th Anniversary Celebrations at Snetterton on the 14th August.

There are photos on the SCCoN Facebook page and some more on Gnome Service Flickr pages. Many members attended and a few member of public wandered across to see what we were up to. The gymkhana was enjoyed by old and young alike with some youngsters having their first attempt at driving competitively. Families took part in groups and enjoyed competing with each other. The touchy feely boxes proved to cause some consternation and only one person, a SCCoN member got all the boxes right and then only after a clue or two.

Music was provided by the smooth and entertaining "John's Blues Crew" and included solos by our own Gordon Shipley and Abi Dennington-Price who wowed the crowd with outstanding vocals. Abi had not planned to sing but she certainly dropped into the groove and belted out a few numbers.

Gnome Service photos are here:-

<https://www.flickr.com/photos/gnome-service/albums/72157719746442140>

**Advertise here and reach dozens of people,
speak to a committee member for rates**

**SCCON
CLASSIC CAR
RUN
2022**

**Watch this space for
announcements**



It is all in the figures

Most people who follow football drive to get there. If they only use one gallon each for each match weekend, they use 13million + gallons each weekend (13 million people go/ follow or play football)*

All motorsport in the British Isles does not use that much in a whole year but we are cutting and changing what we do with immediate effect, when are they going to change?

Total fuel consumption of U.S. airlines is approximately 19 billion gallons annually.

Total fuel consumption for mining Ore for construction of electric car batteries is approximately 21 billion gallons annually.

The 21 billion gallons of fuel burned can only produce enough Ore to build 250,000 electric car batteries. The lifespan of an electric battery is 10 years and is not renewable. By 2050 these batteries will fill landfills with 50 million pounds of waste that does not break down. I wonder if people would still believe in electric power cars, vehicles or equipment if they knew how massive the carbon emissions footprint really was?

Thank you Martin for this interesting information.

*Football is 22 people chasing a ball on mud grass or nylon carpet whilst others watch.

Meanwhile:- If your electric car gets a bit hot under the bonnet and fries a battery or two, you may well see it take an early bath, because the only safe way to deal with an over-heated electric car traction battery is to cool it for a long time. Some European fire services already have large water tight skips in which to immerse any EVs to which they are called out.





Lemon Drizzle 12 Car Regularity Run

Sunday 15th August 2021

www.scon.co.uk

50 miles on map 144 - start / finish / coffee and HQ at The Goat Shed Farm Shop just off the A47 near Honingham - Car 0 leaving at 10am - should all be packed up and homeward bound by 2pm - all documentation to be done online and pre-event - two classes - Expert: cars with calibrated regularity gizmos fitted - Novice: cars with no gizmos fitted (but mobile phone tripmeter apps are allowed) - straight forward navigation.

Entries & marshals required – see club website for more details

(www.scon.co.uk)



Farm Shop

The Goat Shed is our farm shop in Honingham, proudly supporting local, stocking the very best of Norfolk's artisan producers.



Kitchen

Our Kitchen is open daily serving breakfasts, light lunches, grazing plates and home-made cakes and bakes.



Cheese

Our cheese is hand made by our team of passionate cheese makers. We know its corny but they are crackers about cheese!



Holidays

Enjoy a break in Norfolk's beautiful countryside with easy access to Norwich, the Broads, and miles of golden coastline.



Skin Care

Our goats milk skin care products are perfect to nourish, moisturise and soothe dry, itchy, flaky and sensitive skin.

Tucked away in the Norfolk Countryside our passion is sharing the very best our county has to offer, from the local produce sold in our Farm Shop, the accommodation we provide to allow others to explore the fine county of Norfolk, or the artisan cheese we have been making by hand on our farm since 2009.

Diary Dates

September

5th Targa Rally
WSMC

12th Stage rally

AMSC

Saturday 25th

The Brecks Micra Challenge. An opportunity to visit an interesting venue & to compete in a club Micra, or your own.

