

The Official Magazine of  
SUTTON & CHEAM MOTOR CLUB  
[www.scmc.co.uk](http://www.scmc.co.uk)

# Spotlight



TEAM  
TEMPEST





Merry Christmas

# SPOTLIGHT – WINTER 2023



## Why am I in the club?

As we head towards the end of 2023 and turn our attention to the future, the Committee of the Club are in full 'thoughtful mode' as we pose a serious question..

***Why does Sutton & Cheam Motor Club exist and just why does anyone want to be a member?***

The problem with life nowadays is that it is a fast-changing world with so many important questions – If it's not Covid or the so-call 'Cost of living crisis' then it's the Palestinians and Israelis bombing the hell out of each. I sometimes wonder how we sleep at night.

So, let's give you a rest from all those world-changing topics and turn your mind to that simpler, much easier question and get you to think about the club and just why you are a member? The answer(s) to that tricky question will no doubt be numerous although we do appreciate that it is probably very difficult to actually articulate (put into words) what they actually are!

For those of you competing in various disciplines, maybe it is because we provide a source of information about events and sometimes support your efforts with bountiful encouragement, manpower and maybe even the odd acknowledgement of your success. For others perhaps it's keeping you in touch with what everyone else is up to and maybe even allowing you to recall your own previous glory years by reading of the achievements, trials, and tribulations of today's champions. However, for most it's probably the enjoyment of facilitating events on which our fellow petrol heads can have great safe fun and pleasure at our events around the South.

Motor club life has certainly changed enormously over the past 10 years and modern technology now allows for instant information and dear old Mr Google provides just about everything you need or want to know.

So, if you can, have a think about what you get or want to get from your membership of Sutton & Cheam Motor Club, however obscure or pointless it may seem. Drop any Committee Member an email or text so that at least we have something to talk about at Committee Meetings...



Winter 2023





Merry Christmas



## *Do You Know Where You're Going To?*

*- Diana Ross -*

*An iconic 1975 title to the much-loved Diana Ross 'Theme from Mahogany' seems an unusual place to start an article on the future of UK motorsport... but in reality, the lyrics are spookily apt especially when the following line is 'Do you know...?'*

As 2023 draws to a close, it's often a time of reflection and whilst things have changed so much over the past two or three decades, almost everyone over 40 years of age reflects that *'We had the best of it'*. Sadly, the current state of play in our beloved club level sport is probably at the lowest I have ever seen it.

I know that I (Barry Guess) am rarely seen as a *Ray of Sunlight* when commenting on the future of UK motorsport but whilst there are still a few dying embers of past glories, we need to look back at the list below with a tear in our eye and acknowledge that something needs to be done very quickly otherwise local club level events really face a very bleak future.

Less than 20 years ago, a lad with an ambition, a ropey old Escort and a Nat B rally licence could have fun at a plethora of events and venues - Just look at what was on offer in 2005...

ORGANISERS	EVENT	TYPE	LOCATION
Astra MC	Astra Stages	M/V	Nth Wales
Kidderminster MC	Bill Gwynne Stages Rally	M/V	Sweet Lamb
Wolverhampton & Sth Staffs CC	Bulldog Rally	M/V	Mid Wales
North Wales Car Club	Cambrian Rally	M/V	Nth Wales
Whickham & DMC	Cheviot Stages	M/V	Otterburn
Dukeries MC	Dukeries Stages	M/V	Newark
Wickford AC	Essex Charity Stages	M/V	Essex
Aberdeen & DC	Granite City Rally	M/V	Aberdeen
Stockton & DMC	Hamsterley Forest Rally	M/V	Darlington



Winter 2023





## Merry Christmas

Sevenoaks & DMC	Kent Forestry MC	M/V	Kent
Malton MC	Malton Forest Rally	M/V	Yorkshire
Wickford AC	Marsh Tour	M/V	Essex
Epynt MC	Mewla National	M/V	Epynt
Swansea MC	Mutiny National Rally	M/V	Mid-Wales
South Hams MC	Newton Abbot Audi Stages	M/V	Dartmoor
Newton & DMC	Park Systems National	M/V	Newton Stewart
Knutsford & DMC	Plains Rally	M/V	Mid Wales
Dukeries MC	Rallitrack Premier Stages	M/V	Clipstone
Midland Motor Club	Rally of the Midlands	M/V	Nuneaton
Swansea MC	Red Dragon Rally	M/V	Swansea
De Lacy MC	Robin Hood Stages	M/V	Yorkshire
Berwick MC	Roger Albert Clark Rally	M/V	Various
Sutton & Cheam, MCAC, Hart	Sth of England Tempest	M/V	Aldershot
Swansea MC	Swansea Bay Stages	M/V	Swansea
Truro MC	Tour of Cornwall	M/V	Newquay
RACMSA	Wales Rally GB	M/V	Wales
60 & Worcester MC	Woodpecker Stages	M/V	Ludlow
Forest of Dean MC	Wyedean Stages	M/V	Welsh Borders
Ecurie Royal Oak MC	Adrian Baker Mem Stages	S/V	Melbourne
Owen MC	Agbo Stages	S/V	Weston Park
Bexley LCC	Anniversary Stages	S/V	Longcross
Bath MC	Azimghur Stages	S/V	Colerne
Middlesex County AC	Bomb Along Stages	S/V	Oakington
Weston Super Mare MC	Brean Regency Stages	S/V	Somerset
Cambridge MC	Cadwell Park Stages	S/V	Cadwell Park
Oxford MC	Carfax Stages	S/V	Longcross
Sutton & Cheam MC / FDMC	CAR-nival Stages	S/V	Abingdon
Middlesex County AC	Bomb-a-long Stages	S/V	Oakington
Carmarthen MC	Christmas Stages	S/V	Pembrey
Nuneaton MC	D'Isis Stages	S/V	MIRA
Warrington & DMC	Enville Stages	S/V	Anglesey
Tavern MC	Fat Albert Stages	S/V	Keevil
Caernarvonshire & Anglesey	Glynn Memorial Stages	S/V	Anglesey
Pendle & District MC	Lee Holland Mem Stages	S/V	Anglesey
West Essex CC	Millbrook National	S/V	Millbrook
Slaithwaite MC	Opposite Lock Stages	S/V	Snetterton
Foresters CC	Patriot Stages	S/V	Caerwent
Carmarthen MC	Peter Lloyd Rallying Stages	S/V	Pembrey
Wallasey MC	Promenade Stages	S/V	Southport
Middlesex County AC	Rockingham Stages	S/V	Rockingham
Sevenoaks & District CC	Spotted Dick & Custard Stgs	S/V	Longcross
South Hams MC	TSH Stages	S/V	Cornwall
Southern CC	Wugging Stages	S/V	Colerne

Now that you are either all *misty-eyed* with memories of your misspent youth or simply staggered at the list. Sadly, the most shocking thing is that of the less-than-definitive 53 events listed, I can only spot 8 of them that still exist today and only 2 of them are single venues, by far the most popular form of rallying in the UK!

Sadly, our own hopes of keeping Rushmoor and the Mini Tempest alive have been dashed by over-zealous and 2-faced military representatives who are keener on using a local bylaw (that has remained dormant for the best part of 50 years) than allowing local people to have local fun - We know who they are by the way!



Winter 2023





Merry Christmas



Motorsport in the UK is on a precipice really, looking over the edge at a time when all forms of motoring activity are squarely under the microscope. One would have hoped that our governing body would have been developing a plan, amassing its troops and developing a forward-looking strategy to save our sport and their skins.

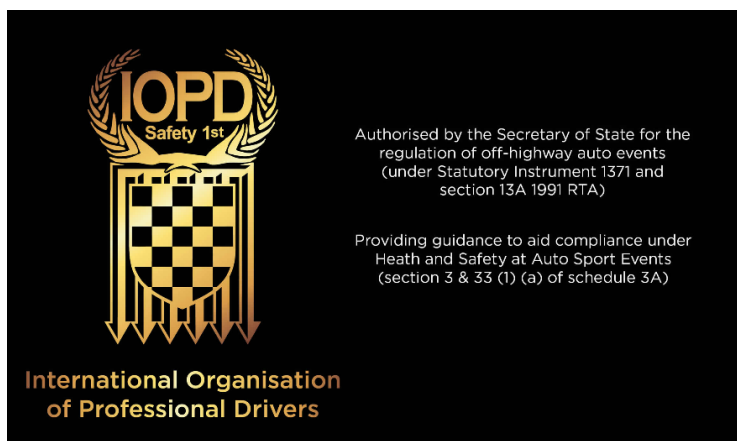
Hoped... More like **NO HOPE** because as we stare oblivion in the face all they seem to be exercised over (and I quote their current communications) is transgender motorsport, equality, diversity, and inclusion. Now don't get me wrong, these are all very worthy causes but it's a bit like checking that you have enough tea bags to help offset the impending arrivals of nuclear warheads from Russia (*Eds comment: Or even 4d – see later in the mag*).

UK motorsport is dissolving, drowning in over-regulation, expensive organisational new appointments with trendy titles whilst huge prohibitions are being forced upon its fed-up organisers and competitors. Events are disappearing faster than conservative voters as are precious venues, all falling under increasing bureaucracy. For every reason you find to do something to save the day, the anti-fun brigade come up with 20 reasons why you can't do it, and nobody seems to want to do anything about it.

So, what is the answer?

Some folks, those much brighter and to be honest much more enthusiastic than me, seem to have found a bit of a solution, or should I say alternative. Whilst Motorsport UK sit there admiring their latest Press Released and muddle around re-writes of their regulations (something promised for the last 20 years), other simpler organisations are coining it in by offering all the legally required stuff at a fraction of the cost and aggravation.

One of these companies is the International Organisation of Professional Drivers or



IOPD. Formed in January 1990, IOPD licenses the most amazing, powered sports events such as motor sport, cross country events, watersports and even stadium stunt shows with their essential DfT / RTA Authorising Permits, as legally required under 1991 Government Statutory Regulations.

They operate under the same



Winter 2023





**Merry Christmas**



authority as Motorsport UK and are fully capable of meeting the requirements of The Motor Vehicles (Off Road Events) Regulations 1995.

They issue organising permits for 19,000 days of activity each year, across 1,000 different venues with over a million participants, covering 37 different disciplines including 4-wheel and 2-wheel motor sport events, driver training, driver experience and arena displays.

By comparison, Motorsport UK issue around 500 permits, across 700 4-wheel clubs organising and a quickly diminishing 30,000 licence holders.

Major events in the UK are now predominantly running outside of Motorsport UK as even their coveted insurance offering, always considered to be the *'Jewel in their Crown'*, is now offered, and surpassed by other insurers who all seem less impressed with their governance.



