

SCCON Spotlight

Ed's trials

The forecast; There will be weather, most of it at Snetterton

Hello from the righthand seat of X-Ray Papa*,

We were back at Snetterton, again, in the moistness of a June summer Sunday. Team Hodder were competing in another brilliant PCA organised by Howard and his faithful bunch of officials and marshals. It may have been Lucy Meadows last chance to officiate for a while because she is about to announce a new model which we hope will be successfully launched for her and Gareth in September. The event was enjoyed by a large number of competitors and a few of the track day bikers who stopped to view our shenanigans. There was a good mix of ages from those who have not yet left school up to senior experienced drivers.

Hands, faces and spaces still apply. Adherence to the rules keeps us all safe. If we want to keep meeting and competing we must do our best to comply.

I make no apologies for banging on about wanting to hear from you whether you are an official, our oldest member or our newest member.. Drop me an email to let me know what is going on in your workshop, your chosen area of motorsport or just inside your head. Give me your opinion of the club, your favourite car, Lewis Hamilton or any motorsports star.

Look after each other and be good, or very good.

*X-Ray Papa is our 1.4 Micra X693PPU

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

PS: Did you know that wheelie bins make quite a bang if struck by a car?

Inside this issue

My 1st car	2
PCA Results	5
Q&A with Lauren Theobald.....	7
Back in the day.....	9
Snetterton Stages	10
EN VNUK.....	11
MH in Motorsport.....	12
Circuit news.....	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

“Aerodynamics is for this who cannot manufacture good engines” Enzo Ferrari

My First Car

A serial feature–

This is not complicated & you don't need to be a wordsmith to create an article; I will do it for you.

Tell me the following,

What was your first car?

Where did you buy it?

When? How much?

Why? What did you break? What did you fix or modify? Why did you sell it? Where is it now?

In the words of a meerkat, “Simple”

My first car

Like most, I have fond memories of my first car and, in some ways, I feel like I was among the last to enjoy a “proper” first car experience. It seems that more and more youngsters start their motoring lives in something relatively new, bought on a finance agreement. Sensible in many ways of course, as it means reliability and safety, but I do often think that they miss out on some of that “first car” experience as a result.

A cheap car that you own outright gives that complete sense of “that’s mine”, while the experience of learning how to fix the inevitable faults teaches you a lot, not to mention there is less to lose when you have an “oops” moment!

Although I passed my test in 2002, it wasn't until 2003 that I bought my first car. Being at college when I passed meant that buying a car wasn't affordable, so I instead made do with borrowing my dad's car whenever I could – a Renault 25 2.9 V6. This French luxu-berge was already pretty ancient by the time I got to drive it (it was a 1990 model) but, with 150-odd horsepower, it felt like a rocket to a youngster like me, and could fit five people in velour-cosseted luxury. Sort of anyway. It was more than fast enough to get me into trouble that's for sure and, within a few months, I'd had a couple of run-ins with the Police and gained a few points!

By 2003 I had got a job and saved enough to buy a car of my own. For me, it wasn't a case of buying anything though, as I already knew exactly what I wanted – a Ford Orion. Most of you will wonder why that is (I do too sometimes), but I had always liked the 1990s Escorts (partly because of the Cosworth I think), but I was also influenced by

a couple of older guys that had modified Orions. To me, the four-door saloon shape was better proportioned than the hatch, and I liked that it was something a bit different to the norm.

After much searching, and a wasted trip to see a cut-and-shut 1.6i Ghia, I found M601 YGF; a 1994 Escort Equipe. It still had the big boot of the Orion, but Ford had started badging them as Escorts from 1993 in order to make the sales figures look better. It wasn't the tidiest car around, but it didn't have too much rust (a common issue for '90s Escorts) and seemed to run well enough.

It sat idle on my drive for a couple of weeks before it was insured and, thanks to growing up reading modified car magazines, I had fitted a set of alloy wheels and started playing with the stereo before I even drove it! It continued to evolve too, with the car eventually ending up with 17" alloy wheels, a load of extra speakers, a stainless steel rear silencer and a K&N induction kit. I'm not sure the wheezing 1.4-litre CVH really needed it, but I loved it! Being the Equipe model meant that, aside from a nice paint job in pearlescent blue, it actually had very little in the way of equipment – maybe it should have been called the Non-Equipe – so, over my two years of ownership, I added electric windows, an alarm system, CD player, and spent time colour-coding bits of it, as well as adding various bits from higher spec Escorts.