October

Saturday 30th

October 2021

Snetterton
Tarmac Production
Car Autotest

November

Sunday 21st

November 2021
Lyng Garage
Trial

Sunday 28th

November 2021

Snetterton
Grass Production
Car Autotest

The Brecks Micra Challenge Stubble Production Car Autotest

Friday 3rd September 2021

POSTPONED

NEW DATE

Saturday 25th September 2021



See the SCCoN website for details

This space could have been your article, about the 70th celebrations, your first car or any number of interesting SCCoN type things

SCCON Lemon Drizzle 12-Car Regularity

A bit of trek to Norfolk on August 15th for a “little” event, but the less time-demanding and less cardemanding

events suit George and Maisie (his Mazda MX5) nicely. We enter these events for fun, recreating the camaraderie we shared when we started rallying together almost exactly 50 years ago when we debuted on the Maple Leaf Road Rally (or road races as they were better described in the

“magic” 70’s) on August 7th, 1971. Had I been aware of this significant anniversary before writing this report, I would have baked a (Lemon Drizzle) cake to celebrate.

Regularity events were unknown in the 70’s and were invented to sterilise a driver’s racing urges and to fry a navigator’s brain by majoring on speed accuracy rather than speed lunacy. Not that a driver’s skills should be deprecated, since, in George’s case, he has to contend with keeping his average foot on an average throttle to maintain an average speed when his navigator is pre-occupied finding

where to go during frequent grey cell overloads. Furthermore, despite the “fun” label, this navigator takes his duties very seriously, and George’s major task is to cool the cockpit when his passenger throws despairing tantrums after getting lost, losing time or a tractor or snail driver subdues progress. The event was based at the Goat Shed farm shop just west of Norwich, so I was up at 04:30 for my journey via George’s for the 10:00 start. Only 7 entries, which must have been demoralising for the organisers given the quality of the paperwork and extent of effort that must have gone into running the event. Much praise for those who devote their time for the enjoyment of their motorsport mates.

First job was to calibrate the trip meter. After the Hero hassle previously here stated, I was hoping this would be a straightforward affair. After the first two runs I was sweating: a hot day and bothered by a failure to get the calibration right. Then, having observed other competitors using a different white line to start/finish their measurements, the brain fog disappeared and we were good to go. The foregoing took some time, and the pressure began when the start documentation showed I had some plotting to sort before our departure at 10:02. Meanwhile George went window shopping to examine the extensive list of farm foodstuffs that were on sale at the Goat Shed. My plotting was interrupted when the Clerk of Course (David Bell) introduced his wife, who proceeded to reprimand

The logo for Wilco, featuring the word "WILCO" in a bold, red, stylized font with a white outline, set against a yellow rectangular background.

10% OFF AT WILCO MOTOR SPARES

Wilco have branches across East Anglia & offer club members a 10% discount in store on presentation of a valid membership card. 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.

Micra Challenge

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 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 2021. 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 plans for 2020 were disrupted by Covid-19. See the club website for details

mand me about the time David spends on the Internet Table-Top rallies I organise. There were four regularities, two either side of a coffee halt back at the Goat Shed, and bounded roughly within the triangle formed between Norwich, Attleborough and Dereham. Navigation and timing were varied and conventional, but it seemed that route-finding would be 5% of effort and maintaining the right speed 95%. That blinkered view was to change at the second junction of the event.

First regularity, first instruction: "George, start at 25mph, turn left at T and continue until the next T junction." My head was down organising paperwork, shuffling speed tables, and getting familiar with the route ahead. That's normal procedure; there won't be a control for at least two miles, so I'll start monitoring average speed from about 1.8 miles. A couple of minutes passed, and George says: "Road on right." "Ignore," I say, frustratedly. I'm waiting for a T junction! But the remark bothered me. My brain is