So, if you are a landowner or are involved in the organisation of any *'Off-Highway Mechanically Propelled Vehicle Activity'*, on 2, 3, 4 or 6 or any number of wheels and where the vehicle is not being used purely for on-road transportation, clubs seriously consider an IOPD Authorisation Permit system. Effectively, IOPD covers racing (Circuit, Kart and Drag), off-road rallying (Single-venue or Targa), AutoSolo and Autocross, Sprints, Hillclimbs and Rallycross plus any of the AWDC type events. They can provide everything you need for an event without the need to comply with a 472-page rule book and numerous sets of trendy socially responsible guidelines and woke requirements.

Yes, IOPD do have a few drawbacks, but they are predominantly an organisation that likes to say yes. In the same way that TV was dominated by the BBC and ITV, IOPD seen to be recognising that motor sport in the UK needs encouragement without all the trendy diversions and costly add-ons.

Measure it yourself with a visit to both organisations' websites where on the IOPD site you will find just a 5-paragraph explanation under 'About'. Meanwhile, on [www.motorsportuk.org](http://www.motorsportuk.org) you will discover an 'About' sub-menu which only lists headings for Careers followed by sections on Environmental Sustainability, Equality Diversity and Inclusion, Financial Statements and Governance.

***It says it all when the only bit missing is any mention of motorsport!***



**Winter 2023**





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## How to wash a cat

You require 1 Assistant, 1 standard British lavatory with seat and lid combo, 1 cup of pet shampoo, 1 first aid kit and 1 cat (soiled unless simply testing, in which case the shampoo may be omitted).

1. Thoroughly dry the toilet pan removing any residual water using a sponge or cloth so that the pan is completely devoid of dampness (optional but safer).
2. Ensure both toilet lids are lifted and that they close quickly without sticking. Test lid to ensure it will bear your weight and that the surface is non-slip. Tie a 4-foot piece of strong twine to the front of the toilet seat using a reef knot and coil neatly on top of the cistern.
3. Obtain the cat and feed him while soothing him gently. Once he has finished eating, lift and carry him gently towards the bathroom making happy noises to allay suspicion.
4. In one smooth movement, put the cat headfirst into the toilet pan. This maneuver ensures a delay of about .00064 of a nanosecond while the cat attempts to engage reverse. During this delay you should swiftly withdraw your hands and close both lids. Quickly mount the toilet seat, standing on the lid and grasp the twine you previously attached. The cat will now be unable to escape but may attempt to tunnel through the pan. This is normal - ignore.

***CAUTION: Do not get any part of your body too close to the edge, as his paws will, by now, be reaching out for anything they can find to slash. Being within range at this point will be tantamount to changing a band saw blade whilst it is running and is not recommended. The proceedings will be accompanied by fiendish noises and flecks of foam. This is normal - ignore all.***

5. Ensuring the toilet lids are FIRMLY and irrevocably shut, add 1 cupful of shampoo to the cistern and replace the lid. Checking your balance on the toilet lid(s) quickly flush the toilet. If you have correctly carried out the procedures so far you will notice 2 things. (1) Bubbles will have started to appear around the edge of the toilet rim and (2) Somebody has started the engine of an Kawasaki Z750 inside the toilet pan. This is normal – ignore. (You may also notice an increase in volume from the cat - also ignore).
6. Wait for approximately 15 seconds or until the cistern has refilled and then flush the toilet once more. Repeat three or four times. This provides a "power wash and rinse" ably assisted by the violent circumnavigations of the toilet bowl by the (now) slightly damp cat. This has been demonstrated to be remarkably effective at removing dirt and grime from the pet's coat while, coincidentally, leaving the toilet bowl with a mirror-like shine. Ignore the sound effects which will have almost certainly increased still further – it is quite normal. You may, however, wish to reassure any neighbours that you are not in the process of killing a pig, barbecuing a small child or signaling an imminent bombing raid by the Luftwaffe.
7. Have your assistant open both the toilet door and the door to the outside ensuring that there are no people or breakable objects occupying the shortest trajectory between the toilet pan and the outside and, standing behind the toilet as far as you can, pull quickly on the twine, lifting both lids simultaneously.
8. The now-clean cat will cleverly leave the toilet of his own volition and go outside where he will dry himself. You may not actually SEE the cat, as he leaves the toilet. The passage of cat may be verified by asking the assistant to remain in the hallway prior to the egress phase of the operation, when evidence of blood and torn tissue will bear witness to the cat's passing.

*NOTE: It is recommended that you do not repeat this procedure more than once a year as, should the cat realise what is about to happen before you manage to incarcerate him inside the toilet, you may suffer severe lacerations and plumbing damage.*

**HOW TO BATH A DOG:    1. Find a stick                      2. Throw it into the river.**



*Winter 2023*





*Merry Christmas*



### How to give a cat a tablet

- 1 Pick-up cat and cradle it in the crook of your left arm as if holding a baby. Position right forefinger and thumb on either side of cat's mouth and gently apply pressure to cheeks while holding pill in right hand. As cat opens mouth, pop pill into mouth. Allow cat to close mouth and swallow.
- 2 Retrieve pill from floor and cat from behind sofa. Cradle cat in left arm and repeat process.
- 3 Retrieve cat from bedroom and throw soggy pill away.
- 4 Take a new pill from foil wrap, cradle cat in left arm, holding rear paws tightly with left hand. Force jaws open and push pill to back of mouth with right forefinger. Hold mouth shut for a count of ten.
- 5 Retrieve pill from goldfish bowl and cat from top of wardrobe. Call spouse from garden.
- 6 Kneel on floor with cat wedged firmly between knees, hold front and rear paws. Ignore low growls emitted by cats. Get the spouse to hold head firmly with one hand while forcing wooden ruler into mouth. Drop pill down ruler and rub cat's throat vigorously.
- 7 Retrieve cat from curtain rail, get another pill from foil wrap. Make note to buy a new ruler and repair curtains. Carefully sweep shattered figurines and vases from the hearth and set to one side for gluing later.
- 8 Wrap cat in large towel and get spouse to lie on cat with head just visible from below armpit. Put pill in end of drinking straw, force mouth open with pencil and blow down drinking straw.
- 9 Check label to make sure pill not harmful to humans, drink 1 beer to take taste away. Apply Band-Aid to spouse's forearm and remove blood from carpet with cold water and soap.
- 10 Retrieve cat from neighbours shed. Get another pill. Open another beer. Place cat in cupboard, and close door on to neck, to leave head showing. Force mouth open with dessert spoon. Flick pill down throat with elastic band.
11. Fetch screwdriver from garage and put cupboard door back on hinges. Drink beer. Fetch bottle of scotch. Pour shot, drink. Apply cold compress to cheek and check records for date of last tetanus shot. Apply whiskey compress to cheek to disinfect. Toss back another shot. Throw Tee shirt away and fetch new one from bedroom.
- 12 Call Fire Brigade to retrieve the damn cat from across the road. Apologize to neighbor who crashed into fence while swerving to avoid cat. Take the last pill from foil wrap.
- 13 Tie the little b\*\*\*\*\*d's front paws to rear paws with garden twine and bind tightly to leg of dining table, find heavy-duty pruning gloves from shed. Push pill into mouth followed by large piece of filet steak. Be rough about it. Hold head vertically and pour 2 pints of water down throat to wash pill down.
- 14 Consume the remainder of scotch. Get spouse to drive you to the emergency room, sit quietly while doctor stitches fingers and forearm and removes pill remnants from right eye. Call the furniture shop on way home to order new table.
- 15 Arrange for RSPCA to collect mutant cat from hell and call local pet shop to see if they have any hamsters.

**HOW TO GIVE A DOG A PILL: 1. Wrap it in bacon**

**2. Toss it in the air.**



*Winter 2023*





Merry Christmas



## From the keyboard of Ian Brooks - Chairman

A slightly different section in this magazine, firstly covering some club-related matters and I have then highlighted a number of reports and articles which have caught my attention.

### Club Matters

I am currently putting together the social calendar for 2024. It will consist of monthly Down the Pubs which rotate geographically and a number of bigger one-off events. We will give as much notice as we can of events and please do try to come along. I have written to many local members asking for volunteers to host Down the Pubs – not onerous, just pick a good venue and tell your mates – so please do support the club by offering to host an evening.

Bad news on two venue fronts I am afraid....

- 1 Following a number of complaints in the Abingdon area concerning over-use of the venue for 'non-military' and 'noisy events' we, along with other motor-related events currently held at the venue have been asked by the Barracks to reduce our usage of the venue – in our case from three motorsport days to two. After much soul searching amongst the three organising clubs, it was agreed that, to protect the CAR-nival as a two-day multi-motorsport event, we would give up the Long Course Spring at the beginning of April. However, all is not lost, to refresh the Sprint at the CAR-nival we will be changing to a single, 'long' course.
- 2 Barry has been working hard and leveraging contacts to try to get us back into the Rushmoor/ Pegasus village complex in order to run the Mini Tempest rally at Christmas.



Winter 2023





Merry Christmas



Unfortunately, his efforts have come to nought – largely related to being unable to agree a compromise over a by-law right of way up the road which runs through the middle of the stage. This looks like a permanent loss.

If anyone has any ideas about potential motorsport venues, then please let us know – we really need to find new venues.

One challenge which the reduction in events throws up relates to the cost of occupying the shed at Ash now that we cannot rely on Barry to store equipment at Farnborough. The shed is market priced at about £5,000 and is the size we need for maintaining equipment and preparing it for events. However, if we rationalise equipment and store it more neatly there will be room for a car/ trailer/ other equipment. If you want, or know of anyone who is looking for, some storage space, then please let Norman know.

Thanks to everyone who helped out on the RAC Summer Run and RM Sotheby's London to Brighton Veteran Car Run.

It is looking increasingly likely that these efforts will enable us to hold our Awards Dinner at the splendid Woodcote Park in Epsom. If not, we have provisionally booked the excellent Tyrrells Wood Golf Club for 24th February.

### Motorsport matters

Later in the mag. I have extracted two short articles in the recent edition of Revolution which highlight non-electric approaches by motorsport to be more environmentally friendly:

### Roger Albert Clark Rally

The above article leads me nicely into the epic Roger Albert Clark Rally 2023 which took place 23-27 November. This rally is now a bi-annual event seeking to re-create the experience of the RAC Rally of the 60s and 70s.