I had plenty of adventures in the car too of course. It meant I could drive to car shows myself, so there was plenty of that, along with late-night jaunts with friends in their cars. It took me to university in 2004, which was pretty dramatic for the car as it turned out. In the first few weeks of being there, the Escort was broken into twice. Nothing was taken on either occasion, as the alarm frightened the thieves off, but it did mean repairs to the driver's door, followed by replacement of one of the windows. The joys of living in central Coventry!

One trip back to university after a weekend at home also saw a hair-raising moment. I was following fellow SCCoN member and best friend, Daniel Gallant in his Mondeo. We were joining the A14 near Madingley, where you circle round on yourself, not going at any speed at all, when suddenly Dan's car did a neat pirouette in front of me! Luckily he didn't hit anything, and I managed to avoid hitting him, but it was certainly a heart stopper! Actually, Dan and that Mondeo had a few incidents at that time. His car was also broken into and, on another return journey to Coventry, I saw a pheasant run in front of him on the A14 and then promptly explode as he hit it! It survived until over 160,000 miles though, and I even owned it for a while after he did.

In late 2004, the not-an-Escort also gave me a shock introduction to the world of home mechanics. I was driving home one day and the oil pressure warning light started to flicker. I managed to get home but, the next day, I naively went out to try it and see what happened. The oil light came back and, shortly after leaving home, I ground to an ignominious halt and had to be rescued by, yes you guessed it, Dan and the Mondeo.

Being a student, I wasn't exactly flush with cash but, thanks to my Dad, the Escort was soon up on ramps on the drive, and I took the sump off to find one goosed set of big end bearings. A worn oil pump was the cause (not uncommon on the CVH engine), but thankfully the damage was limited to the bearings themselves. A new oil pump was fitted, along with some shiny new bearings, and YGF was back in business.

By 2005, I was back in Norfolk working again, having decided that Coventry wasn't for me. I'd planned to fit a Zetec engine into the Escort, along with numerous other bits and pieces, but I ended up selling it in favour of a slightly newer Escort 1.6 Ghia (also a saloon). In fact, YGF was the start of a long-running obsession with Escorts and Orions from that era, and I owned numerous others in various states of modification, including a rare Orion 1600E and a couple of later models fitted with 2.0-litre Zetec engines. I even revisited the exact same Equipe model on two later

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

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

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

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!

YOU MISSED

Snetterton Tarmac Production Car Autotest

which took place on
Sunday 20th June 2021

Trip to see the
“Great British Car
Journey”
See details Page 8



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

“The margin between success and drama is fractional ”

Jacky Ickx



**SCCoN
Clothing**
Get your kit on!
**As modelled by your editor
at 2 recent PCAs**

Ali Hodder (Mrs Ed) is *still* 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



Class D				
o/a	#	Driver	Car	Total
1	2	Toby Groves	Renault Clio	402.7
2	1	John Peterson	Mini Clubman	407.7
3	26	Dan Pearson	Nissan Micra*	430.6
4	23	Nigel Cook	Mazda MX5	432.2
5	18	Nick Skuse	Mini Cooper S	439.9
6	3	Michael Harrington	Mazda MX5	463.1
7	17	Robin Lines	VW Lupo	473.4
8	10	Ben Cutting	Nissan Micra	475.2
9	30	Tom Cutting	Nissan Micra	481.0

