

SCCoN Spotlight

Chairman in the Spotlight

Hi SCCoN Club Members, Friends and Family

After the AGM last month, we, the management team, got together to assess and sort out the roles the management team members would take on for the next year.

Mark Annison has decided to stand down from his role as Chairman with immediate effect because of work pressure, thank you Mark for your help and guidance of the last few years.

After some debate and discussion I decided that I would try and help out and the team agreed to allow me to give it another go at leading the club towards the future as Chairman. We are entering trying times with motoring let alone motor-sport. I hope I can guide us in the right direction?

Should you want to ask me any questions or give me advice please do not hesitate to get in touch, I will always try to help when I can.

Have a great Christmas.

Martin Newson

Ed's note: Martin is easily accessible via social media or email.

Inside this issue

Chairman.....	1
Ed's trials & more RIP	2
More Goodwood.....	6 to 10
Results	11
E10.....	13



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

"Believe in your dreams, but more importantly believe in yourself; because that's where dreams begin."
Frank Williams

Ed's Trials

I am still here, just sidelined for a moment. This is the final monthly edition of Spotlight, We are moving to a more relaxed quarterly issue for 2022 because the newsletter is no longer the hub of club information and news. I will continue to edit whilst there is a trickle of input from interested members. The committee work tirelessly behind the scenes to make the club work. If there is something not happening, please volunteer to make it happen.

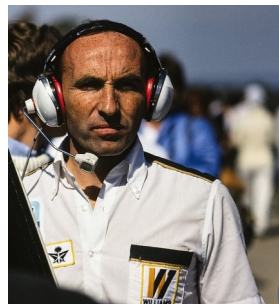
Seasons greetings,

Matthew

Francis Owen Garbutt Williams, 16 April 1942 to 28 November 2021

There are times when motorsport loses a giant, such as Senna, Clark, Petersen, Chapman and many others. The death of Sir Frank Williams aged 79 at the end of November was the passing of one more of our giants. He was, without doubt, an outstanding example to many, having overcome significant injuries in a car accident in France in 1986, he went on to live a life of achievements of which he could be proud. He was born in South Shields, in the North East, on 16 April 1942. His father was an RAF bomber pilot who left Frank's mother to bring up the child on her own. I think she did a grand job; her diligence and dedication gave motorsport a giant. Much has been written about the life and times of Sir Frank, we have been blessed to have seen him perform in our lifetimes. **RIP**

Original photo motorsport.com



The Roger Albert Clark rally.

I expect that by now you will have seen all the media coverage of storm Arwen about the bad weather in the north of the country. The bad weather stopped the event, thus trimming it short by it a full day. I travelled over to South Wales, in the faithful Toyota, to marshal on stages 29 and 31, which was the last stage. I took up my usual role of radio and safety car. Reception was such that I acted as relay for some radio users to get messages where they needed to be. Topology and weather play a large part in transmission of radio signals. The stop line despite being surrounded by trees did not interfere with radio comms, and my contact with the event controller was clear.

The day dawned cold, bright, but most importantly, dry. This fortuitous weather continued right up until the last hour of the event. The stage was impressive, with a hard & smooth surface, so smooth in fact, that even I was able to drive through at speeds of up to 35 mph. Wow, I hear you all say, real heady stuff!

A good day was had by all.

The event was won by Brian Chapman in a Porsche. Don't know him, but I don't think he is a SCCoN member.

Paul Doodson

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

Please note if using Royal Mail check that you have paid the correct postage. The editor enjoys getting your mail but he doesn't like to pay to receive it. Thank you

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



Photo credit—Derek Webb

Not the **Roger Albert Clark Rally**, but you get the idea. It can never be wrong to have a 'scort photo in Spotlight

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 **once again** being held at the White Horse, Trowse, NR14 8ST.

SCCoN AGM, has been and gone. So too has the 1st new committee meeting.



EV? No just easy!



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

“Very few people are legends in their own lifetime but Frank is quite an exception” Nigel Mansell



SCCoN Clothing Get your kit on!

For price information,
drop Ali a line at

Alison.Hodder@yahoo.co.uk

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

Polar fleece manikins are once
again out of stock.