Winter 2023





Merry Christmas



### In figures:

5 days of rallying in Wales and the Lake District/ Scottish Borders  
33 stages and about 350 stage miles, ending with a 36-mile stage!  
150 entries including the likes of Osian Price (Mk II Escort), Oliver Solberg (MkII Escort), Jason Pritchard (MkII Escort), Seb Perez (Lancia Stratos) and Richard Tuthill (Porsche).

Early entry fee £4,500.

Top competitors estimated to use 70-80 tyres.

Martin McCormack's winning overall time was just under 6 hours. Such was the rate of attrition that he was 5-minutes ahead of the 2nd placed car (Cathan McCourt) and 23 minutes ahead of 5<sup>th</sup> placed Hamill Vivian.

The 'Special Stage' organisation, backed by Steve Perez, provided unrivalled live coverage of the event which can be found by searching for 'Roger Alery Clark Rally 2023' on YouTube.

An example is the coverage of stages 1 and 2 when the Reporting Team was still getting itself organised:

<https://www.youtube.com/watch?v=dFi6ORO32pE&list=PLseN8hu9LOXjLpEnsOpQbk2o14ElE9OTE&index=2>

The Special Stage team have also put together an end of day 'Rally Report' based on William Woollard's efforts in the day, even using the 'Duel theme tune' from Propaganda, synonymous with the early Top Gear programs - start when the timer hits zero, at about 2:25

<https://www.youtube.com/watch?v=9xsf6n7av5Q&list=PLseN8hu9LOXjLpEnsOpQbk2o14ElE9OTE&index=8>

A fantastic watch and a reminder that rallying is not yet dead but the future is not electric. Is it bio-fuel?

### Getting started in Motorsport

Whilst it's easy to knock Motorsports UK for some of their initiatives, and some small credit should be given as a recent issue of Revolution Magazine (sent to all license holders and available on-line) which included a substantial section looking at introducing the reader to, and getting started in, various forms of motorsport.



Winter 2023





Merry Christmas



The link to the 'Get started supplement' is below:

[https://revolution.motorsportuk.org/full\\_page\\_image/page-52-67/content.html](https://revolution.motorsportuk.org/full_page_image/page-52-67/content.html)

### Congratulations.....

.....to Elfyn Evans on his third second place overall in the World Rally Championship (WRC). Having narrowly lost out to Sebastian Ogier his decision to undertake a part time program the following season looked likely to put Elfyn in pole position to win the WRC.

However, he had not counted on the introduction, at WRC, level of Finnish wonder-kid Kalle Rovanperä. Kalle has won the last two World Rally Championships (his first two seasons in the WRC!) but has now decided, at the age of 23, that he only wants to do a part season in 2024. Frighteningly, given the desire to add events to the calendar (same in F1), he points out he's *"been driving rally for a really long time. I just found that it was a good moment to take a bit of a break, to recharge the batteries and to have a bit of time off to focus on the future and to have more energy and more push in the coming years."*

Whilst one cannot argue with Kalle's logic, the long careers at top level of certain drivers in WRC and F1 (to highlight just a few) must be very frustrating for those coming up for whom it is impossible to find an opening.

## **SUTTON & CHEAM MOTOR CLUB**

Present

## **2023 AWARDS DINNER**

**Saturday 24<sup>th</sup> February 2024**

Venue to be confirmed but in Leatherhead / Epsom area.

**PUT IT IN YOUR DIARY NOW**



Winter 2023





Merry Christmas



## SUSTAINABILITY NEWS

# The RAF's synthetic-fuelled race car takes the chequered flag at the Birkett Six Hour Relay

This is the culmination of a challenge set to the six RAF Motorsports Teams, on two- and four-wheels, to look at the viability of sustainable motorsport and what could be used at races right now.

A standard national spec race car, with a stock, large, torquey engine, and variable cam timing, was chosen for 2023, with the plan to try a smaller higher revving modified engine in 2024. The car has now completed six races and has taken class victories in each race with impressive overall finishes, notable as it is low powered compared to others in

its class. It was the fifth and final car in the Birkett Relay, taking the chequered flag and the inter-service win for the RAF Motorsports team.

To provide the required data to inform the use of synthetic fuels in motorsports going forward, and the potential use of such fuel in other military vehicles, the Electronic Control Unit (ECU) was calibrated and fitted with data logging devices. The use of data logging and a configurable ECU was to both deliver a calibrated baseline and allow the team to extract more data over a season

than would normally be available. The software, provided by race partner SPLUNK, enables automatic analysis of datasets against pre-configured targets. This enables back-to-back comparisons of how the engines perform on 99 rated pump fuel compared to the synthetic fuel used and, once the second car is online, will enable comparison on two very different engines. Data from the races has shown that there is no noticeable difference in overall performance.

Having successfully completed and validated the first phase of the trial on four-wheels, the RAF Motorsports Association is already looking at the next phase, with potential trials on karts and motorcycles – both on and off road.



*The RAF Motorsports team with its synthetically powered trophies*

## Rallying in to the future

Fresh from securing Rally 2 honours in Rally Chile, rising rally star Oliver Solberg is entering this month's star-studded Roger Albert Clark Rally.

Harking back to the RAC Rallies of old, the five-day event traverses the country from its start in Carmarthen to the finish in Carlisle. The 350-mile competitive route will be the longest stage rally in the UK for more than 30 years. Entries are restricted to historic rally cars (all pre-1991) so Oliver is swapping his state-of-the-art Skoda Fabia RS for the hot seat in his father Petter's iconic Ford Escort RS1800, which will be looked after by Petter's former co-driver, Phil Mills, who runs his own rally preparation business in Powys – Viking Motorsport.

With an eye on the future as well as the past, Mills has been pioneering biofuels and entered the recent Rally Ceredigion driving an Escort Twin Cam running on

Carless' latest generation Hiperflo ECO98 R70. Buoyed by that success, Oliver's Mk2 RS1800 will run on the same biofuel at the Roger Albert Clark. The fuel offers a 50 per cent saving on greenhouse gases when compared to regular fossil fuels.

Solberg's initiative is just the latest example of both rallying and historic motorsport embracing the environmental benefits presented by biofuels. The World Rally Championship was the first FIA series to run wholly sustainable fuel in its premium class. This was introduced at the same time as the hybrid-powered Rally1 category at the top of the 2022 season.

Also making a return to the Roger Albert Clark Rally is the Lancia Stratos of Steve Perez, after the fire which all but destroyed the car in 2018. Steve's son, Seb, piloted the car on the Malton Forest Rally in preparation for the R.A.C event.



Ben Lawrence

*Oliver Solberg in his father Petter's Ford Escort RS1800*



Malcolm Almond

*Seb Perez shakes down the Stratos in Malton Forest*



Winter 2023





*Merry Christmas*



## **Richie is our man!**

A young man named Rishie bought a donkey from an old farmer for £100.00. The farmer agreed to deliver the donkey the next day, but when the farmer arrived, he said ***"Sorry son, but I have some bad news... the donkey is on my truck, but unfortunately he's dead"***.

Rishie replied, ***"Well then, just give me my money back"***.

The farmer said, ***"I can't do that, because I've spent it already"***.

Rishie said, ***"OK then, well just unload the donkey anyway"***.

The farmer asked, ***"What are you going to do"*** to which Rishie answered, ***"I'm going to raffle him off"***.

The shocked farmer exclaimed, ***"Surely you can't raffle off a dead donkey!"***

But Rishie, with a wicked smile on his face said, ***"Of course I can, you watch me. I just won't bother to tell anybody that he's dead"***.

A month later the farmer met up with Rishie and asked, ***"What happened with that dead donkey?"***

Rishie answered, ***"I raffled him off, sold 500 tickets at two pounds a ticket and made a huge, fat profit!"***

Totally amazed, the farmer asked, ***"Didn't anyone complain that you had stolen their money because you lied about the donkey being dead?"***

To which Rishie replied, ***"The only guy who found out about the donkey being dead was the raffle winner Richie when he came to claim his prize. I gave him his £2 raffle ticket money back plus an extra £200, which as you know is double the going rate for a donkey, so he thought I was a great guy!"***

Rishie grew up and eventually became the Chancellor of the Exchequer and Prime Minister, and no matter how many times he lied, or how much money he stole from the British voters, as long as he gave them back some of the stolen money, most of them, unfortunately, still thought he was a great guy.

The moral of this story is that, if you think Rishie is about to change and do something for the everyday people of the country for once in his life, think again my friend, because you'll be better off flogging a dead donkey.



*Winter 2023*





*Merry Christmas*  
**SETTING THE PLACE.....**

Over the past few years our regular 'Motor Club Meetings' have disappeared, mainly due to the cost of venue hire at the Tennis Club but more because of a falloff in attendances. At the death it was purely 3 men and a dog as only hardly anyone turned up irrespective of what was on.

As they say things move on and as the membership declined or became further spread across South London and deep into the Home Counties, we opted to have 'travelling club gatherings', some specific social gatherings at special locations or more likely than not simple 'Down the Pub' nights.

Now nobody will claim that these are far better than the old social nights but in fairness they have provided both the continuity and given the rare opportunity to meet club members who we hardly ever saw outside of competition.

Yes, Drink Drive regulations and travel restriction does tend to dominate the level of attendances but trust me that those who simply do not bother don't know what they are missing. At the last Down the Pub we had 16 members enjoying the odd pint or Coca-Cola with a few even 'dining-out midweek'... whatever next.

And so, in an attempt to bolster numbers even further, we are looking for you all to consider either hosting a Down the Pub' or even God Forbid, attending one here and there.

Yes, we acknowledge that those in far flung places are a bit left out, but you wouldn't be attending a club night in Sutton either so don't feel too cheated.

If you feel that you might want to host a night at a pub near you then please contact Ian Brooks to co-ordinate When and Where.

Looking towards 2024, our plans are:

<u>Date</u>	<u>Event</u>	<u>Date</u>	<u>Event</u>
9 Jan	Down the Pub	13 Feb	Down the Pub
<b>24 Feb</b>	<b>Annual Awards Dinner</b>	12 March	Down the Pub
9 April	Down the Pub	14 May	Down the Pub
<b>28 May</b>	<b>Annual General Meeting</b>	<b>8/9 June</b>	<b>Abingdon Msports CAR-nival</b>
11 June	Down the Pub	<b>23 June</b>	<b>Swinging Sixties at Thruxton</b>
<b>9 July</b>	<b>Int Car Night</b>	<b>18 July</b>	<b>RAC Summer Run</b>
13 Aug	Down the Pub	10 Sep	Down the Pub
<b>6 Oct</b>	<b>Msports Day Brooklands</b>	8 Oct	Down the Pub
<b>3 Nov</b>	<b>London – Brighton VCR</b>	12 Nov	Down the Pub
10 Dec	Down the Pub		



*Winter 2023*





*Merry Christmas*



## So, what's going on in British Rallying? *It's as clear as mud!*



The Motorsport UK British Rally Championship (BRC) recently unveiled a revamped calendar of their events for the 2024 Championship, now in its 66th season.