Results from Autosolo & PCA 20/06/2021

Class P					
o/a	#	Driver	Passenger	Car	Total
1	13	Garth Collier	Michael Collier	Citroen Saxo VTR	418.3
2	8	Jordan Weavers	Steve Baldwin	Renault Clio 172	437.0
3	9	Simon Hawken	Sarah Hawken	Nissan Micra*	439.0
4	33	Michael Collier	Garth Collier	Citroen Saxo VTR	443.9
5	7	Vini Cruz	Laura Garcia	Toyota MR2	444.9
6	28	Steve Baldwin	Jordan Weavers	Renault Megane R1	459.7
7	12	Matthew Mantle	Diane Mantle	Lotus Elan	470.8
8	27	Laura Garcia	Vini Cruz	Toyota MR2	471.4
9	20	Ian Thompson	Myles Thompson	Nissan Micra*	477.6
10	21	Dan Elgood	Murray Holland-Howes	Nissan Micra*	483.5
11	29	Sarah Hawken	Simon Hawken	Nissan Micra*	484.9
12	15	James Hodder	Krista Love	Nissan Micra	488.3
13	35	Matthew Hodder	Ali Hodder	Nissan Micra	492.1
14	4	Jonathon Kavanagh	Henry Kavanagh	Mini Cooper	493.9
15	14	Sam Worrell	Luke Hillier	Nissan Micra*	494.7
16	34	Luke Hillier	Sam Worrell	Nissan Micra*	512.6
17	19	Craig Parkin	Danielle Parkin	Nissan Micra*	513.5
18	41	Murray Holland-Howes	Dan Elgood	Nissan Micra*	518.5
19	31	Daniel Robertson	Mark Robertson	Nissan Micra	519.4
20	16	Lauren Theobald	John Theobald	Peugeot 206	521.6
21	32	Diane Mantle	Matthew Mantle	Lotus Elan	524.0
22	36	John Theobald	Lauren Theobald	Peugeot 206	535.0
23	39	Danielle Parkin	Craig Parkin	Nissan Micra*	536.6
24	11	Mark Robertson	Daniel Robertson	Nissan Micra	566.8
25	37	Anne Lines	Robin Lines	VW Lupo	579.7
26	25	Ellen White	Adrian White	VW Polo	634.7
27	40	Myles Thompson	Ian Thompson	Nissan Micra*	648.4
28	24	Angela Collier	Georgina Collier	Mini Cooper	655.4

SCCON CLASSIC CAR RUN

Sunday 1st
August 2021



Marshals still needed
can you offer your
services. You won't
have to complete
time cards, stand in
muddy field gate-
ways in the dark or
try to understand
complex directions.
Get out there and en-
joy a summer day
watching cars from
the last century pot-
tering by as the occu-
pants wave happily
at you.

**Contact Martin
Newson for details**

from page 3 - occasions, as I always wanted to build one using the best bits from other Escorts, coupled with a turbo-charged engine. Sadly, life kept getting in the way, so it never happened, but it's an idea that does still rattle around my head from time to time. Who knows, maybe one day there'll be another blue Escort with a boot on my drive, but motor-sport seems to have gotten in the way for the moment!
Jon Scoltock



Jon Scoltock's non-equipped Equipe

Fundraiser Cancer Research

In September your intrepid editor will be riding his pushbike from Holyhead on Anglesey to Lowestoft, juts over the border in Suffolk.

in aid of Cancer Research. Having lost a family member and 2 close friends to the disease he felt he wanted to try to help fight the wretched disease. Please contact the editor if you would like to support his efforts. So far £300 has been raised but he'd like to make it £1000.

Many thanks to the generous members and supporters who have made donations, every penny counts so that Cancer Research can keep fighting every form of that awful disease.

Thank you in advance for your support too.

Q&A with Lauren Theobald

1. How did you get into Motorsport?

I've always had a passion for cars whether that be racing or car shows. It was Robin Lines who I also did mechanics at college with invited me to a car trial as a passenger and I was completely hooked after that day! I never thought I'd be competing in my own car!

2. Do you think it is an equal sport in which anyone, with the right skills, in the right car, can win?

Yes I think it is, I think the SCCoN Micras are a fantastic way to test your skills and using one of them proves that a fast or expensive car isn't needed.

3 As a young driver and a female competitor do you get respect from male competitors?

At every event I've been too I have been greeted with nothing but kindness and welcomed into the group. I think maybe because there's not many girls in the events that people respect our courage? Or appreciate that we are giving it ago?

4. Are there times when you feel it is harder to prove that you have what is needed to compete?

I don't think being a girl has made it harder it's more because I've only competed in a handful of events my skills aren't perhaps as good as male competitors? I work in a male dominated industry and even though I've had a few knock backs for being a girl it hasn't stopped me and it won't.