Hi viz handkerchiefs may be
available subject to demand



Lyng Garage 12 Car Results

o/a	Car	Class	Driver	Navigator	Fails	Mins	Award
1	7	I	Mick Beauchamp	Mark Banham	0	25	1st o/a
2	8	N	Gordon Shipley	Andy Chinn	1	25	1st Novice
3	5	E	Harvey Steele	Martin Pitt	1	32	1st Expert
4	1	E	Neil Peterson	David Smalley	1	35	
5	6	I	Ben Cutting	Steve Chambers	2	26	1st Intermediate
6	10	N	Peter Riddle	Simon Hawken	3	7	
7	2	E	Jon Bray	Matthew Smalley	4	45	
8	4	E	Ed Haylock	Paul Haylock	4	47	
9	3	E	John Peterson	Ian Graham	6	49	
10	9	N	Rob Palmer	Ben Jones	8	35	
11	11	B	Harry Wade	Dannielle Quadling	11	3	1st Beginner
	12	B	Marc Sheffield		Retired		

Many thanks to **David Bell** for these and many, many more event results which he produces in a swan like manner; seemingly effortless but paddling like billy-oh out of sight.

Advert

Fire Safety Stick

A new way to put out fires. No residue, CE marked, not pressurised and with longer discharge times than handheld or plumbed in systems. Typically 12 to 15 seconds discharge time.

Available in 50 secs at £74.50

100 secs £104.40

Prices inc VAT

www.firesafetystick.com

Contact SCCoN competition secretary **Derek Webb**

01953 488696

07818 206265

rye.racingderek@aol.com

Corbeau Seats UK Discount

Please contact Derek Webb for up to 20% discount on Corbeau Seats products



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.

Meet the Competition Secretary

Derek Webb is an active new member of the club who has joined the committee as Competition Secretary. Living in Thompson in the Watton, Thetford, Attleborough triangle, Derek moved to Norfolk from Rye, East Sussex. He has campaigned a Mk1 Escort in recent years and more recently a Mk1 Cortina. A lifelong rally man he began to compete in the 70s and co drove on a few RAC rallies.

He was a dedicated member of the Hastings 1066 car club and held official posts in several hill climbs. He has been active in many aspects of motorsport and has shown willing with SCCoN by getting stuck in as part of the orange army of marshals at a cold wintry PCA.

If you haven't met Derek then look out for him at an event soon.

GT CARS AT THE 78TH GOODWOOD MEMBERS MEETING - OCTOBER 2021

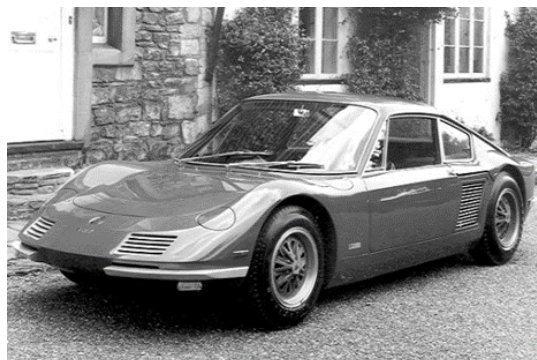
This is the second article about my visit to the 2021 Goodwood Members Meeting. Lord March attracts a superb variety of historic machinery to this event so, for me, a walk round the paddock was at least as interesting as watching the motor racing. The first motor races I ever watched were sports car and Tourist Trophy meetings at Oulton Park, so I have a particular interest in GT racing cars of the 1960s.



There were two models of GT car in the programme that I particularly wanted to see at close quarters - one was the very rare Elva-BMW GT160 of which I'd never seen a real one, and the other was the Porsche 904. The Elva was

launched at the 1964 Turin Motor Show and it was extensively covered in the car magazines of the time. I thought it looked absolutely superb. It was styled by an Englishman Trevor Frost, while he was working for

the Carrozzeria Fissore styling house in Turin where he called himself Trevor Fiore which sounded more Italian. Fissore built the three prototype Elva GT160s.