Those who read my observations in my last *Chairman's Chatter* will know something needed doing with the poorly supported championship that ran in 2023.

The announcement for 2024 Championship coincided with the launch of a 'brand-new calendar' and stated that *'in a bid to reduce costs at all levels of the championship'*, Britain's top-tier rallying series is set to feature six rounds, with seven points scoring opportunities, and will remain totally on the UK mainland.

### **2024 Probite British Rally Championship calendar**

***Round 1 – Legend Fires North-West Stages – Preston – 22/23 March***

***Round 2 – Rallynuts Severn Valley Stages – Builth Wells – 13 April***

***Round 3 – Beatson's Building Supplies Jim Clark Rally – Duns – 24/25 May***

***Round 4 – Voyonic Grampian Forest Rally – Banchory – 9/10 August***

***Round 5 – JDS Machinery Rali Ceredigion – Aberystwyth – 31 August/1 September***

***Round 6 – 'Visit Conwy' Cambrian Rally – Llandudno – 26 October***

According to the press release, the *'structure of the BRC will still see BRC1 top-flight Rally2 cars and Rally3 cars fight it out for overall supremacy'*, with all other homologated classes catered for, including the Junior BRC in Rally4 and Rally5 machinery.

The National Rally title category also returns in 2024, offering the opportunity for non-homologated machinery to compete toe-to-toe with the BRC contenders, enjoying a recce and a host of other benefits associated with a top-line championship.

### **So what cars are eligible for the BRC?**

First of all, don't think that the classes are going to be simple to understand like the old up to 1400cc, 1401cc to 1600cc, 1601cc to 2000cc, 2001cc and above plus the associated 4WD classes we were brought up on.

To help the layman understand here's an extract from the championship regulations setting out the class requirements:



*Winter 2023*





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#### 4.1 CLASSES OF CARS

CLASSES	GROUPS	
BRC 1	Rally 2	Group Rally2 cars conforming to the 2023 Appendix J, Art 261
	Rally 2 Kit (VR4K)	Cars fitted with R4 Kit conforming to the 2023 Appendix, Art 260E
	S2000-Rally: 2.0 Atmospheric	Super 2000 cars conforming to the 2013 Appendix J, Art 254A
	Any derivative of a FIA Rally2/R5 car converted to RHD whose conversion has been supported with photographic evidence and original LHD homologation papers for that vehicle. Paperwork to be submitted to the championship manager in advance of competition. Championship organisers reserve the right to reclassify the car to NRC Class 7 if pre-event scrutineering reveals changes to the vehicle specification that are considered to improve the vehicle's performance.	
BRC 3	Rally 3 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1620cc)	Group Rally3 cars homologated from 01/01/2021 and conforming to the 2023 Appendix J, Art. 260
Junior BRC	Rally4 (atmo over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc)	Group Rally4 cars homologated from 01/01/2019 and conforming to the 2020 Appendix J, Art 260
	Rally4 (atmo over 1390cc and up to 1600cc and turbo over 927cc and up to 1067cc)	Group Rally4 cars homologated from 01/01/2019 and conforming to Appendix J, Art 260 Group R2 cars homologated before 31/12/2018 and conforming to 2018 Appendix J, Art 260.
BRC4	Rally4 (atmo over 1600cc and up to 200cc and turbo over 1067cc and up to 1333cc)	Group Rally4 cars homologated from 01/01/2019 and conforming to the 2020 Appendix J, Art 260
	Rally4 (atmo over 1390cc and up to 1600cc and turbo over 972cc and up to 1067cc)	Group Rally4 cars homologated from 01/01/2019 and conforming to the 2020 Appendix J, Art 260 Group R2 cars homologated before 31/12/2018 and conforming to 2018 Appendix J, Art 260.
	R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc)	Group R3 cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art 260
	R3 (turbo / up to 1620cc / nominal)	Group R3 cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art 260D
Academy Trophy BRC	R2 (atmo up to 1600cc - VR2B and turbo over 927cc VR2B)	Group R2 cars homologated before 31/12/2018 and conforming to 2018 Appendix J, Art 260.
	R2 (atmospheric over 1390cc and up to 1600cc)	Group R2 cars homologated before 31/12/2018 and conforming to 2018 Appendix J, Art 260.
BRC5	Rally5 (atmo up to 1600cc - VR1 and turbo up to 1333cc)	Group Rally5 cars homologated from 01/01/2019 and conforming to the 2022 Appendix J, Art 260
	Rally5 (atmo up to 1600cc and turbo up to 1067cc)	Group Rally5 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art 260
CLASSES	GROUPS	
Motorsport UK National Rally Champions	Class 1 - All 2WD non-homologated cars up to 1450cc	
	Class 2 - All 2WD non-homologated cars 1451cc to 1650cc	
	Class 3 - Front wheel drive non-homologated cars - 1651cc to 2050cc	
	Class 4 - Rear wheel drive non-homologated cars - 1651cc to 2050cc	
	Class 5 - All 2WD non-homologated cars over 2051cc	
	Class 6 - Any 4WD car not classified in BRC1, BRC3 or Class 7	
	Class 7 - WRC cars running in their homologation specification from before 31/10/2016, as well as any Rally2/R5 derived car not complying with BRC1.	





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Well, the national classes look vaguely comprehensible but even there, where has the extra 50cc come from? More importantly, these classes are likely to be bulking up the championship – they cannot win the BRC.

### So just what are Rally2-5 cars?

Here I have to turn to our friend Wikipedia to get an inkling for what is going on...

### Rally2

The formula for Group Rally2 cars was taken from the R5 Class of the old Group R.

This means that any existing R5 car homologated or approved since their introduction in 2013 could continue to be used in Rally2 level competition.

If it helps your understanding, R5 cars were first introduced as an intended replacement for the S2000 class – a class intended to replace WRC cars in national level rallying.



A Skoda Fabia Rally2 car in action

Group Rally2 cars were defined in a 2021 FIA document as *'Touring Cars or large-scale Series Production Cars with a supercharged petrol engine and 4-wheel drive'*.

A production touring car (with at least 2500 identical units manufactured) must be homologated in Group A, with all the components and changes that make it a Group Rally2 car

homologated in an extension. The power to weight ratio for Rally 2 cars is 4.2kg/hp.

Key Specific Regulations for Cars in Group Rally2<sup>[1][2]</sup>

Drivetrain	Minimum Weight	Engine Capacity	Aspiration	Fuel	Maximum Cylinders	Restrictor	Wheels Gravel	Wheels Asphalt	Production Requirement
4WD	1230 kg	1620cc	Turbo	Petrol	4	32mm	6.5" x 15" or 7" x 15"	8" x 18"	2500

### Rally 3

Group Rally3 cars were created to fill a gap in the demand as existing four-wheel-drive options (such as Group Rally2 or Group Rally2-Kit cars) were too expensive for cost conscious privateers and too high-performance for newcomers to 4WD.

With the introduction of Rally3, R3 cars were reclassified to RC4.



Winter 2023





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Group Rally3 cars are defined as *'Touring Cars or large-scale Series Production Cars, petrol engine, 4-wheel drive'* i.e. no super-charger.

A production touring car (with at least 2500 identical units manufactured) must be homologated in Group A, with all the components and changes that make it a Group Rally3 car homologated in an extension.

Sub-classes of Rally3 were introduced based on engine cylinder capacity in common with existing Group Rally4 classes.



*A Ford Fiesta Rally3 car in action*

This allowed the possibility to upgrade or share many components with a Rally 4 car. Rally3 is designed to be entry level and the most cost-efficient way to go rallying with four-wheel drive.

The homologation requirements include a rally-ready price cap of €100,000. The cars have been described as a modern-day Group N and, with a 31mm restrictor, have a maximum power-to-weight ratio of 5.6kg/hp.

**Key Specific Regulations for Cars in Group Rally3<sup>[2]</sup>**

Class	Drivetrain	Minimum Weight	Engine Capacity	Aspiration	Fuel	Maximum Cylinders	Turbo Restrictor	Wheels Gravel	Wheels Asphalt	Production Requirement
Ra3B	4WD	1210 kg	1390-1600cc	Normal	Petrol	6	31mm	6"x15"	7"x17"	2500
			927-1067cc	Turbo						
Ra3C			1600-2000cc	Normal						
			1067-1333cc	Turbo						
Ra3D			1333-1620cc	Turbo						

## Rally 4

The formula for Group Rally4 cars was taken from R2 class of Group R and tweaked with the intention that any existing R2 car homologated or approved since their introduction in 2008 could continue to be used in Rally4 level competition.



*An Opel Adam Rally 4 car in action*

To support the competitive of older R2 cars, R2 cars homologated prior to 2019 were not required to have a turbo restrictor fitted and remain exempt.

Rally4 cars are defined as *'Touring Cars or large-scale Series Production Cars, supercharged Petrol engine (including rotary engines), 2-wheel drive (front or rear wheel drive)'*.



**Winter 2023**





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A production touring car (with at least 2500 identical units manufactured) must be homologated in Group A, with all the components and changes that make it a Rally4 car homologated in an extension. They have a power to weight ratio of 5.1kg/hp.

## Rally5

The formula for Group Rally5 cars was taken from R1 class of Group R. This meant that any existing R1 car homologated or approved since their introduction in 2008 could continue to be used in Rally5 level competition. The subclasses defined in R1 however have effectively merged and capacity of permitted turbocharged engines have increased to 1333cc.

Group Rally5 cars are defined as *‘Touring Cars or large-scale Series Production Cars, supercharged Petrol engine (including rotary engines), 2-wheel drive (front or rear wheel drive)’*.

A production touring car (with at least 2500 identical units manufactured) must be homologated in Group A, with all the requirements that make it a Group Rally5 car homologated in an extension. They have a power to weight ratio of 6.4kg/hp.



*Citroen DS3 Rally5 car in action*

Rally5 rules are relaxed in comparison to the other Groups Rally formulae making it the most cost efficient and accessible.

Only the bodyshell (with safety cage), the seat mountings and the harness need to be homologated, the latter two already having their own Appendix J rule set outside of Rally5. Bodyshells homologated under Group Rally4 regulations are also permitted in Group Rally5 therefore potentially expanding the range of cars available.