5. Do you get support for your Motorsport at home?

Yes, me and my Dad compete together in the auto tests and trials that we do. My mum knows I enjoy it and wants to see me do well but I know she worries, but that's just what mums do? I'm so grateful that my parents support me otherwise it would make it very difficult.

6. Who fixes what you break?

I have only bent the bumper and pushed the wheel liners back so far whilst competing in an event, but with it being a Peugeot it's always in for repairs. Luckily my Dads work are extremely helpful and I can normally get it in there for them to have a look whilst I'm working. Sausage rolls help with persuasion too!

7. We've seen you compete; are you critical of yourself, if you make a mistake?

Oh yes definitely! I do get quite competitive and I do kick myself when I go wrong but it's still all part of the fun.

8. Who is the more competitive driver, you or your Dad?

I would say I'm more competitive which I'm surprised at, I thought my dad would have had a heavier right foot but it's my car so I think he respects that and perhaps doesn't want to break it?

9. Which type of Motorsport do you most enjoy as a competitor?

For me it's the Autosolos because you can get a bit of speed up, there's some tyre squeal sometimes too and, if you go wrong, you have the opportunity to go back and correct it.

10. Finally: what is your day job?

My day job is a graphics fitter and trainee vehicle wrapper. I really enjoy my job as it's so satisfying and a pleasure to be able to create customers visions on their cars/vans and lorries. It's taken me 3 years to get where I am and there's still a lot of learning to do. I do a bit of valeting on the side as well, that also helps me to afford the Peugeot and keep competing.

Lauren is a young WSMC member who agreed to be interviewed for Spotlight. You could be interviewed too, just drop the editor an email. You can often see Lauren competing in SCCoN events.

Diary Dates JULY

Thur 08 to Sun 11
Goodwood Festival
of Speed

Sun 11 Woodbridge
Classic Cars Black-
berry Jelly Regularity
Run ECMC

Fri 16/18th British
Grand Prix, Silver-
stone

Sat 31st & Sun 1st
August Festival of
Wheels, Trinity Park,
Felixstowe Road,
Ipswich, IP3 8UH

AUGUST

**Sunday 1st SCCoN
Classic Car Run**

**Saturday 14th
August**

Keep this date free in
your diary

Saturday 28th
Chelmsford Motor
Club
Abbey Farms Targa
(TBC)

Trophy hunting

Due to the Coronavirus epidemic, many events have been cancelled or postponed and as a result some members have been holding one (or more) of SCCON's major trophies for longer than a year. If you have one of these trophies, please contact either:

Peter Riddle 01953 601174 clubsecretary@sccon.co.uk

or

David Leckie treasurer@sccon.co.uk
to arrange for their return to SCCON.

Trip to see the “Great British Car Journey”

Howard is organising a trip to this newly opened visitor attraction.

Set within the Derwent Valley, our interactive journey through British motor manufacturing will take you through the ages, featuring over 150 classic British cars, from the Austin 7, Mini, Morris Minor right up to the Ford Sierra

Please let Howard know if you are interested in joining fellow members for a trip out.

A big thank you

To all those members who contribute to the newsletter. Also to those who make suggestions for content and who point out when the editor has not quite got it right. Your input is greatly appreciated and valued.

From Paul Doodson

Back in the days of tanners and bobs,

When Mothers had patience and Fathers had jobs.
When football team families wore hand me down shoes,
And TV gave only two channels to chose.
Back in the days of three penny bits,
when schools employed nurses to search for your nits.
When snowballs were harmless; ice slides were permitted
and all of your jumpers were warm and hand knitted.
Back in the days of hot ginger beers,
when children remained so for more than six years.
When children respected what older folks said,
and pot was a thing you kept under your bed.
Back in the days of Listen with Mother,
when neighbours were friendly and talked to each other.
When cars were so rare you could play in the street.
When Doctors made house calls; Police walked the beat.
Back in the days of Milligan's Goons,
when butter was butter and songs all had tunes.
It was dumplings for dinner and trifle for tea,
and your annual break was a day by the sea.
Back in the days of Dixon's Dock Green,
Crackerjack pens and Lyons ice cream.
When children could freely wear National Health glasses,
and teachers all stood at the front of their classes
Back in the days of rocking and reeling,
when mobiles were things that you hung from the ceiling.
When woodwork and pottery got taught in schools,
and everyone dreamed of a win on the pools.
Back in the days when I was a lad,
I can't help but smile for the fun that I had.
Hopscotch and roller skates; snowballs to lob.
Back in the days of tanners and bobs.