**Elva-BMW GT160
launch car in 1964**



Elva-BMW GT160 number 3 at Goodwood in 2021

The GT160 had a Nerus-tuned dry-sump 2-litre BMW 4-cylinder engine producing 185bhp in an aluminium-bodied car that weighed only 560kg. The grilles behind the doors are hinged along their front edges so they can be pivoted outwards for increased airflow to the radiators and oil cooler. But sadly, after the three prototypes, no more GT160s were built. This was due to changes in the regulations for GT car racing and the fact that it was very expensive to manu-

facture. Elva's attention turned instead to their Elva-BMW Mk7 open-cockpit sports racer that they further developed into the Mk8. This had a smaller frontal area than the GT160 and weighed less than 500kg. It was a very successful racing car in the hands of Elva's private customers and twenty one Mk8 and Mk8Ss were built. The blue GT160 at Goodwood suffered gearbox problems necessitating a rebuild between practice and race. It still finished 13th in the Gurney Cup race against opposition that included eight Ford GT40s and seven Lotus 23s. A GT160 had entered the Le Mans 24 hour race in 1965 but it failed to finish. The blue example at Goodwood had raced in the 2012 Le Mans Classic in the 1962-1965 class. It finished 8th overall out of 71 cars, only beaten by four Ford GT40s, two AC Cobras and a 5.3 litre Iso Grifo. And it finished 4th o/a and 2nd o/a in two races during the 2014 Le Mans Classic, so it lived up to its name: 'Elva' comes from the French 'Elle Va' which translates as 'She goes'.

How's this for a little-known fact? The first McLaren race car was their M1A, a Group 7 sports racing car with a 4.5 litre Oldsmobile V8 engine and Hewland gearbox. McLaren built the first prototype, but the production run of a further 24 race cars was built by..... Elva Cars at Rye, near Hastings. And what's the latest model in McLaren's technologically-advanced 'Ultimate Series'? - It's the 2021 McLaren Elva.

Now to the 904: when I was at school, my brother and I would sometimes thumb a lift home after school to save our bus fares. Some days no one stopped for us and we ended up walking the whole four miles without getting a lift. Paul (Moore or Moors) was the son of a local builder and a great car enthusiast. He gave us a few lifts in his Mk 1 Ford Capri and Triumph Vitesse convertible. But then he built himself a Lotus Seven and there weren't enough seats for all of us so the lifts from Paul stopped. But when I was cycling around Heswall, where we lived, I'd sometimes see him and we'd have a chat about cars. He replaced his Lotus with a white Marcos 1800GT that he kept for a couple of years before trying to replace it with an AC Cobra.

But Paul was still only 21 and he couldn't get insurance for a Cobra with its 4.7 litre V8 engine. Instead he bought an ex-circuit racing Porsche 904 Carrera GTS which, with its 2-litre engine was acceptable to his insurers. They probably didn't realise that the performance of the 904 was very similar to an AC Cobra.

The 904 was styled by 'Butzi' Porsche, the grandson of Ferdinand Porsche. Butzi was primarily an engineer rather than a stylist but he designed both the fibreglass-bodied 904 and the original Porsche 911.

Cont.d page 8, 9 & 10

Diary Dates

Check social media for updates of club and regional events

I already knew about the 904 because, on the very snowy 1965 Monte Carlo Rally, Eugen Bohringer had driven his works 904 to second place behind Timo Makinen's Mini Cooper S. To this day I still think the 904's styling is among the very best and I would love to own one. The snag is that good ones now sell for between one and two million pounds.

Paul sent his 904 back to Stuttgart where it was rebuilt to as-new condition and I had a couple of chats with him after he got it back. He showed me the old valves from the four-camshaft boxer engine and they were enormous compared to the Mini valves that I was familiar with. Sadly I never got a ride in Paul's Porsche.



Oliver Bryant's Porsche 904 that he raced in the Ronnie Hoare Trophy race

In the paddock at Goodwood there were a few 904s and one of them (race number no. 47) had some team members standing nearby. So I asked if I could have a sit in it, to which they agreed. The 904 is a tiny car and I hadn't realised that getting in and out would be so difficult, involving contortions much like getting into a Series 1 Lotus Elise. But once inside I could appreciate the comfortable driving position and the excellent visibility. I wished them well for the Saturday practice session and their race the following day.

I continued strolling round the paddock, looking at the GT cars and I photographed just two more cars entered in the same race as 'my' 904 (the Ronnie Hoare Trophy race for road-going GT cars manufactured between 1960 and 1966). The first was a red Abarth Simca 2000 Corsa. Based on the floor-pan of the rear-engined Simca 1000 and fitted with a lightweight aluminium body, these cars were 160 mph machines.