**Key Specific Regulations for Cars in Group Rally5<sup>[2]</sup>**

Drivetrain	Minimum Weight	Engine Capacity	Aspiration	Fuel	Maximum Cylinders	Turbo Restrictor	Wheels Gravel	Wheels Asphalt	Production Requirement
2WD	1030 kg	Up to 1600cc	Normal	Petrol	6	As manufactured	6"x15"	6.5"x16"	2500
		Up to 1067cc	Turbo						
	1080 kg	1067-1333cc							

## Conclusion

So, there we have it, a very complex set of rules which mean that all the championship contenders need to be driving cars homologated in the last four years.



**Winter 2023**





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One also wonders whether the complexity of the rules also means that few cars will be built outside of the factory set up, adding to cost.

The BRC in 2023 had 17 registered contenders for its seven rounds. In a championship with five rounds to count, only five competitors did five rounds and only one competitor did all five rounds.

Let's hope the changes to events are made for 2024 and with more Rally2 and Rally3 cars now a year older more competitors will be able to obtain the equipment and sponsorship to make it a proper, higher profile championship next year.

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## THE 4<sup>th</sup> EMERGENCY SERVICE

### *Why did the MoD want the PM to join the AA?*

*At a time during the very early sixties, Harold Macmillan (nicknamed 'Supermac') was the Conservative Prime Minister, a man considered to be unflappable and of unique common sense. Britain saw the launch of the Ford Cortina; Acker Bilk was No 1 with 'Strangers on the Shore' and the French had agreed with the British Aircraft Corp to build Concorde.*

*But what else was going on in the world around that time?*

*Many of those who were of adult age and around at the time have now sadly departed but history often refers back to a nervous period referred to as 'The Cold War' which at the time was at its absolute height. Part of the deterrent for any potential nuclear attack by the Soviets was that US President John F Kennedy had widely publicized that America had a system whereby wherever he was in the world, he could retaliate in seconds if the Russians launched any missiles.*

***It was theatrically described as 'The Button',  
but what about the good old British?  
their story follows....***



*Winter 2023*





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### **THIS IS A TRUE STORY!**

As nuclear tensions ran high during the 1960s the fate of Britain's nuclear deterrent rested on a 'bizarre' arrangement involving an AA Patrolman's Radio link, a telephone box and a Prime Minister making a reverse charge phone call.

Details of Britain's response have been recently revealed in documents found at the National Archives in Kew and show that if it had been possibly relayed to the Chief of the KGB, he would have probably regarded it as a complete fairytale and most certainly a spoof.

### **Surprisingly, he would have been wrong!**

Secret memos and reports show that an 'arrangement' was developed at the beginning of the 1960s when Lord Mountbatten (then Chief of the Defence Staff) faced the problem of just what to do in the event of a four-minute warning if Harold Macmillan was away from his desk?

Deeper investigation of the archive files from 1961-62 highlight Lord Mountbatten's Cold War concerns.

His real worry, in the face of this increased Soviet menace, was that frequently the Prime Minister might be out of town in his Rolls Royce, and if the threat turned to reality, what would the military do as only he had the authority launch any retaliation.

Much debate was had in the Whitehall 'Corridors of Power' and the first option was to have 'Men of Power' such as Mountbatten, travelling with PM at all times as 'they have got radios and things in case there's news of a Soviet attack'.

The Treasury determined that such an arrangement would be too expensive whilst Prime Minister Macmillan declared *"I don't want babysitters following me around all the time"*.

Numerous schemes and methods of communications were considered and even tested but none proved cost effective. And so after many weeks of debate at the highest levels of the Secret Service a solution was tabled in a way that only British Civil Servants can do.

At a crucial meeting over afternoon tea and crumpets and in true Sir Humphrey style (A character from the sitcom Yes, Prime Minister) they found the simple solution... *'We'll use the same wonderful system used the Automobile Association when they rescued me coming back from my holiday in Cornwall.'*



Winter 2023





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Under the somewhat off-beat plan, Whitehall arranged for the Prime Minister's car to be fitted with the same radio sets that the AA used to communicate with their mobile mechanics. The AA Control HQ would then simply alert the Macmillan's chauffeur that the PM needed to reach a public phone box from where would call the Ministry of Defence to issue further instructions.

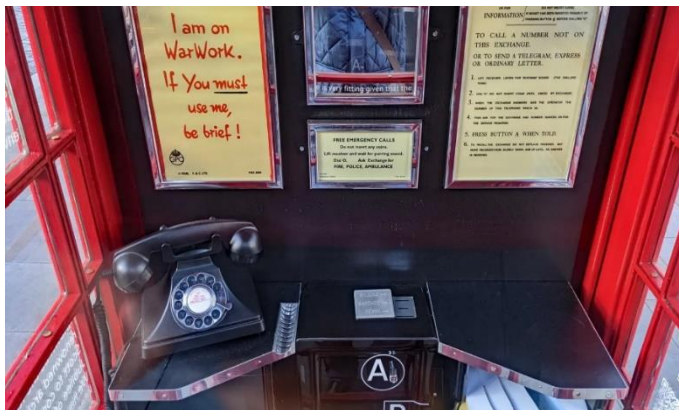
Initially, it was suggested that government drivers carried four pennies as that was the minimum sum needed in a GPO phone box.

Bryan Saunders, Private Secretary to the Minister of Works, whose responsibilities included the Ministerial Carpool, wrote to Sir Timothy Bligh, Macmillan's Principal Private Secretary, saying: *'I understand that if an emergency arose while the Prime Minister was on the road, the proposal is to use the radio to get him to a telephone'.*

He added *'Perhaps we should see that our drivers are provided with four pennies - I should hate to think of you trying to get change for sixpence from a bus conductor while those four minutes were ticking by!'*



With true lateral thinking, Sir Timothy came up with an alternative plan to cover occasions where the driver did not have the necessary change.



He remarked *'In such cases, it is a simple matter to have the cost of any telephone call transferred by dialing 100 and requesting reversal of the charge, and this does not take any appreciable time.'*

The arrangement was approved at the highest level and in reality, just in time as 1963 saw the advent of the Cuban missile crisis and the Bay of Pigs incident – thank God for Britain that the AA link had been installed and it is reported that it remained in place until early 1970 - a period spanning four Prime Ministers.



Winter 2023





*Merry Christmas*



## I DON'T DO TECHNOLOGY!

Customer: *I keep getting pop-ups and don't want my wife to think that it's me.*

**Advisor:** *I will remove them for you.*

Customer: *How do I get them back when she is not in?*

**Advisor:** *Press any key to continue.*

Customer: *I can't find the 'Any' key.*

Customer: *My mouse mat isn't wired up.*

**Advisor:** *I'm not sure I understand, your mouse mat shouldn't have any wires.*

Customer: *Well in which case how does it know where my mouse is? Is it wireless?*

Customer: *A man appeared on my screen last night, can you give me his phone number?*

**Advisor:** *You have Spyware on your machine which is causing the problem.*

Customer: *Spyware? Can they see me getting dressed through the monitor?*

Customer: *I can't remember my email password.*

**Advisor:** *OK, what do you want me to do?*

Customer: *Can you email it to me please.*

Customer: *How do I change the channel on my monitor - I don't have a remote?*

**Advisor:** *Your monitor won't have channels like a TV.*

Customer: *But I was watching the internet channel the other day and now I just get the word processing channel.*

**Advisor:** *Can you click on 'My Computer'?*

Customer: *I don't have your computer, just mine.*

Customer: *My 14-year-old has put a password on my computer and I can't get in.*

**Advisor:** *Has he forgotten it?*

Customer: *No, he just won't tell me because I've grounded him.*

Customer: *I have lost my work.*

**Advisor:** *Let's see if we can get your documents back for you*

Customer: *You don't understand, I've lost my job and I want to get on to the internet to find a new one.*

Customer: *My internet isn't working.*

**Advisor:** *What router are you using, is everything connected up?*

Customer: *No, I haven't taken the computer or the router out of their boxes yet!*

Customer: *My iPod will only play one song.*

**Advisor:** *Which other tracks have you downloaded from iTunes?*

Customer: *Do I need to download tracks?*

Customer: *My digital camera only takes dark photos.*

**Advisor:** *Have you turned the flash on?*

Customer: *My family in Australia use BT Softphone, I can see them but they can't see me.*

**Advisor:** *What brand is your web cam?*

Customer: *What's a web cam?*



*Winter 2023*





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 | Sotheby's

# LONDON TO BRIGHTON

VETERAN CAR RUN 2023

## A FIDDLE WITH THE LIGHTS SAVES THE DAY

128 years on and this truly British event still captures the imagination of the 150,000 roadside admirers who line the route with their flags, their cameras, and their beaming smiles - one thing that can still be said about this iconically British celebration of motoring is that it is truly mad and enthralling in equal measure.

As most will know, our Vice Chairman and all-round serial organiser Barry Guess has taken on the mantle of being Clerk of the Course, heading up the road route side of this, the world's oldest motoring event. The RM Sotheby's London to Brighton Veteran Car Run is a major occasion attracting 25% of the world's population of running, road legal vehicles defined as Veteran Car by virtue of their creation before 1905 and as validated by the 'Dating Committee' of the Veteran Car Club of Great Britain.

Ably assisted by fellow club members that included (in no particular order) Norm Phillips, Gavin Cross, Ian Brooks, Sarah Johnson, Nigel Griffiths and James Sunderland on the Route Car Team, the VCR is the 'Premier Occasion' for both the Royal Automobile Club and the Veteran Car Community worldwide.

Other Sutton & Cheamers included the likes of Tony Perrett, Dave Whyman, Ed and Mary Parsons (all the way from Cumbria) equally assisted by Gary Sanders-Peppitt travelling down from Stoke in the West Midlands to join the Tow Assistance Gang at Hammer Hill on the Surrey / Sussex borders.

Probably the most asked question is why is it run on such an unhospitable date and surely June, July or August would be more favourable?

The reason is quite simple and that is that it is to mark the anniversary of The Great Emancipation Run, organised by the Automobile Club of Great Britain (forerunner of the Royal Automobile Club) to celebrate of the passing into law on 14<sup>th</sup> November 1896 of the *Locomotives on the Highway Act*. This Act raised the speed limit for 'Light Locomotives' from just 4 mph (2 mph in cities) to a heady 14 mph. This was later reduced, however, to 12 mph before the act came into force. The legislation also abolished the requirement for the car to be preceded by a man on foot.



Winter 2023





*Merry Christmas*



The event therefore always takes place on the first Sunday of November and starts from Hyde Park Corner at around 7am or the time at which vehicles are no longer required to display lights.