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.

Photo Appeal

Paul Doodson is looking for photos of

**SCCoN events
SCCoN crews and
SCCoN members of
the past. This is for a
display he is creating to
promote the club.**

Please call or email Paul on
doodsonp559@gmail.com

Or call him on 07557 731816

Thank you

All photos in all formats will be considered.

Trophy Hunt

Have you ever been awarded a SCCoN trophy?

Is there a cherished or neglected club trophy hiding amongst your mementos?

Are you fed up of polishing the same trophy month after month?

All annual trophies need to be handed back for presentation to new trophy winners. Please make sure you contact a member of the committee to let them know that you have a cup or shield which you are happy to hand back.

Thank you

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

There will never be another entry like this at Snetterton!

With the postponement of the Snetterton Stages in February, it was a challenge for AMSC when a date became available to run the event on 25th April. The change of date meant several amendments to the original entry list. WSMC's Kasia Nicklin with Darien Scales co-driving the Micra managed to take one of the available places, with a total of 97 on the seeded entry list.

The entry was topped by last year's winners Frank Bird and Jack Morton in their R5 category Fiesta, this being one of eleven R5 cars entered. The M-Sport supported car of Rhys Yates/James Morgan at No 3 would pose a strong challenge. A former winner, Chris West had swapped his Peugeot 306 Maxi for a Porsche 997 GT3 in the new GT category. A favourite driver of mine, Kevin Proctor, had Dave Bellerby co-driving the S2000T Fiesta.

Local names of interest.....

Aaron Rix/Rob Cook had an excellent run to 23rd in the Rix Engineering MK1 Escort.

Amongst the Chelmsford Motor Club crews, Mark Peterson & Jim Bowie took the Peugeot 208 R2 to 32nd and 2nd in Class, just ahead of Lee Earchy (*MK2 Escort*) who had Emma Hewitt co-driving.

Dale and Andrew Lawson took their MGZR to 35th.

Another member of the Hewitt family, Freddy, co-drive for Ryan Mone in his Subaru

Impreza. From a seeding of 49, they finished 24th winning Class E.

Headline Results

1st O/A Rhys Yates/James Morgan Ford Fiesta R5 50.35
2nd O/A Frank Bird/Jack Morton Ford Fiesta R5 50.49
3rd O/A Mark Kelly/Neil Colman Ford Fiesta R5 52.03

Anglia Motor Sport Club, Snetterton Stages overall winners

23rd O/A Aaron Rix/Rob Cook Ford Escort 57.57
24th O/A Ryan Mone/Freddy Hewitt Subaru Impreza 58.05
32nd O/A Mark Peterson/Jim Bowie Peugeot 208 R2 59.31
33rd O/A Lee Earchy/Emma Hewitt Ford Escort MK 2 59.50
35th O/A Dale Lawson/Andrew Lawson MG ZR 1.00.09
49th O/A John Cooledge/Laura Cooledge Ford Anglia 105E 1.03.26
63rd O/A Laura Christmas /Duncan Christmas Austin Mini 1.09.54

Well done to the organising team for getting the event up and running at short notice. Special thanks to the marshals who had a very long day, and of course to the event sponsors. Running the event in April, certainly benefited from the extra daylight, particularly as there was a race meeting on the Saturday which always delays the set up procedures.

Thank you to John Boot editor of WSMC newsletter for his report on **Snetterton Stages**

EU VNUK Legislation – Latest Update

Friday 25 June 2021

On 21 February 2021 Motorsport UK announced to its community the news that its considerable efforts alongside the UK government to defeat the threat of the Vnuk insurance issue had been successful. Earlier that day, the Department for Transport had confirmed that it would be taking the necessary steps to exempt the UK – and consequently UK motorsport – from the implications of the EU Motor Insurance Directive. See the article [here](#).

