

SCCoN Spotlight

Chairman in the Spotlight

Chairman's Report

From Martin

Welcome to the latest addition of the newsletter.
Thank you, Matthew, for putting it together

Sorry about the delays in bringing this newsletter to you our members and friends, but the events this summer has put a lot of pressure on the precious time we all have.

The most important news/ details are about the Classic Extravaganza at Snetterton on July 31st

This is a new event for us this year as an extension to our normal Classic Car Run.

At the moment we have around 130 entries for the Classic Run which this year we have limited the run to around 60+ miles, which takes in two places of interest on the way. There is a lot of things to look at both venues so take your time to look at what both places have to offer

There will be food and drink and toilet facilities available at the both the stops.

See the notes from the web pages:-

On Sunday 31st July SCCoN will be hosting their Classic Extravaganza. This will be held at Snetterton Circuit, the entrance is the first gate on your left as you approach the ticket booths, and will be sign posted. This is an all-day event with free entry, to which you are all welcome. It will start with the annual Midsummer Vintage, Classic & Sports Car Run, with the first car leaving at 9am.

There will also be a Grass PCA, Gymkhana, live music, food and drinks van, StreetCar promotion, club stands, photos & paintings & memorabilia stands, static car displays, and much more.

If you would rather display your classic car at the event for all to see (free of charge).

Please register via the form

Click Here <https://form.jotform.com/221366299081056>

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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

Ed's Trials

Welcome to the second
Quarterly edition of

Spotlight, once again late in production. Never mind, the wheels never fell off and the laptop remained shiny side up despite my impatience. It was good to see people out and about in recent months, at events such as the Ketteringham Hall car show where we promoted the Street Car initiative and the Classic Car Run. I hope to see more of you at events throughout the rest of the year. Look out for a rare 1980s car on the Classic run.

Regards,

Matthew

*"It is necessary to relax your muscles when you can.
Relaxing your brain is fatal." Sir Stirling Moss*

From Martin, Continued

Details and fees for entry to the grass PCA will be available soon. On the web pages

The Gymkhana is open to all for a small donation. Keep an eye on the website and social media channels for further information. We look forward to seeing you, your family and friends on the day.

Website Click Here <http://www.sccon.co.uk/>

Facebook Click Here <https://www.facebook.com/groups/8540333831>

Midsummer Vintage, Classic & Sports Car Run

Downloads: Regs [Regs for Classic](#) Latest Entry List [Latest Entry List](#)

Marshal Registration [Register as a marshal using this link](#)

Grass PCA

Downloads: Flyer [Flyer for Grass PCA](#)
Regs [Regulations for Grass PCA](#) - look here for what type of car and driver can enter

Entry List [Who has already entered - who you may be up against](#)

Entries: Entry Form [Sign up here](#)

Marshals: Marshal Registration [We need marshals - sign up here](#)

Marshals Registered [Who has volunteered](#)

**Be thankful it's
not snowing...**

**Imagine
shovelling snow
in this heat!**

This sports car was designed and built in Norfolk, but what is it? Who was the designer?



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.
Trowse — the gateway
to Whitlingham!

A blank spot for your
jottings.



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

"If you are chewing on life's gristle, give a little whistle" Monty Python



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, and aprons

No need to be stuck for a
gift idea; give your loved
one a piece of club apparel



Not a competition – Great Yarmouth Wheels Festival



Good weather, good company and a huge crowd. What more could you want for publicising the club? We had all those ingredients in GY for the Wheels festival and we had a seafront position which saw a lot of passing pedestrian traffic. We hope to be further north on Marine Parade next year so that we make sure that we are in touch with more petrolheads because the car show was to our North on both days. We were swamped by motorcycles on Saturday and if you have read reports or seen posts about there being no bikes there, let me assure you that the biking community were there in their hundreds on Saturday and by the score on Sunday.

Displays, other than bikes, included Norfolk Fire and Rescue Service, Norfolk Police, 2 aero engines which were run for public amusement and were strapped to trailers (what could possibly go wrong). The sound of a RR Merlin or a Bristol Hercules, 14 litre rotary engine, was enough to drag in the crowds, so was the draft from the short propeller on each engine. The Nation Street Rod Association had a great display of cars from both sides of the Atlantic and in so many forms of modification it could make your head hurt. There was a wall of death side show, rides in America trucks (think "Convoy" not Uncle Jessie Duke) and a monster truck squashing cars.