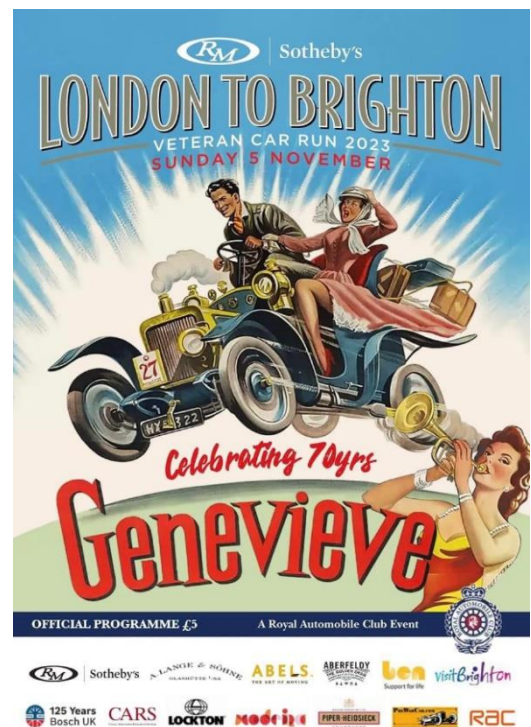
It is only recent legislation that now demands that all vehicles on the highway must possess the ability to display appropriate lights and hence the rules for the London to Brighton have now been changed to reflect said legislation.

All in all, over 100 Senior Officials and some 350 volunteers help look after over 400 entries (known as Participants) although Storm Ciarán, which hit the English Channel on Thursday before the event, caused a few late-withdrawals and non-starters.

### **Genevieve V's The Spyker**

At the front of the field, led away by 25 Veteran Cycles (the majority being Penny-farthings) and 2 motorcycles, the undoubted Stars of the Show were film icons Genevieve and her big screen rival, the Spyker (a 1905 Spyker 12/16-HP Double Phaeton to be exact). Although neither were actually eligible date-wise, who could resist the charms of these beautiful machines. Both Cars are owned by the Louwman Museum in The Hague, owner Evert Louwman being a longtime supporter of the Run and his daughter Quirina Louwman (known better as 'Queenie') arrived from the USA to drive Genevieve on the 2023 Run.

Genevieve is a bit of fantasy really being a 'made-up car' created from the shell of a wrecked 104 Darracq, which was recovered from a hedge just after World War II and rebuilt with major donor parts from a badly rusted model of a similar age.



Originally named Annie, her character identity stuck and has remained as part of her film star persona. She was rebuilt specifically for the Rank Studios motion picture 'Geneveive', directed by Henry Cornelius and released in 1953 to critical acclaim.

Despite a meagre budget of just £115,000, the production went on to win a BAFTA for 'Best British Film' and a Golden Globe for 'Best Foreign Film'. Screen writer William Rose, Musical Composer & Performer Larry Adler, and Kenneth More himself were also nominated for individual awards by both organisations although none of them picked up the silverware.



*Winter 2023*

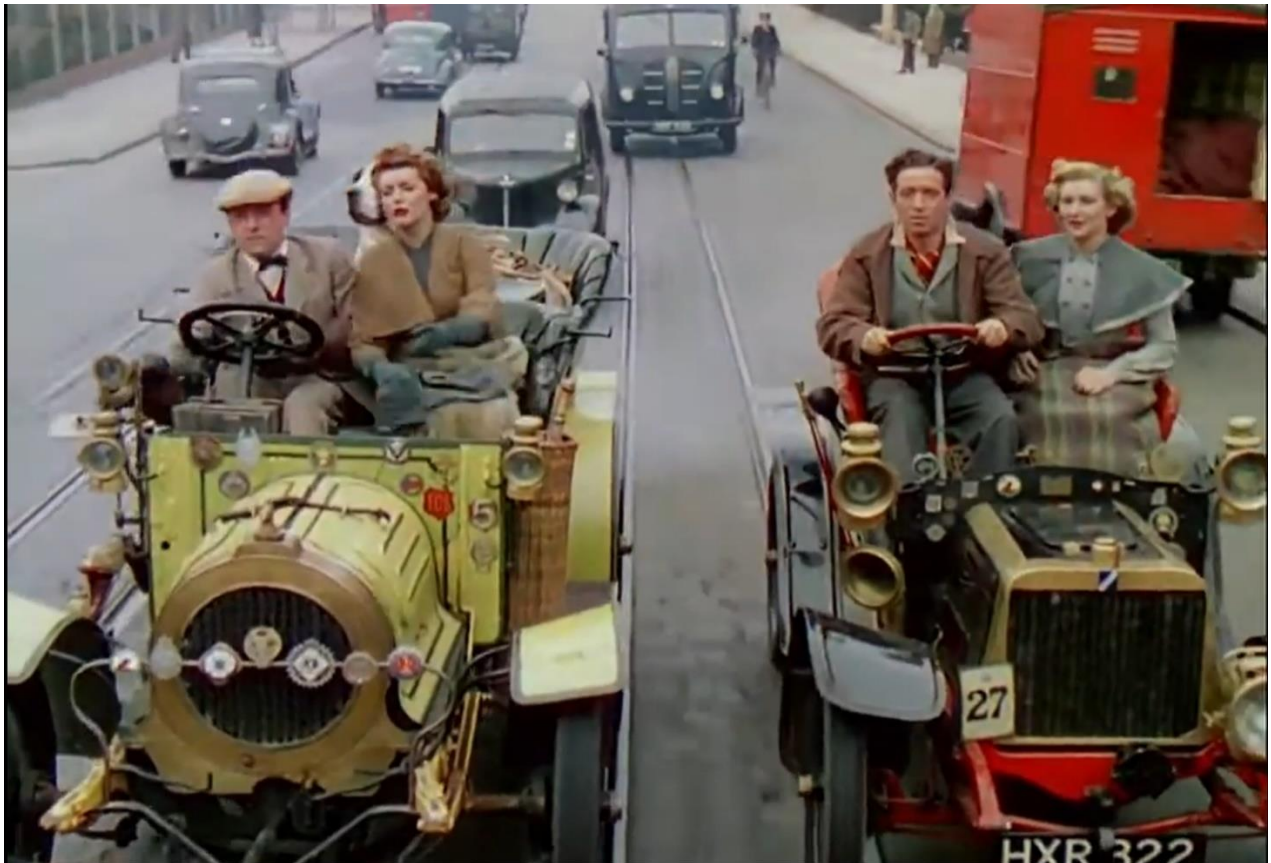




*Merry Christmas*

It is estimated that the film took over \$560,000, expressed in dollars as the currency accounted for over 70% of the cinema ticket sales.

Starring John Gregson as Barrister Alan McKim, and Kenneth More as Ambrose Claverhouse, his brash advertising salesman rival, the story of their 'Race' back to London after the London to Brighton captured the imagination around the world and is still viewed regularly on YouTube and other streaming platforms. These true '*English gentlemen*' stars were accompanied on the impromptu adventure run by McKim's wife Wendy (played by Dinah Sherridan) and Claverhouse's trumpet playing model Rosalind Peters (played by Kay Kendall).



Those of a certain age will no doubt be aware that Dinah Sherridan went on to star in *The Railway Children* whilst in her private life she was married to little-known actor Jimmy Handley with whom she had children Jeremy and Jenny. Jeremy Handley became the leader of the Conservative Party and a very successful politician whilst those who were young teenagers in the late 1970s will attest their love for Jenny Handley, presenter of *Magpie*, the ITV rival to *Blue Peter*. Kay Kendall meanwhile is suspected of having romantic liaisons with none other than Prince Phillip before she married British film star Rex Harrison. Tragically she died from myeloid leukemia in 1959 aged just 32.

The Genevieve story is of legendary one-upmanship and the thing Sunday afternoon TV and crumpets are made of. It's still available on YouTube if the mood takes you and you fancy a trip back to better times.



*Winter 2023*





Merry Christmas



## The Run

One of the trickiest parts of the Veteran Car Run is the Ceremonial Start from Serpentine Road at Hyde Park Corner whereby nearly 400 cars, bicycles and cycles have to be 'launched' through Apsley Gate on Hyde Park Corner.



As they emerge from the park, the cars are immediately challenged by Wellington Roundabout, quoted currently as the '*busiest roundabout in Europe*' and the meeting point of 5 major arteries all heading towards or away from the very centre of London.

The unfortunate thing for us is that the Apsley Gate exit isn't one of them and does not factor in the phasing of the traffic lights which normally operate on a 2-minute GREEN, 6-minute RED protocol with a total of 8-minutes to go full circle.

Maybe you can now see the problem we faced as the only way to 'interject' our humongous number of extra vehicles into the sequence is to 'interfere' with the phasing of the lights with something known at TfL as '*The Horse Protocol*'.

The Horse Protocol is instigated by the pressing of a request button on the light station alongside the gate exit. Now under normal circumstances, that may not be a problem...

Unfortunately for us, the button is around 8 feet in the air so it can only be triggered from horseback. H & S wouldn't allow us to climb up a ladder as it is '*In the Public Environment*' and so an alternative needed to be sought.



Winter 2023





Merry Christmas



The solution was a *'friend'* in the TfL Control Centre, someone who could fiddle with the lights and who could provide us with an 8-minute window of opportunity of green lights, enough to launch large chunks of our Participants over the roadway, through Wellington Arch and over the road again and safely into Constitution Hill.



I am pleased to say that whilst it confused the hell out of all the participants, who are used to leaving in batches of 20 cars every 2 minutes, we were in full control of the process and managed to get everyone underway by 8:25am.



As ever, the running order follows in age order, with the earliest starting first, giving them the most time available to reach Brighton. Leading the pack away after the film stars was an 1892 Peugeot vis-à-vis entered by the Turin Motor Museum and believed to be the first car ever to turn a powered wheel in Italy.

As can be seen above, the driver actually sits on the backseats (and under cover) facing his passengers sit at the front looking backwards towards him. This arrangement is because he needs to be in close proximity to the engine controls



Winter 2023





*Merry Christmas*



which govern both forward movement as well as any brakes! The 'tiller' which can also be seen replaces the steering wheel.

The early starters also included the ever-popular 1893 Salvesen Steam Car operated by complete madman Duncan Pittaway – basically a steam locomotive running on the road, complete with stoker shoveling coal into the boiler's fiery furnace. It stops to refuel and take on water at least 6 times on route (around 55 gallons at a time) By the time they reach Brighton (which they do almost every year since its first run in 1993) Duncan's regular white shirt and tie are completely covered in coal dust.



In addition to the Salveson, other curiosities include the 1902 Pope Waverley electric car which managed the equivalent of 3 hp from its 40 batteries, as well as a number of primitive motorised tricycles with many riders and passengers sporting period costumes.