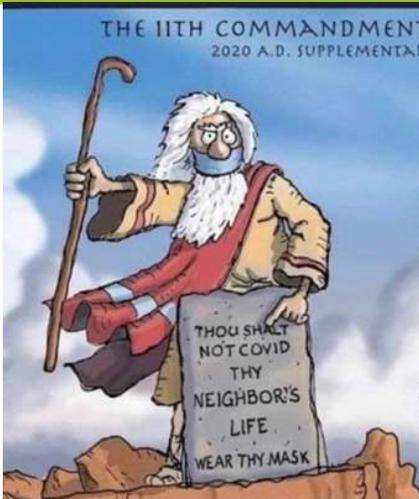
This news was met with enormous relief within our community – the EU rules would have meant any motorsport collision in the UK involving vehicles from karting to F1 would have been treated as regular road traffic accidents requiring insurance. The financial implications would have posed an existential threat to motorsport, risking tens of thousands of jobs in the process.

There remained some concern that implementation of the Vnuk law in Europe would affect UK members competing in Europe and significantly increase insurance premiums. Furthermore, businesses would have looked to pass the costs down their supply chains, which could have had an impact on motorsport businesses based in the UK.

In further positive news, on Tuesday 22 June the EU Commission announced that they would exclude all vehicles exclusively intended for motorsport from the Vnuk legislation. See the press release [here](#).

There remains a need for clarity on the matter of dual-use vehicles (road registered car used in competition) and MSUK will provide a further update once that becomes available. In the meantime, those competitors should actively check the extent of cover provided by organisers as part of their pre-Event preparations and entry process, and ensure that they have adequate valid insurance cover for all road use within the EU, as with the UK.

Article from MSUK news on the MSUK website.



Form an orderly queue

Volunteers will be needed.

To make sure that our 70th anniversary celebrations go well and that we honour the past efforts of the club whilst looking forward to the future of the club, we need volunteers of skills, time and person power to get the event off the ground. As I type this the committee are considering how best to draw together all the elements of a good event.

Meanwhile.....

Saturday 14th August

Keep this date free in your diary

Thank you.

More news to come via Facebook, Instagram, Twitter, e-mail and the grapevine

It is OK not to be OK

What's on at Snetterton?

BARC

Snetterton welcomes the British Automobile Racing Club on the 3rd and 4th of July for a busy weekend of racing around the 300 circuit.

The C1 Challenge returns to Norfolk with an endurance race featuring packed grids and plenty of action.

Supporting the C1 Challenge will be the Junior Saloon Car Championship. Having served up a feast of entertainment at a number of events already throughout 2021, this year's crop of drivers will continue their campaigns with two more races around the popular venue.

The Kumho BMW Championship, Max5 Racing Championship, Radical SR1 Cup and Radical Challenge Championship will also be in action for a full weekend of motorsport.

If you feel that your particular area of motorsport, or the discipline in which you compete, is being missed in Spotlight, let the editor know. Tell him what you want to hear about and give him some information to go on.

You are not being ignored; the message isn't getting through to get into the newsletter.

Mental Health in Motorsport

Please read past the title; this is important

The mental health charity MIND defines good mental health as being generally able to think, feel and react in the ways that you need and want to live your life. In a period of poor mental health, the ways in which someone is frequently thinking, feeling, or reacting can become difficult, out of character or even impossible to cope with.

Mental health is just like physical health: everyone has it and we need to take care of it.

Ours is a community of passionate motorsport participants and enthusiasts – including competitors, officials, volunteers and fans – for whom the ability to get out and compete or follow the sport at weekends is a way of life.

Whether difficulties are due to COVID-19, or related to other life challenges, the wellbeing of our community matters to all of us. As such, the MSUK Safeguarding team developed a strategy which raises awareness of mental health problems, what causes them, and the many different kinds of help, treatment, and support that are available. It aims to:

- promote the importance of positive mental wellbeing and the steps we can all take in our day to day lives to take care of our emotional wellbeing, and to build the resilience that research shows will help us all to manage life's challenges
 - provide a platform that signposts links to the UK's leading mental health providers such as the NHS and MIND
 - make free resources available to the Motorsport UK community, Academy members, and the governing body's own staff members
- provide access to high quality mental health awareness training that ensures Motorsport UK executives are equipped to convey accurate and beneficial information and support.