quite good in subconsciously detecting g-forces. If George is "on his own" without instructions and I've spotted, say, a 90-right 90-left on the road ahead, I will feel the outer and inner pressures as he drives. At the "road on right" I'd felt a steering to the left. I looked at the map and looked up. I was expecting an open road with no houses, I saw buildings and businesses. "WTF! Where are we?" This is what happened. Picture a "main" road heading roughly north to south with an apparently lesser road off to going east. Trouble was the principal road, the one without crossing road markings (like give-way white lines) went south then east. My "on his own" driver had simply, and perhaps reasonably, followed the course of the road. There's nothing worse than uncertainty to scramble this navigator's brain. Befuddled damage limitation takes over which is not always optimal. In the haste to recover doing necessary things like reversing the trip until you re-join the correct route get forgotten, the outcome being a mad dash to get back on an unknown time schedule. This requires seat of the pants reckoning, guesswork and luck. None of this was fruitful – we dropped a massive 98 seconds at the first control. It was a minor consolation that several other crews had made exactly the same error. On the way home we happened to go through the offending junction. It was clear to see that the "main" road to traffic went from north to east. Having had an upset it's very difficult for me to get my head straight again. The mistake eats away at

my confidence. I held back the tears, George did what he normally does, he laughed! Clearly the recovery was still in progress since we dropped another 26 seconds at the next control. Two minutes down after the first regularity, it was game over. Was there anything I could salvage to avoid the post-event grumpiness? Regularity B was a far happier affair. 1 second late at the first timing point, on time at the second, and 13 seconds late at the third. I'm pretty sure that the error on the third was baulking traffic. I

recall getting stuck behind a slow-moving vehicle just before I predicted there would be a control immediately after the next turn. And thus begins the usual gripe about force majeure.

Regularities are becoming a bit of a lottery. Hero Challenge 1 was one of the worst I've encountered. The Drizzle wasn't much better. Given a free run without any major misplots or miscalculations it's not too difficult to keep penalties in single digit seconds. But get stuck behind, say, a trac-

tor, and very quickly seconds become minutes. And so it was to be on the Drizzle. Most memorable was an enormous Dung Spreader that was so wide it filled the road and verges up to the hedgerows. Fortunately(?) we were behind it. Goodness knows what we could have done had we met it head-on and needed to reverse – possibly miles – before continuing. On reflection this encounter may have contributed to disastrous penalty Regularity A. Then there was the Combine Header which was not followed by a Combine. Fortune again that we followed it rather than met it. George takes these confrontations in his stride, more concerned with commenting on the engineering and mechanics of the obstruction than worrying about the bloody time we are losing. George occupationally forgives farm machinery but not on-coming, road-hogging 4x4s that expect him to steer his less robust MX5 into a ditch to avoid collision. George's ensuing 4x4 red mist was equivalent to mine from navigational errors. The coffee halt provided time for George to air disaster tales with other competitors and me to mourn and re-group. Regularity C passed with seconds dropped, but D, the longest of the day, was a bit wild. Of "Percylarity" format, with a route narrative to follow, concentration was paramount; but my focus strayed several times with baulking, 4x4s and a reset of my timing clock in the wrong place. A sum of 90 seconds penalty in total drove nails into the finishing place coffin. The weather had been fine during the event and was very hot at the finish as competitors gathered to review the day. Tales of misfortune abounded, and I had plenty to contribute. George shrugged and disappeared to the farm shop to spend (goat) shed loads of money on exotic foods and sauces. There was agreement on what a fine event it had been. David Bell, Ian Doble and the rest of the team had put together a great event. Ian Doble arrived with his result computations. "1st George & Crow," Ian said. I looked puzzled at George. George looked puzzled at me. I think we both realised Ian's error. It is usual to read results in reverse order for the suspense, so for 1st read last? Ian realised his "error" too and restarted in customary mode. He finished his speech with his original statement. YES, we had come first and Ian handed out printed results to prove it. Our gobs had been truly smacked. Appropriately we received awards of a Lemon Drizzle cake to celebrate our victory (and our 50th anniversary together). This proves It ain't over until it's over. Note to my brain: Strive through adversity, sometimes bad morphs to good. 50 years ago we never won an event, now we had a hattrick of wins in modern times.