The standard car had a 30 litre fuel tank, but most of the racers were fitted with a larger tank of up to 110 litres. When a larger tank was specified, a Monza- type fuel filler was fitted at the upper right of the rear window. In theory 100 Abarth Simca 2000s had to be manufactured to qualify for GT racing, but it's highly doubtful whether anything like that number were ever built. The Abarth 2000 was very competitive in the European Hillclimb Championship and a certain Jochen Rindt drove one to victory in the April 1965 GT race at the Aspern Aerodrome circuit near Vienna. Then in October 1965, he won the Tyrolean GT race at the Innsbruck Circuit, beating three Porsche 904s.



Fuel filler cap detail on the Abarth Simca 2000



Abarth Simca 2000 Corsa



Morgan Plus 4 SLR

The other car that caught my eye was a Morgan Plus 4 SLR with full width aluminium bodywork instead of separate wings like most 1960s Morgans. I'd never seen one before and I didn't know what it was. The Goodwood programme gave me the model name and the internet helped me to fill in the details. The SLR name comes from 'Sprinzel LawrenceTune Racing' and the first example of this style of body (made by Williams and Pritchard) was fitted to a Triumph TR4 chassis to create the Triumph SLR. Only three more cars were made with this body style and they were all Morgan Plus 4s whose chassis dimensions were very similar to the TR4. With a Lawrence-Tuned engine, much less drag and less weight than a standard Morgan, the SLR was a competitive race car. In one race at Spa, Chris Lawrence managed to split the Porsche 904s finishing behind two of them but with four trailing behind him.

After practice for the Ronnie Hoare Trophy race at Goodwood, the front row of the grid would comprise Oliver Bryant's Porsche 904 in pole position, Keith Ahlers' Morgan SLR, driven by Billy Bellinger, in second place with Michael Gans' Abarth Simca third.

Micra Challenge

For those of you who are enjoying the fun which can

be had competing in a

Nissan Micra the

SCCoN

Micra Challenge.

Is our very own championship It works in a similar fashion to most single vehicle classes and will result in a winner at the end of 2021.

guidelines.

When this edition of Spotlight is completed the editor will get on with sorting out the challenge points to see who gets a podium plac



See the club website for details

Of the twenty nine cars entered, the ones that had most captured my interest, and the only ones I'd photographed were to form the front row of the grid! How had I done that?

The story of the race is that Vincent Gaye's Ferrari 275 GTB led the first lap from the second row of the grid followed by the Morgan SLR and then the 904, with the Abarth dropping well down the field. But by the end of lap 2 Olly Bryant had passed the Morgan and the Ferrari to take the lead. By the end of lap 5, Gans had got the nimble Abarth up to second place only to retire on the following lap with a mechanical problem. The Morgan SLR overtook the Ferrari on lap 6 to re-take second place and that's how it stayed for the remaining seven laps: the Porsche 904 in the lead, then the Morgan followed by the Ferrari. So two out of 'my' three GT cars had finished first and second and the car I'd sat in had won the race. A nice final touch is that Oliver Bryant's Porsche was prepared by Historika Klassik Porsche who are based near Ipswich.



Peter Riddle November 202
McLaren Cars at Colnbrook in the 1960s—a far cry from an F1 HQ nowadays



McLaren F1 today



Sporting Car Club of Norfolk

Lyng Garage 12 Car

Friday 12th November 2021

Results

o/a	Car	Class	Driver	Navigator	Fails	Mins	Award
1	7	I	Mick Beauchamp	Mark Banham	0	25	1st o/a
2	8	N	Gordon Shipley	Andy Chinn	1	25	1st Novice
3	5	E	Harvey Steele	Martin Pitt	1	32	1st Expert
4	1	E	Neil Peterson	David Smalley	1	35	
5	6	I	Ben Cutting	Steve Chambers	2	26	1st Intermediate
6	10	N	Peter Riddle	Simon Hawken	3	7	
7	2	E	Jon Bray	Matthew Smalley	4	45	
8	4	E	Ed Haylock	Paul Haylock	4	47	
9	3	E	John Peterson	Ian Graham	6	49	
10	9	N	Rob Palmer	Ben Jones	8	35	
11	11	B	Harry Wade	Dannielle Quadling	11	3	1st Beginner
	12	B	Marc Sheffield				Retired

SCCoN proudly supports the Anglia Motor Sport Club

Better Together

initiative and champions inclusivity within our Club and events .