The community is already benefitting from the implementation of this strategy. Motorsport UK expect to begin a wider rollout of the programme this summer, with tailored information for all members of the community, from competitors to those who administer the sport, and the many thousands of participants in between.

Motorsport UK has also gathered resources that provide guidance on where to find more information, as well as tips for friends and family. The following resources are particularly recommended:

[NHS – Every Mind Matters](#)

[MIND – UK Mental Health Charity](#)

Please remember that it is okay not to be okay. It is not a sign of weakness, nor a sign of losing or defeat, it is a fact of life. Please don't try to manage on your own; talk to someone, find a listening ear, use the resources listed above. Talking about mental health shouldn't be a dark secret and shouldn't be ignored; you may well be somebody's listening ear. As somebody who has experience episodes of less than robust mental health and has to deal with other people with mental health problems, I speak from experience, not a stand point of ignorance. Please don't ignore your own mental wellbeing.

Matthew.

Article based on MSUK information & personal experience.

Rockingham – an era ended

Following on from articles about former motorsport circuits, this news item appeared.

Any vague hopes that Rockingham Motor Speedway in Northamptonshire would return to use as a motorsport venue have been put to rest this week.

Purchase of the site by the large conglomerate Constellation Automotive Group, owners of several automotive retail brands including the parent company of motor trade brands Cinch and WeBuyAnyCar.com, has been announced. The Group is reported to have paid £80m for the 200 acre site to create a vehicle storage and preparation facility. So it seems that racing will be replaced with parking and valeting; rather a come down.

Rockingham construction started late in 1999, with the opening meeting planned for May 2001. The venue opened in January 2001. The banked oval, which claimed to be Europe's fastest racing circuit, was the first banked oval constructed in Britain since the closure of Brooklands in 1939. The circuit, which was built on former British Steel works, was hoped to create a new sort of motor racing in the UK, sadly the idea never really caught on. The venue ran nearly all its events on a circuit comprising a twisty infield section plus turns one and four of the oval. It had spectacular viewing facilities with a vast start line grandstand running several stories high.

The unique track closed for racing in 2018.

It is a shame to see Rockingham go and this 'final nail' is sad news indeed.



Photo by PA Media, from BBC website

<https://www.bbc.co.uk/news/uk-england-northamptonshire-56104281>

Oliver's Mount

Scarborough Borough Council have recently conducted detailed inspections of their entire estate, including Oliver's Mount. Their surveyors have found several serious issues with many of the aged buildings at Oliver's Mount that make it unsafe to hold meetings at the venue at the current time. The safety of the public, competitors, officials and staff must always come first.

Several meetings have been held with Oliver's Mount Racing, 243 Road Racing Association, Scarborough Borough Council and the ACU to explore all possible options to run the meetings planned for 2021 in a safe manner. Despite all possible efforts, it has become obvious that the meetings cannot be run in a safe manner with the buildings in their current state.

Organisers expect the GB Supermoto weekend of 28/29 August and the car hill climb planned for 30 August to go ahead as planned. Many events have been cancelled, postponed or rearranged.

The organisers sincerely apologise to all spectators, riders, officials, marshals and staff that have planned dates in their diaries and especially to those that have booked time off work or accommodation for these events, and even more so where these plans are not changeable, or refundable. The organisers have tried as hard as possible to make events go ahead in very difficult circumstances, but it has become obvious to all concerned that events could not proceed. All Competitors have been offered a full refund, or a credit note for future events.

The organisers are working very hard, along with Scarborough Borough Council, who own the site, to demolish the unsafe buildings within the paddock and make sure that there is a fully functional and safe paddock in time for the meetings planned for the latter part of the season when they hope to welcome yet another resurrection of Oliver's Mount. They will keep fighting hard to ensure Oliver's Mount is fit to continue into the future.

Article from the Oliver's Mount website

Whilst the circuit is predominantly a motorcycle circuit it also provides an interesting venue for hill climb events.