The car show, of vehicles driven into town for the day, included family saloons from the last 8 decades, sport car exotica such as a Noble, and some very tidy modern classics from most major manufacturers. I took time to speak to a chap about his Mk2 Golf, which was a credit to him; he had retrimmed the interior in Alcantara leather using the old roof lining as a pattern plus lots of patience and skill. The result was excellent; it was his first attempt.

Were you there? Did you come and say 'Hello!?' The club trailer is hard to miss and there was always somebody there to talk to. We displayed a Micra, 2 Peugeots and a Smart car but we could have had a greater variety of club cars there if we had a bit more support from members. Keep an eye for the date of the event next year and volunteer to be there. It was a great family day out and all of the usual GY attractions were open.

Thanks to all the club members and friends who turned up and helped, especially those who had to travel a distance to get there.

Matthew

See pages 6 & 7 for some photos





Martin's Pug 205 Rallye at GY Wheels Festival



Jensen Interceptor, not sure if it had FF



Monster bonnet prop on a Fast Ford



This Ignis looks ripe for a 12 car

Advert

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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.

Mibs Delf
(formerly Mibs Cleghorn)
1917 - 2022



Mabel Edith Delf has died at the age of 105. She was born in Norwich, one of six siblings (three boys and three girls), but never liked her name, so from a very young age Mabel was known as Mibs and she became very secretive about her real name.

Her first husband was Ted Cleghorn and she and Ted were active members of the Sporting Car Club of Norfolk from the earliest days of the club. In the 1950s they were both committee members and their enthusiasm was undiminished through the 1960s and 70s until Ted died in 1974. Ted lost his right arm before the war in a lorry accident, but that didn't stop him from competing in many trials and rallies, always in cars with manual gearboxes. He competed before the war in an MG and soon after the war Ted bought a blue Dellow sports car. Occasionally Ted took another navigator but he and Mibs in their familiar Dellow became part of SCCoN folk-lore because they entered so many classic hill-climb trials and rallies together. Mibs also navigated the little Dellow on the Scottish Rally during the 1950s.



Previous page - Ted and Mibs Cleghorn winning a Premier Award on the 1952 London-to-Exeter Trial

Mibs had a favourite peaked cap and often wore sunglasses on the daylight sections of hill-climb trials making her easily recognisable in the period photos of the time.

Ted had been a well-liked and greatly admired member of SCCON; after he died in 1974, the club ran the Ted Cleghorn Memorial Stages Rally from 1974 to 1985 attracting up to 100 entries. Mibs presented the awards at the end of many of these very popular rallies. During this period she continued to be a member of SCCON and was appointed as one of the club's four Vice Presidents, a role that she held until at least 1987.



Duncow's Grave hill-climb during the 1953 Derbyshire Trial

Sometime after Ted died, Mibs married Stuart Delf senior, and although Stuart wasn't a SCCON member and had little interest in motor sport, the Delf family would soon make its mark in the club's history. Stuart senior's son (also Stuart!) became a long-standing club member and nowadays he runs Touchwood Models, specialising in scale models of World Land Speed and World Water Speed Record holding machines. Stuart in turn has a son Stuart, who runs Mass Racing Engines and has competed on special stage rallies over many years. His son Stuie (yes - four generations of Stuarts, all in one family) has been taking part very successfully as a junior in recent SCCON autotests. He won the production car class in the tarmac autotest held at Snetterton on 12th May 2022 beating his Dad in the process.

Mibs was a familiar face over many decades as she served at the Westlegate Tea Rooms in Norwich, initially because she needed the money, but in later times for the friendship and camaraderie that the job brought with it. In her later years Mibs suffered from increasing deafness, but she was still able to provide a lot of historic information to SCCON for the club's Diamond Anniversary commemoration event in 2011.



Beggars Roost on the 1953 Lands End Trial

Tea Rooms in Norwich, initially because she needed the money, but in later times for the friendship and camaraderie that the job brought with it. In her later years Mibs suffered from increasing deafness, but she was still able to provide a lot of historic information to SCCON for the club's Diamond Anniversary commemoration event in 2011. She spent her last few years living at Woodside Care Home in Thorpe St. Andrew where she died peacefully on 28th June. The staff described Mibs as a popular resident who always had an interesting tale to tell and she attributed the secret of her long life as being down to "always working hard at everything you do and giving it your all".

Mibs was the last link to SCCON in the 1950s when the core values of our club were so firmly established and to which we still adhere today. The Sporting Car Club of Norfolk sends sincere condolences to the Delf family.