Better Together aims to knock down barriers, raise awareness of issues in motorsport and challenge discriminatory behaviours and attitudes, with the long-term goal of making motorsport more inclusive and accessible for all.

We need to give motorsport a future. Let's make motorsport accessible to all!

#WeAreBetterTogether



MSUK may eventually expect clubs to have officers with roles specifically for inclusion and diversity.

On a similar note, whilst admitting that we could never plant enough trees, or even cabbages to offset our carbon footprint, we may need to have a club official with responsibility for all things ecological and environmental. If you are interested in the planet we live on and the places where we live, please let the committee know.

THE YEAR SANTA CRASHED.

It was Christmas Eve, long ago, when a group of British Lorry drivers were on the dock side waiting to board the ship to Dover. When in the near distance was a crash, followed a few moments later, another crash. It seems Rudolf had "wrong slotted", hit the church steeple and landed on the dockside, with a very much damaged sleigh. It was not possible to repair the sleigh on the dockside, and soon the ship was about to depart the dockside, so the reindeer were unhitched, taken on board the ship, together with the sleigh, which was so heavy, it required two large trucks, side by side to haul the sleigh onto the parking deck.

While the reindeer were bedded down and the ship's engineers set about repairing the sleigh with welding equipment, Santa was taken to the drivers restaurant, where he ate a large plate of Turkey, with all the trimmings and two helpings of Christmas Pud!!

By now the ship was nearing Dover and Santa was worried. Because of the delay he thought he could not deliver the presents to all the GOOD children in Britain. Why not transfer all the presents to our vehicles, said one of the drivers, so we can deliver them on our way home. That's a good idea, said Santa. And with that all the drivers went to the parking deck to transfer all the presents to their trucks, for the children in Britain.

Engines started, lights on. With that Santa stood up on his Sleigh, and said, " I command thee to deliver all these presents to the children in Britain, and then deliver your driver safely to their families". He threw some dust into the air, and in a blink of an eye, the ships great deck was empty.

The ship's crew ran to the side of the deck, only to see in the sky the twinkling of red lights, and the sound of gears changing up.

So, the next time you are out with your parents or grandparents, and you see a great large lorry, go past you, give the driver a wave, for he might know the secret of how, one year your Christmas presents were delivered.

E10 petrol Q&A

Our petrol engine cars have been powered by unleaded fuel since 1988, but in recent years there's been movement to create more environmentally-friendly alternatives. This has meant an increase in hybrid and electric cars, but it's also encouraged the development of a new bio-fuel, called E10. Join us to find out more about the newest arrival to our petrol stations.

See next page

What is E10 Fuel?

E10 fuel was introduced in the UK in September 2021. E10 is a bio-fuel, which is created from a blend of petrol and ethanol, and its name stems from the ratio of its two components: 90% unleaded to 10% renewable ethanol. Ethanol is an alcohol-based fuel produced by fermenting plants, such as grains, sugarcane and their bi-products, which absorb CO2 emissions as they grow. This means that it can provide a greener alternative to the petrol that's been pumped into our cars for decades. E10 builds on the standard unleaded fuel construction, E5, which already contains up to 5% of ethanol.

What are the benefits of E10 Fuel?

The whole thought process behind the introduction of E10 fuel is to create a more environmentally-friendly everyday fuel that reduces CO2 emissions by using fewer fossil fuels. Using higher levels of ethanol in petrol is a move which will help the UK hit its target of becoming carbon neutral in 2050. If we make the switch to E10, it's estimated that the UK could cut 750,000 tonnes of CO2 a year -the equivalent of removing 350,000 cars from our roads. Meanwhile, E10 will also provide a boost to the nation's biofuel industry, due to the renewed quantity of crops that need to be refined in the UK.

Can E10 Fuel be used in all cars?