One of the drawbacks of such a swarm of veterans all attempting to leave the Great Metropolis in large groups is that all of the traffic light phases only account for cars that can accelerate both easily and efficiently, sadly not something you can accuse a 1899 De Dion Bouton achieving.

This resulted in long queues at Admiralty Arch, King Charles Roundabout (Trafalgar Square) and at Parliament Square by Big Ben. In places up to 50 cars sat at red lights with the engine and drivers' temperatures rising steadily. Unfortunately, most are 'air-cooled' and despite the early start and low-ish temperatures, many engines stopped every time they stopped at a red light and needed the attention of one of



*Winter 2023*





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the 50 plus RAC Patrolmen supporting the run. Most of them rely on gravity feed for bot fuel and water and as engine temperatures rise evaporation takes over from flow and they simply gasp for both.

In fact, it wasn't until the route split into 2 separate directions at Waterloo that the main bulk managed to get a move on.

The two routes make their way south towards Croydon via either the A23 and Brixton, or the A3 and Wandsworth before reuniting at the top of the Purley Way at the Old Lombard Roundabout made famous in the 1960s and 70s by the Credit company Lombard North Central.

After a small detour avoiding the nastier dual carriageway sections of the A23, the route rejoins and heads south through Merstham. As it slips outside of the M25 and the ULEZ Zone, it passes the top of Norm Phillips' road in Redhill before climbing out of the town via the hill towards Gatwick. Skirting Horley and trundling along the airport bypass, we arrive at Manor Royal near Crawley, which like the town itself is not worthy of description or praise.

The Run rests for a while at The Hawth Theatre, under the stewardship of Club Secretary Dave Whyman and 30 or so eager helpers and after tea or coffee plus a quick munch on a bacon roll, the cars, cycles, and motorcycles all set about the Sussex countryside. Running parallel with the A23, the more suitable country roads through Handcross, Cuckfield and the picturesque Staplefield are more in keeping with the ethos of the Run and the spectators are out in their 1,000's.



Next on the menu is the incline at Hammer Hill, overseen by Tony Perrett and a group of 30 or so marshals and 10 'Tow Assistance' marshals.



*Winter 2023*





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'The Hills' have been a contentious issue this year with the former teams from the All-Wheel Drive Club abandoning the Run as they didn't agree (or understand) why we needed to change the way 'things have always been done'. In essence, nobody other than a Policeman is allowed to stand in the middle of the road directing traffic, especially when that road is open to public traffic. Yes, we 'close the road' in the downhill northbound direction but we cannot and do not stop all other road users which can include cars, motorbikes and even HGV's. As described, the AWDC and their Senior Representatives were not prepared to accept such restrictions and that they could not be insured for such activities so in a fit of hurling toys from prams, they disappeared on mass.



*Spot the difference between then and now... which do you think is safer for the marshals?*

Things are often confused by claims and counter claims but by far the proof of the pudding was that Tony and Ashleigh White (Clayton Hill) showed that everything could be run efficiently, safely and above all else, in compliance with the law!

After Hammer and negotiating the streets and the infamous Stonepound Crossroads, they tackle the 2<sup>nd</sup> accent at Clayton with its tourist landmark The Jack & Jill Windmills halfway up the hillside climb. Ashleigh White and the gang from Hants and Berks MC look after Clayton, again ably assisted by 10 or 12 Tow Assistance Teams. Having negotiated the South Downs, it's a hectic spurt along the 3-lane section of the A23 downhill towards Brighton although for safety reasons the inside lane is 'coned-off' and restricted to Veteran Run traffic only.

Probably the trickiest section of the whole run is at the end of the A23 where it meets the A27 as Veteran traffic negotiates its way into lane 3 or 4 whilst the faster moving modern cars slide across to lane 1 or 2 to join the East / West A27.



*Winter 2023*





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Breathing a sigh of relief, our pre-1905 veterans smoke or steam their way through the busy shopping streets of Brighton, the ever-changing County Town of Sussex and onto their final destination at Madeira Drive.

For those who travelled direct, it's a 57-mile journey with the fastest participant arriving in just under 3 hours – However, because IT IS NOT A RACE (as we constantly remind them), nobody wins a prize for being first or fastest.

For the records however, the first car to reach the Sussex seafront was a 1903 MMC driven by Henry Lawson and surprisingly he arrived almost on the stroke of 10am.

Why people rush along escapes me as the roads are bereft of all those smiling faces and at the speed they travel, they are alone for most of the route. Obviously, competition is a human trait, and I don't know how many beers it earns them down the pub but trust me, they miss out on all the fun!

The 2023 RM Sotheby's London to Brighton Veteran Car Run was an outstanding success, mainly driven by the unusually good weather, but also due to the 100's of marshals and volunteers who made it happen. Of the 341 starters who left Hyde Park, 301 of them reached the Brighton seafront along with 27 antique motorcycles and cyclists, giving us 328 finishers in total.

In complete contrast to his life in the Formula One fast lane, Ross Brawn drove his 1904 Wilson Pilcher 12hp, successfully completing the Run with his wife for a fourth time. *'It was probably the best London to Brighton we've ever had – not least as I had the huge honour of tearing up the red before the start'* pronounced a delighted Brawn. *'The car ran nicely. As ever, the atmosphere is unique, and there's great camaraderie among the participants. The crowds lining the route this year were probably the best I've ever seen'.*



Along with Brawn and both the revered Genevieve icons, RAC Chairman Ben Cussons was also one of the many to savor the annual event – and the welcome hot toddy (an Aberfeldy single malt whisky) at Brighton after his untroubled journey aboard a 1901 Mors owned by Club and organisers of the Run.



Winter 2023





**Merry Christmas**

*'This is the London to Brighton at its very best' enthused Cussons. 'The Veteran Car Run is so exhilarating, while also showcasing the dawn of motoring and celebrating the freedom of the road. It really embodies the true spirit of motoring, and it is always rewarding to see that the passion and enthusiasm for these pioneer motor cars is as strong as ever. Indeed, this year's entry was the biggest in several years'.*

*He added, 'The glorious weather has been really kind this year, which makes a big difference for these types of early cars and, of course, to all those aboard them. I have seen lots of happy smiling faces among our participants, many are saying that this has been their best-ever Run'.*

*Paying credit to everyone involved, Cusson paid due compliments: "I must thank warmly all the people who have come together to make this year's event so fabulous, including those at the Louwman Museum who kindly provided us with both the cars from Genevieve. Thanks must go first to all those who keep these amazing cars going, and then to all the marshals and volunteers from as far away as Canada who make it such a real pleasure to drive from London to Brighton'.*

As the sun set on the RM Sotheby's London to Brighton Veteran Car Run, the image of the Penny-farthings arriving summed up that pioneer spirit of days-gone-by!



**Anyone wishing to join the 2024 VCR Team should contact Barry Guess at [barrygcharlie@aol.com](mailto:barrygcharlie@aol.com) as soon as possible – You never know you might have some fun!**

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**Winter 2023**





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**AND NOW A FROM A VERY DIFFERENT VIEWPOINT....**

**PLUG IN TO A NEW  
FUTURE...  
You're having a laugh!**



*If you are an 'Electric Car' fan, then you had better STOP HERE because you simply will never accept or believe what follows...*

This is a Tesla battery pack - It takes up all of the space under the passenger compartment of the Tesla Model Y.

**To manufacture it you need:**

- 12 tons of rock for the **Lithium**
- 5 tons of **Cobalt** minerals
- 3 tons of mineral for the **Nickel**
- 12 tons of **Copper Ore**

**You need to move around 250 tons of soil to obtain:**

- 12 kg of **Lithium**
- 30 pounds of **Nickel**
- 22 kg of **Manganese**
- 15 pounds of **Cobalt**

**To manufacture the battery requires:**

- 100 Kg of RAM **Silicon** chips
- 200 kg of **Aluminum, Steel** and/or **Plastic**



*This 2021 Tesla OEM battery is currently for sale on the Internet for \$4,999 (not including shipping or installation.)*



The most common machine used in the process of mining the above is a Caterpillar 994A, used for earthmoving to obtain the essential minerals above. It consumes 264 gallons of diesel in 12 hours. Most of the rare metals listed only exist in tiny quantities and in inconvenient places - you have to move a lot of earth to get just a little bit.

In the Jiangxi rare earth-mine in China, workers dig eight-foot holes and pour ammonium sulfate into them to dissolve the sandy clay. Then they haul out bags of muck and pass it through 16 acid baths; what is left is then baked in a kiln at 600 degrees C, leaving behind the rare ingredients required by everything from our phones to our Tesla.



*Winter 2023*





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At this mine, those rare metals amount to just 0.2% of what actually gets pulled out of the ground whilst the other 99.8%, now contaminated with toxic chemicals, is dumped into the environment and not necessarily the region or area it came from.

Finally, and after 2 months of processing, manufacturing, and assembly in 3 different countries across 2 continents, you get a battery for your 'zero emissions' car. That then travels 6,500 miles from China to Fremont, California where it meets the 100,000 unique parts that make up the car – These include a body shell made of Aluminium from specially mined Bauxite, a Titanium under floor outer panel (needed to protect the batteries in an accident), Baron Steel re-enforced joints, leather or cow-hide seats and dash panels, silicon glass, woolen / nylon composite carpets, bauxite wheels and probably most obviously the 1 or 2 electric motors made up from miles of copper wires, bearings and all the other clever stuff.

Anyway, let's just concentrate on those earth-saving batteries as most of the other



components are often found in most 'normal' cars. Presently and as highlighted, the bulk of the necessary minerals for manufacturing the batteries come from China or Africa. Much of the labour for getting the minerals in Africa is done by children, some as young as 8-years old! None of these, especially those in the African mines, see any measurable benefit apart from potentially an early grave.

If we buy electric cars, we may easily conclude that it is the manufacturers who make all the profits, but we would only be partially correct - it's China who profits most as they are almost a sole-source for every electric-based vehicle in the world.

Now many may be thinking oh this is just another 'anti-electric vehicle' bluster and dismiss it without further thought – That is you right of course.

All we ask is that you give as much thought into your future vehicle purchase as you would do into your food and water. I don't think anyone knows what the future holds for the world, especially in the balance of power but one thing you can be assured of is it is in the hands of the Chinese.

**Update:** What's very interesting about public posts on this subject is the sheer number of 'sparse' or dead accounts that come out of the woodwork in 'support' of the industry, all decrying how bad the petrol and oil industry is.