Peter Riddle July 2022

Marshalling on the East Anglian Classic 2022.

Saturday morning 18th June found me at the very unsociable time of 08.30 hrs meeting up with my fellow marshals for the above event. Our test 4 Mickle Mere, was the longest, and ran twice, once in each direction. SCCoN had 6 entries!! Team Family Riley were out in force Julian & Sara Riley in his internationally renowned Riley 1.5, while his daughter & husband in the Triumph TR2. I am pleased to say both finished.

The other SCCoN entries were Ian Doble / David Mann in their very nice sounding & well prepared MGC GT.: Hugh Garnish/David Bell Ford Fiesta: Claire Gillies / Peter Riddle Mini 1275 & lastly Family Mantle in their Elan S4. Sadly, we did not have a clean sweep. The Elan stopped on Mickle Mere 2 with no drive & the Mini of Claire Gillies/Peter Riddle stopped at the start of test 3 with no clutch. (I do fail to understand why Peter, being an ex-BMC engineer, didn't have a spare clutch with him!)

I was pleased to see Hugh Garnish /David Bell finish 12th overall, as, the last time I saw them out (on a 12 car event) they didn't get much further than 1/2 mile into the event!

One brave crew, Bill Cleyndert from Dereham & Emily Anderson from Cuddington, were out in a Ford Model A Special. The vehicle seemed to lack some comforts (heater, roof, doors etc) but they were having a good time & finished 21st overall. A notable entry was that of the family Dwelly, who according to my entry list, had entered in a Porsche 924 S. They had a cunning plan, & disguised the Porsche as a Morris 1000! They finished 33rd overall.

A common failure seemed to be head gasket, as the MG course car together with the Volvo PV444 & the Ford Cortina Mk1 also stopped with this fault. Don't know if the weather had anything to do with this? The Elan stopped on Mickle Mere 2 with no drive. Some marshals expressed concern on how to remove it. I hope it is still not there.

All in all a good day out, much cooler than the day before. Thankfully the rain did not arrive until well into the evening. My thanks to Paul Brewerton & Tony Burchnall for organising a brilliant event, especially as I know Tony Burchnall has not been in full health of late, but as I send this, I hope he will be back in the rudest of rude health very soon.

Just keep drinking the Whiskey. It is the cure of all ills!

Paul Doodson



Dave Mann & Ian Noble,
hard at it on the North Yorkshire Classic Rally 3rd April 2022

See Page 12 onwards

North Yorkshire Classic Rally 3rd April 2022

Following our first venture out on an historic rally for David and I we decided to enter the North Yorkshire Classic Rally which was the second round of the 2022 HRCR Historic Road Rally Championship and is always a very good event around the Vale of York.



The big change for the event was that David offered to navigate for me, so he could try his hand on a full-blown Regularity event, while I could have a go in the “easy seat” with the bonus of some driving tuition.

Final instructions included the navigation for Regularities 3 and 5 so at least some of the route was available along with all the MTCs, Regularity starts and Test locations. This outlined an anticlockwise loop around York up to Helmsley and back to Easingwold.

The hand-out for Reg 1 was given out as we left MTC1 with a five-minute runout to the start. David soon had this on the map, and we set off with him looking after the navigation and the clock, and me looking after the trip and trying to keep us on schedule with the various speed changes. We did pretty well with just a 15 second penalty over the two IRTCs (Intermediate Regularity Time Control) then it was into the first of 13 Tests in the event. This was a typical airfield test at Eastmoor with some on the concrete and some off the edge on the mud. There were a couple of PC boards to stop and collect which cost us a bit of extra time, but we got around OK, so off for a couple more Regularities. Reg 2 navigation was handed out at Signing-On so plotted the night before and consisted of black spots to avoid. This went well until we missed the last speed change point for some reason and were 15 seconds early at the final IRTC giving a total of 26 over four IRTCs.

Reg 3 was plotted the night before with grid square departs and other features, and included a passage check after the difficult to find slot just east of Askham Richard. We did well on this one and only accumulated a penalty of 12 over the four IRTCS.

Now for 4 more tests, two mucky runs around some gravel heaps on the edge of an airfield near the “Acasters”. I significantly blotted my credibility here as I understeered into a bush within 100yds of the start, pulled the nearside door mirror off extracting myself then managed to get the handbrake “stuck-on” a couple of times proving my fly-off modification did not quite work. Needless to say, we did not get a sparkling time. While writing this I see David has written “*didn't go well*” on the test plan; I think he was being very generous! Test 3 was very similar in layout around muck heaps to start and then a long concrete straight with a series of very tight slaloms. I've definitely not mastered “*the brake, turn-in apply power and artfully power slide out technique*” so I lost time over-shooting and/or understeering all over the place but at least we did the test correctly.