Due to the fact that E10 fuel is a recent development, it's not suitable for every type of car on our roads. The government estimate that around 95% of cars are compatible with E10, but it's still thought that around 600,000 cars in the UK cannot use the biofuel. A major factor that surrounds this issue is the age of the car. E10 began being used as a biofuel in other parts of the world before it was launched in the UK, and as a result, all new cars from 2011 onwards are guaranteed to be E10 compatible. Some cars produced before then can use E10, but this is dependent on the make and model. With this in mind, we recommend finding out whether it's appropriate for your car by using the government's E10 vehicle checker.

Can I use E10 if I have a classic car?

Guidance suggests that if your car was produced before 2002, you shouldn't fill it up with E10. In some instances, the government guide above may not provide specific information for your car, due to its age. This generally happens with cars that are older than 15 – 20 years. If this has happened to you while trying to get confirmation, you should look for an alternative fuel to E10.

There's still an option on the market for cars that cannot use E10, with the Department for Transport (DfT) confirming that E5 will be available in the form of super-unleaded petrol. A spokesperson for the UK Petroleum Industry Association (UKPIA), stated that, "If an owner of a classic or cherished car is uncertain of their vehicle's compatibility with petrol containing more the 5% ethanol and is unable to gain guidance from the vehicle manufacturer, they can avoid potential difficulties by using the super grade."

Cont'd page 14

Social media and that interweb thingy

Don't forget that you can find SCCoN on Facebook too with photos, up to date news and events.



<https://www.facebook.com/groups/8540333831/>

Please contact **Peter Riddle** if you would like to make a donation towards **British Heart Foundation** and receive a limited edition HEF sticker in memory of Henry Fairhead



E10 cont'd

Can E10 Fuel Damage Engines?

Using E10 fuel is not without its risks. It can cause potential damage to your engine, even if your car is compatible with this CO2 emission-reducing bio-fuel. This is due to ethanol being a hydroscopic agent, which means that it absorbs moisture from the air. As the quantity of ethanol in E10 fuel is increased to 10%, the acidity levels in your petrol will be higher than before. As a result, E10 can corrode metals, plastics, rubber parts and seals, alongside potentially causing blockages in older engines and fuel systems. This may even cause component failure. There have also been reports that using E10 can cause increases in fuel consumption, as it's a less energy dense fuel. Meanwhile, switching to this fuel can also causing pinking (pre-detonation), which lowers the performance of a car. The best method of minimising the possibility of any side effects caused by E10, is using a specialist E10 protector. These can be used with all petrol engines and should be applied every time you stop for E10 fuel, with the best results achieved when you use it before refuelling. This treatment acts as a shield to reduce the risk of expensive engine damage, cut friction and the wear of fuel system components. An E10 protector can also protect any fuel system components against corrosion, and provide lubrication to the whole fuel system, including its gaskets and seals. It has the ability to counteract engine performance issues, and to improve fuel economy, while also stabilising fuel by preventing oxidation. If you're going to fill your tank up with this new biofuel, consider adding a protective layer to your engine

Information from Euro Car Parts blog <https://www.eurocarparts.com/blog>

Via our very own chairman **Martin**



“ Are we worried about E10?”
“No we’re only at stage 4”

Photo from Derek Webb

Who is on the committee?

Please see below for details of committee members.

We act on your behalf, work without reward or remuneration to make sure that there are events for members to enjoy, spend time looking for event opportunities and deal with the aftermath of events., which can include sorting out cones or sorting out complaints.

If you want to know more about how the club runs or how you can help to make sure that the club carries on running, please get in touch.

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.

Stickers still available from **Alan Kirkham**,

President – David Mann

Chairman – Martin Newson

Vice Chairman – Andrew Lawson

Secretary – Peter Riddle

Treasurer – David Leckie

Competition Secretary – Derek Webb

Membership Secretary – Alan Kirkham

Company Secretary – David Leckie

Social Secretary – Howard Joynt

Spotlight Editor – Matthew Hodder

AMSC Delegate – Dave Saint

Child Protection Officer – Christine Newson

Chief Marshal – Dave Saint

Covid Officer – David Leckie

Results wizard & Webitor – David Bell

Other Committee Members – Mark Annison, Nigel Cook, Paul Doodson, James Hodder, Dale Lawson



Spotlight articles should be emailed
to:

Spotlight@SCCoN.co.uk

or posted to:

Spotlight
8 Hamilton Walk
Martham
Great Yarmouth
NR29 4TB