MSUK NEW MARSHAL DEVELOPMENT OFFICER

MSUK are delighted to announce that Sharon Smith has joined Motorsport UK as the new Marshal Development Officer. She will become the first point of contact for all marshalling queries and is responsible for reviewing up-grade applications and providing support to our volunteer community.

Sharon has previously worked as the Marshals Administrator for the BRDC, Competition Secretary at MG Car Club and has also previously been a registered Timekeeper, with marshalling being a big part of her family life too!

Thanks go to Becky Maidment for the work she has done with the Marshals and the Marshals Advisory Group of the last couple of years. She remains within the Learning and Development Team and is now able to focus full-time on her role as Competitors Pathway Coordinator assisting Katie Baldwin to develop the Academy, create clear pathways and provide support to all our competitors whatever level they aspire to

Information on this page and the opposite page came from MSUK via Paul-Doodson and the Spotlight newsletter of the ANWCC, ANCC & SD34MSG

Thank you Paul for putting the information my way.

Were you awarded a trophy at the 2018 Dinner and Awards evening?

If so please can you return it to a Committee member as soon as possible



Following the Government's announcement of a delay in the move to Stage 4 of the unlocking, I think it is natural that everyone is frustrated with the continued restrictions. However, there is real light at the end of the tunnel as the vaccination programme moves forward successfully. I would like to reassure you that we have discussed in great detail the Motorsport UK response to the next four weeks and have concluded that it is in the best interests of the sport to continue with our COVID-19 Guidance as it stands. I am sure you agree that we all need to support the national effort to enable us to enter Step 4 in July, and hopefully sooner rather than later. However, as a phased relaxation, we have decided that it is appropriate to increase the number of people attending events in support of competitors to five per-sons, permitted across all our disciplines. We will continue to help our venues and clubs to host events and welcome spectators at the earliest opportunity, whilst following the broader DCMS guidance. I would like to personally thank you and the entire Motorsport UK community for showing true resilience and determination over the past 15 months. These times have been unprecedented for us all, but in general we are emerging in a good state for the future, with many events selling out within minutes of opening, and bumper size grids from karting to circuit racing. I look forward to seeing many of you around the country in the near future.

Kind regards,

Hugh Chambers CEO, Motorsport UK

Motorsport UK Documents

MSUK report that:-

"We still continue to see documents submitted on old style MSA forms. As mentioned during the webinars earlier in the year, please ensure you are using the latest forms and documentation from the Motorsport UK Resource Centre."

If you save forms locally to your devices, it makes good practice to check the Resource Centre every so often and overwrite the form on your device. The latest version of forms, guidance notes and other documentation can be found at

<https://www.motorsportuk.org/resource-centre/#technical>

Clear View

Wiper blades are not expensive, unless you insist on top quality branded items. Having a dirty windscreen is not only unsafe but it could be expensive. The fixed penalty charge, if stopped by the Police for having a dirty windscreen, is £100 and three penalty points on your licence. In more serious cases, or those that are contested in court, the charge can attract a maximum £5,000 fine, up to nine penalty points and even a court-imposed driving ban.

Best get some new blades and plenty of screen wash too.

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.

Contacts

President

David Mann

Management Team

Chairman

Mark Anison
01263 513052

Vice Chairman

Andrew Lawson

Club Secretary

Peter Riddle
clubsecretary@sccon.co.uk
01953 601174

Treasurer

David Leckie
treasurer@sccon.co.uk
01603 893294

Chief Marshal

Martin Newson
cjnewson32@yahoo.co.uk
01502 716280

Competition Secretary

VACANT
compsecretary@sccon.co.uk

Social Secretary

Howard Joynt
howardjoynt@googlemail.com
07917 060052

Membership Secretary

Alan Kirkham
membership@sccon.co.uk
07530 231722

Spotlight Distribution

Alan Kirkham
spotlight@sccon.co.uk
07530 231722

Child Protection

Christine Newson
cjnewson32@yahoo.co.uk

Company Secretary

David Leckie

01603 893294

Committee Members

Mike Lambert
Dale Lawson
Martin Newson
James Hodder



Editor

Matthew Hodder

Spotlight articles should be emailed
to:

Spotlight@SCCoN.co.uk

or posted to:

Spotlight
8 Hamilton Walk
Martham
Great Yarmouth
NR29 4TB

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.