The repeat of Test 3 was even more bizarre. Set off at 30 second intervals it was only a few seconds before we came across the previous car stopped, obviously struggling. We followed him for about half the test before he pulled over where possible, so we thought that was a write-off too. Imagine our surprise when we are credited with fastest time! I can't believe it survived into the final results but it did! The second run of Test 4 was a little better

being 7 seconds quicker, but still nowhere near quick enough, need more practice.

Now we had a run around the ring road south of York to the Yorkshire Museum of Farming adjacent to the Murton Auction Mart where we were to do 2 more test layouts; the first one twice and the second only once. The first one was half muddy track around all sorts of old farm equipment and finished on concrete while the second was a fiddly auto-test on concrete. I did much better the second time on the first one being 20+ seconds quicker with some tuition from David along the way, although I did clobber a cone on the slalom, fortunately not recorded. David's note on the fiddly one on concrete says "difficult to call" he was not wrong as we collected a wrong test for circulating one of the cones clockwise rather than anti-clockwise. Now we had time for a quick coffee before further entertainment.

Reg4 started on the exit from the car park and was plotted the night before from map features. Nothing memorable on this one and we collected 10 penalties over two IRTCs, OK. This was immediately followed by Reg 5; the spot height hand out being provided with Final instructions. Again, nothing memorable on this one, including a map change, and we had a penalty of nine over three IRTCs including one zero- hooray!

Reg 6 was plot 'n bash with a single hand out at the start. David soon had the route sorted, but we managed to make a pig's ear of the speed changes. It stated "*changed to 23 mph at the third "30" sign*" on the left. We searched for this but later discovered the third one was in a different village, sneaky, so we finished with a penalty of 24 over only two IRTCs. This took us to lunch at Yorkshire Lavender where soup and sandwich were available, although David had a navigation hand-out to plot for the next Regularity #7. Why organisers insist on giving out navigation at the start of a break is beyond me, it's just not at all fair on the navigators as they don't get a proper break – one of my many pet moans. Anyway, back to the event. The Reg was described with map features and junctions with 8 speed changes over about 10 miles. We did well on this one only gaining 11 penalties over four IRTCs.

Next up was Reg #8 described as a Yorkshirelarity and handed out as we left the start; basically, it was horrible. It is difficult to describe but just a list of features and junctions to pass, but not necessarily which way to turn when you reached them without looking at the map. We had our only minor wrong slot on this and used our "joker" which deletes a competitor's greatest lateness at any one IRTC. We ended up with a penalty of 51 over three IRTCs including our "joker"!

The last five tests were next and held in Spaunton Quarry just east of Kirbymoorside. The entry down a white and across a field was very rough and steep with some of the tests also being rough in places with some big rocks to miss. Test 9 went OK but very tight and slippery in places. We had a bit of a nightmare on Test 10 when we both had a senior moment, and could not find our way, costing lots of unnecessary time. Tests 11 and 12 went OK albeit not fast enough and the final test included some loops around cones and a figure of eight which I did not complete very tidily, but the car and crew were all in one piece and there was no need for a noise test as the scrutineer waved us through. Just two more Regularities to go now, so nearly finished.

Reg 9 navigation, pass various entrances, was handed out after Test 2 and gave David some work while we negotiated the York bypass earlier in the day, so just needed to follow the route and get speeds correct. It must have gone OK as our penalty was only 6 over three IRTCs.

Now it was time for the "sting in the tail" as Reg 10 was another plot 'n bash with two handouts. The first as we left the start, and the second somewhere along the route. The first handout consisted of various map features plus a not as map lay-by, but David had most of it sorted in good time and we did OK for the first four IRTCs with 27 penalties but although we thought we were going well over the last two we managed to be very early at both with another 52 over the last two IRTCs. I can only surmise we were traveling at the wrong speed but in the correct direction. J So that was another entertaining days rallying and we finished 22nd overall from a seeding of 23 with 59 starters and came second in the Experts class for Cat 1 cars, so pretty happy but with lots of places where the "what ifs" would have improved our performance. We did not stay for the results just had our meal and headed for home. I'd borrowed a trailer and David did a grand job towing us back to East Anglia and in bed by midnight.