SAD STOP PRESS

At 10:18 the following morning I received an email from David Bell. Unfortunately there had been an error in the results and we had been demoted to 2nd. Ah well, it did feel strange being a happy navvy for a few hours. I can now return to the more usual state of grumpiness. Do we have to send the cake back?

"Crow" August 17, 2021



Lemon Drizzle 12 Car Regularity Run

Sunday 15th August 2021

Results

o/a	Crew	Class	Car	Total	Card 1	Card 2
1	Julie & Nick	E	1	174	148	26
2	George & Crow	E	2	248	138	110
3	Stanley & Liz	E	5	283	138	145
4	Nij & David	N	6	306	193	113
5	Michael & Jim	N	8	309	43	266
6	Matthew & Diane	E	4	370	205	165
7	Jon & Jack	N	7	485	361	124

Card 1

Car	Penalty	Total	RS A	IRTC A1	IRTC A2	RS B	IRTC B1	IRTC B2	IRTC B3	Total
1	00:02:28	148	0	5	33	0	50	34	26	148
2	00:02:18	138	0	98	26	0	1	0	13	138
4	00:03:25	205	0	36	60	0	21	6	82	205
5	00:02:18	138	0	4	120	0	7	5	2	138
6	00:03:13	193	0	53	55	0	25	57	3	193
7	00:06:01	361	0	60	86	0	70	120	25	361
8	00:00:43	43	0	8	10	0	20	1	4	43

Card 2

Car	Penalty	Total	RS C	IRTC C1	IRTC C2	RS D	IRTC D1	IRTC D2	IRTC D3	Total
1	00:00:26	26	0	9	8	0	6	2	1	26
2	00:01:50	110	0	10	3	0	44	7	46	110
4	00:02:45	165	0	12	8	0	120	21	4	165
5	00:02:25	145	0	108	26	0	3	5	3	145
6	00:01:53	113	0	41	21	0	41	1	9	113
7	00:02:04	124	0	62	11	0	28	9	14	124
8	00:04:26	266	0	18	120	0	11	94	23	266

ANGLIA MOTOR SPORT CLUB LTD
DEBDEN SUMMER SOLO



DEBDEN AIRFIELD NR SAFFRON WALDEN
SUNDAY 5th Sept 2021

Anglia Motor Sport Club is pleased to be organising their **AutoSOLO, Autotest and PCA** on 5th Sept We wish to thank the staff at Debden (Carver Barracks) for their assistance in allowing the event to run. “Double driven” cars will need additional actions this year - the car will need to be sanitised at every driver changeover, and both drivers will need to wear masks. We appreciate this may be inconvenient, but we hope you understand the need for it. In line with recommended Covid-19 precautions, there will be no paperwork. Entries and payments will be taken on-line and the results will be collected and published electronically and may be accessed by your smartphone. Further details, e.g. test plans, car numbers and signing-on will follow in due course, but they too will be paperless. Each person will be emailed a uniquely numbered pass which must be printed out and shown or displayed on a smartphone at the entrance gateway, as sign-posted on the day. All signing on and scrutineering will be in accordance with Motorsport UK Covid guidance. This is a MOD site and photography is restricted. Only the official photographer is permitted to take photographs or videos.

Diagnosis

If you enjoy the technicalities of diagnostics of modern car maladies you may well enjoy a Youtube channel called "**Watch Wes Work**". Wes is a 35 year old engineer with a background in machine tools and a lifetime spent around internal combustion engines and the machines driven by them. Based in Illinois his subjects are mostly stateside pickup truck with a smattering of modern cars. His in depth knowledge of fault codes and the information obtained by diagnostic tools is outstanding.

Stickers still 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:



Get stuck in
and stuck
up

Self adhesive vinyl window sticker
measuring 195mm x 80mm.

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Please ask for help if you are not a wordsmith. I will happily help you to create an article or I can take notes from a phone call to get your story in print.