I've put an entry in for The Hughes in Kent at the end of May so will report back in due course.

David Mann and Ian Doble

Thank you gents for an interesting article, keep them coming

The Hero Challenge 1.



Driver Derek Webb (Thompson) / Navigator Dick Athow (Canterbury)

This was our first event of this type; we are more used to the closed roads of Belgium in the 1966 Cortina MK1 GT.

As it was difficult to get to France/Belgium we thought we had to do something, as during lockdown I acquired a 1966 MG Midget to do some classic events, so with some safety bits & pieces, plus a Branzt trip and stopwatch we were ready or so we thought.

We started No 36 leaving the start at 08:36 and finishing at 4:45pm, I had forgot just how small these cars are, even though I rallied one back in the sixty's.

HERO Challenge One Clerk of the Course, and HERO-ERA Competition Director Guy Woodcock put a great challenge together in his own North Wales backyard that left competitors grinning from ear to ear after they had completed the 140-mile course. This included 6 regularities and 10 tests across stunning terrain, exemplified by the beautiful Vale of Clwyd, Clocaenog forest rally territory and the beautiful private estate of a very generous of Anthony Hodgson, who allowed the rally to use his estate for a test. On model of the original site. Not surprisingly 'Remembering the



it is a full-sized Spitfire aircraft he used to have on the test was called Few.'.

That the event went so smoothly and was run so efficiently was in no small part down to the wonderful band of officials and marshals. As ever, the bedrock of the sport, the motor clubs from North Wales were out in force. Typically, Rhyl Motor Club, as an example, was running the test at Anthony Hodgson's estate.

When we arrived at the first tests, it reminded me of just how much I hate cones, and my memory for the route just went out the window, Dick was struggling too as the diagrams were not to scale and not as map. This continued throughout the long day, some tests were slightly better than others, but overall, not good.

We continued with the regularity sections with Dick doing his best over the unknown territory, some of the whites were very rough, how we managed to cross the half empty Ford which was steep in and steep out, collecting a big dent in the fuel tank on the way out.

Guy Woodcock said at the Finish "Everyone seems to be pleased with the event so I am very happy! We have had great weather which sometimes, as the Clerk of the Course, can be a bit worrying as it can bring out more people on the road, but the traffic on the road today has been minimal. Everyone has been saying they had a great day, and the weather has been brilliant. It's nice to put an event on literally in your back yard, but it can be a bit strange organising a rally and thinking 'I know where I'm going there', and waving to people who you know in some of the houses! The Vale of Clwyd is awesome, there are some incredible views from the top, but I think North Wales has really shown everyone its beauty and magnificence today. It's been a great start to the HERO Challenge Championship."

Well we finished in the bottom half, I must say it was a rough tough event for both of us, but enjoyable, not sure if



Dick wants to do another one just yet.

Guess its wait and see, but if any club members fancy navigating on any regularities please let me know.

Derek Webb

Thank you Derek

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.

You will not find humour which uses gender, race or disability to make a joke in Spotlight

If you haven't seen the work of Laura Cooledge please look at this video

<https://www.youtube.com/watch?v=KJxliitrndI>

This may get the sparks flying

Batteries do not make electricity – they store electricity produced elsewhere, primarily by coal, uranium, natural gas-powered plants, or diesel-fuelled generators. So, to say an EV is a zero-emission vehicle is not at all valid.

Also, since forty percent of the electricity generated in the U.S. is from coal-fired plants, it follows that forty percent of the EVs on the road in the U.S. are coal-powered, do you see?

Einstein's formula, $E=MC^2$, tells us it takes the same amount of energy to move a five-thousand-pound internal combustion driven vehicle a mile as it does to move an electric one. The only question again is what produces the power? To reiterate, it does not come from the battery; the battery is only the storage device, like a fuel tank in a car.

There are two orders of batteries, rechargeable, and single-use. The most common single-use batteries are A, AA, AAA, C, D. 9V, and lantern types. Those dry-cell species use zinc, manganese, lithium, silver oxide, or zinc and carbon to store electricity chemically. Please note they all contain toxic, heavy metals. Rechargeable batteries only differ in their internal materials, usually lithium-ion, nickel-metal oxide, and nickel-cadmium. The United States uses three billion of these two battery types a year, and most are not recycled; they end up in landfills. California is the only state which requires all batteries be recycled. If you throw your small, used batteries in the trash, here is what happens to them.

All batteries are self-discharging. That means even when not in use, they leak tiny amounts of energy. You have likely ruined a flashlight or two from an old, ruptured battery. When a battery runs down and can no longer power a toy or light, you think of it as dead; well, it is not. It continues to leak small amounts of electricity. As the chemicals inside it run out, pressure builds inside the battery's metal casing, and eventually, it cracks. The metals left inside then ooze out. The ooze in your ruined flashlight is toxic, and so is the ooze that will inevitably leak from every battery in a landfill. All batteries eventually rupture; it just takes rechargeable batteries longer to end up in the landfill.

In addition to dry cell batteries, there are also wet cell ones used in cars, boats, and motorcycles. The good thing about those is, ninety percent of them are recycled. Unfortunately, we do not yet know how to recycle single-use ones properly.

That is not half of the problem. For those of you excited about electric cars and a green revolution, take a closer look at batteries and also windmills and solar panels. These three technologies share what we call environmentally destructive production costs.

A typical EV battery weighs about 500kg, and is about the size of a large suitcase. It contains 10kg of lithium, 30kg of nickel, 20kg of manganese, 15kg cobalt, 100kg of copper, and 200kg of aluminium, steel, and plastic. Inside are over 6,000 individual lithium-ion cells.

It should concern you that all those toxic components come from mining. For instance, to manufacture each EV auto battery, you must process 10000 litres of brine for the lithium, 15,000kg of ore for the cobalt, 2500kg of ore for the nickel, and 10,000kg of ore for copper. All told, you dig up 250,000kg (250 tonnes) of the earth's crust for just - one - battery.

68% of the world's cobalt, a significant part of a battery, comes from the Congo. Their mines have no pollution controls, and they employ children who die from handling this toxic material. Should we factor in these diseased kids as part of the cost of driving an electric car?

California is building the largest battery in the world near San Francisco, and they intend to power it from solar panels and windmills. They claim this is the ultimate in being 'green,' but it is not. This construction project is creating an environmental disaster. Let me tell you why. The main problem with solar arrays is the chemi-

cals needed to process silicate into the silicon used in the panels. To make pure enough silicon requires processing it with hydrochloric acid, sulfuric acid, nitric acid, hydrogen fluoride, trichloroethane, and acetone. In addition, they also need gallium, arsenide, copper-indium-gallium- Di selenide, and cadmium-telluride, which also are highly toxic. Silicon dust is a hazard to the workers, and the panels cannot be recycled.

Wind powered generators are the ultimate in embedded costs and environmental destruction. They can weigh over 1000 tonnes (the equivalent of 23 houses) and contain 1300 tonnes of concrete, 295 tonnes of steel, 48 tonnes of iron, 24 tonnes of fiberglass (that's a fleet of Lotus body shells), and the hard to extract rare earths neodymium, praseodymium, and dysprosium. Each blade can weigh up to 37 tonnes and will last 15 to 20 years, at which time it must be replaced. We cannot recycle used blades (but we can rebuild Lotii).

There may be a place for these technologies, but you must look beyond the myth of zero emissions. "Going Green" may sound like the Utopian ideal but when you look at the hidden and embedded costs realistically with an open mind, you can see that Going Green is more destructive to the Earth's environment than meets the eye, for sure.

No tree hugging nonsense

What Does Reduce Reuse Recycle Mean?

The phrase Reduce, Reuse, Recycle is often used when we talk about how to be more environmentally friendly, how to be greener, how to be ecologically sound and how to live sustainably. But what does it really mean?

There is much more to recycling nowadays than just bottle banks and newspaper collections by the local Scout group (or any other charity). You can recycle stuff from cars to clothes, ink cartridges to unwanted tools and many other items. Look up your local council's website to find out how to reduce waste. We enjoy a hobby which is seen as wasteful and is a target for people who claim the title of "Environmentalist" when in fact they are not far off the nimby brigade, BUT, we need to be smarter, cleaner and one step ahead of them to avoid or at least defray the damage they think we cause. Simple things like, taking waste oil to the dump, getting old batteries weighed in along with scrap metal, tidying up at any venue where you compete, (it may not be your rubbish but as citizens it is Our rubbish), will all help to clean up the image we portray.

There are lobbyists out there who want us off the road and silent, if we do nothing about improving the way we behave, they will get us whilst we twiddle our thumbs.

By the way, hugging trees is fine by me, as long as the tree doesn't mind.

Matthew



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/>

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.**



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 **Dave Saint**

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:

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or posted to:

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