Now let's get this straight, the oil industry is not squeaky clean and there are very obvious downsides, but current electric vehicles **are NOT the answer.** **HAPPY CHRISTMAS!**



Winter 2023





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# Harlech Stages

I've done this event twice before, both times in a Darrian, and two Top 5 results, so you would think I would like the venue.

Over on the west coast of Wales you will find Llanbedr Airfield, but to be honest I hate the place... Mainly because it always seems like it takes eleven hours to get there and so when Rob Tout suggested we go there for a 'Pre-South Yorkshire Stages shakedown' my reply was 'if we must' as I rolled my eyes!



Entry in, hotel booked, meet at scrutineering on the Saturday afternoon were the orders - all sorted.

After a three-hour journey to get there (it always seems so much longer) I get there as Rob is queuing up outside the hanger on the windswept airfield, waiting for Noise Test and then Scrutineering, in the **ComLink Fire & Security** sponsored Fiesta R5 – thankfully both go without any problems.

With a bit of time to spare we borrowed a couple of bikes from fellow Sutton & Cheam member Darrell Taylor, who was servicing next to us. Off we set for a ride round and to mark my stage diagrams up but as is the norm for Wales, it soon started to rain just as we finished.

Having put the Fiesta back into the pod, we were able to leave the van and trailer at the venue as Brian and Dean (Service Crew) seem to be in a bit of a rush to get to the hotel... When we finally arrived, we find out why as they head straight for the bar, whilst I concentrate on the paperwork!

The reason for their enthusiasm... Rugby - Wales are playing someone, bars packed.

Sunday, six stages over 48 miles, it's sunny but very cold so a soft slick tyre is chosen, for SS1. It's really slippery so Rob is a bit cautious as it is still only our 4th event in the car and by coincidence, we were 4th fastest after losing a little time when we caught another car.

SS2 was a longer version (4 laps 9 miles) of the first stage, and we were still on a soft slick. They started to go off on the third lap, but Rob was driving brilliantly, and we caught and passed two cars on the stage, claiming 3rd-fastest.

SS3 was another 9-miler and with harder Pirelli's fitted front and rear, Rob was flying claiming third fastest again.



Winter 2023





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For SS4 we kept the same tyres although the brakes started to go off on the last lap. We were pushing hard as we were up to 2nd overall, about 25 seconds off 1<sup>st</sup> placed Taylor who was in another Fiesta R5. Dean and Brian checked the car over and decided to bleed the brakes as there was a bit of air in the system.



Two stages to go and we set the fastest time, even with a soft brake pedal - Fastest but only by 1 second!

The 3<sup>rd</sup> placed car was over a minute behind and so we thought '*discretion is the better part of valor*' as they say, especially when you are not 100% confident of your brakes!

We set a final stage time of only 4th fastest, but it was enough to claim 2nd overall place on the results along with 1st in class, and maximum Welsh Association Tarmac Championship points. Overall, it was a good test for the car with no damage - all happy with that.

Rob decided it was definitely the Co-Drivers job to stop behind and collect the trophies, even though he has an eleven hour drive home!

**For more of a feel for the Harlech Stages why not visit:**

<https://www.youtube.com/watch?v=7EBCHfwDGFI&t=11s>

Rob Tout - Terry Martin: Clitheroe & DMC / Ammanford MC / Sutton & Cheam MC  
**Sponsored by ComLink Fire & Security**



*Winter 2023*





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## *An introduction to Sprinting with Dave Whyman*

*In 2006, Dave Penn, a long-time member of Sutton & Cheam told Barry Guess, a long-time Chairman of the Association of Central Southern Motor Clubs that he had been running their Sprint Championship long enough and could he please find someone (anyone) to takeover. Barry, in his inimitable style said 'of course, I know just the man'.*

*That in simple terms is how it all started, and I have now been running the Sprint & Hillclimb Championships 17 years later!*

*My claim to fame was that at that time was as the Chief Marshal for the 2 Sprints we were running at Longcross – still the best venue in the UK in my opinion. I do believe I competed in a Sprint in the 70s to get an upgrade on my competition licence – but like many things these days, I have forgotten the exact circumstances.*

*However, like a lot of club level or 'grassroots' motorsport, the principals of speed events and in turn sprinting, are fairly simple.*

### **Formats and Events**

It's rather like qualifying for a race except that you are on your own and there is strictly no overtaking. As much as you may try to find some other excuse, any failure driving-wise is down to you. Sprints are normally run over a single lap of a tarmac course although there are a few at Race Circuits that are double-lappers. Sprints used to consist primarily of 2 Practice Runs followed by 2 Timed Runs although more recently there has been a trend to alter this to 1 Practice and 3 Timed Runs. That said, many organisers (us included) are fearful of the dangers this poses, especially at temporary venues and novice competitors where there is no real prior knowledge of layouts, track surfaces or conditions.



Generally, the fastest of your Timed Runs goes forward as your best result where it is compared with other for a Class or Overall Award with the quickest time recorded at the event being declared Fastest Time of the Day or 'FTD'.

In essence that's it and all in all you get maybe 5 -10 minutes of competitive driving in the day – Even that can be reduced if the serious drivers do not think they can better their previous time and opt to do just 1 Timed Run per event.



*Winter 2023*





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Conversely, and as mentioned earlier, in an attempt to make it more exciting, there is also a move to 1 Practice Run with 3 Timed Runs so the scope for improvement is higher.

I may have given the impression thus far that this is not the most captivating of the motorsport disciplines although it does start to get more serious when you realise that the timing is to the nearest 1/100th of a second and at some events interim split times and speeds are also published. This makes things more a matter of pride than performance and many a boast is had in the pub after the event.

One message that I do feel I need to get across is that this can be a very serious form of motorsport and it is not uncommon, even at grassroots level, for competitors armed with their laptops to disappear between runs to analyse what worked well and what didn't. Even in the plain standard production 'shopping trolley' classes, some detailed work is still carried out to ensure the maximum horsepower is extracted on each run.

In addition, at the other end of that scale, it's not uncommon to see a Mitsubishi Evo 6, 7 or 8, still in the 'roadgoing classes', featuring 450+ bhp.



Earlier this year, a Sprint at Goodwood was 'rained off', mainly because of the conditions but also because a competitor managed most of Lavant Straight on their roof. All competitors had completed at least 1 Practice Run and although I know the regulations say that 'results can only be determined from Timed Runs', I innocently asked Championship contenders how they would react if I used that single time for the championship results?

The avalanche of protests and objections all quoting chapter and verse from the regulations and why it would be 'unacceptable' was immense – That's how serious some people treat club level sprinting and how many of the carry the Motorsport UK General Regulations (Better known as the Blue Book) around with them!

So, despite the often casual, friendly and 'homey' feel to sprinting, in reality this is a serious sport.



*Winter 2023*





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## **Vehicles, Classes, and Categories**

Sprint vehicles compete according to the 'category' best aligned with their design, equipment, and degree of modification(s), if any. These categories are then divided into classes based upon engine capacity although there are mathematical increases for turbos and superchargers or reductions for diesel engines.

There is an uplift of plus 40% on engine capacity for forced inductions through turbos or superchargers. However, for Standard cars this is raised to a plus 70% increase.

The core categories are divided into Standard Cars, Road Cars, Modified Cars, Sports Libre Cars, and Racing Cars. Within Road Cars and Modified Cars, there are 2 further distinctions in Series Production and Specialist Production. Additionally, whilst Standard Cars and Road Cars MUST all be road legal, many of the Modified and Sports Libre Cars can also be road legal.

For some road cars, a rollover cage is mandatory whilst for others it's just recommended.

Wading through 'what you can do' and 'what you can't do' is a full-time job and I am afraid it gets worse every time you look or try to understand the Blue Book.

One year, Barry and I tried to help clarify things and we constructed a simple, clear, and easy to follow



spreadsheet, attempting to simplify the key attributes of each class. All worked well and it was welcomed until we incurred the wrath of the then MSA (yes, a while ago) with their comment and instruction that there should be no substitute to reading the relevant pages of the General Regulations.

Whilst many a competitor will build a car according to the regulations, others will simply acquire a car and then attempt to determine which class they fit into and unfortunately it is the latter group that finds the Blue Book most unhelpful. For instance, a Fiesta R5 car should run in the Sports Libre category because it has a sequential gearshift whereas a motorcycle engine Westfield or Caterham etc. with its sequential shift can still run in the Modified category. There are a lot more of these sorts of things, but enough of that.

As to the future, you may not be aware that Motorsport UK are contemplating a re-write of the Blue Book, something promised for over 20 years now.



*Winter 2023*





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I should stress the emphasis being 'contemplating' and if there was ever a case for giving it to an AI app to sort out then this is it - I recommend Spinach.ie by the way!

## Venues and Courses

Venues vary and most fixed racing circuits host Sprint events as do a number of Kart Racing Venues. Those in the local Southern Championship include Goodwood in Sussex, Castle Coombe in Wiltshire, and Lydden Hill in Kent.

Unfortunately, others such as Brands Hatch Thruxton either have noise issues or simply have full calendars.

Generally, events at Race venues are quite expensive with their own specific rules on running times and noise levels so whilst popular they aren't everyone's cup of tea.

The MoD provide 3 venues in the Championship – Abingdon in Oxfordshire, Rushmoor Areen and Eelmoor in Hampshire all of which boast healthy entry lists.

In 2023 our won Long Course Sprint at Dalton Barracks, Abingdon was our most popular by far with over 70% of our contenders entering the event.

Sadly, local difficulties means that we may have seen the end of the event but let's keep our fingers crossed!

That said however, we are very pleased that we are carrying that Long Course format for the Sprint Day as a part of the Carnival weekend.



*Winter 2023*





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## **Licences and Personal Protective Equipment**

Probably the best part of sprinting is the ability to enter events and even acquire a Motorsport UK non-race competition licence on the day – although Entries Secretaries do prefer you to apply well before the event!

All you need is an RTA (Road) Driving Licence and a Club Membership Card and away you go. If you enter any of the Roadgoing categories then you will need to have an MoT certificate if applicable, along with Road insurance.

Personal Equipment-wise you will need appropriately safety certified overalls, safety helmet, gloves, and boots. In some cases, you may also need a HANS (Hands and Neck Support) device if your vehicle has any modifications, irrespective of how small or insignificant.



## **Conclusion**

This article above is a little snapshot view of the Sprint Community and is by no way intended to 'all inclusive'.

That said Sprinting is a relatively healthy branch of UK motorsport and offers a natural progression from club level Autosolos and Autotests. Competitors can run their normal cars in standard form with almost no modification.

Yes, Sprinting has its challenges ahead the same as many other disciplines. Track days are cheaper, provide more running time and are probably less stringent in a number of areas. However, while I may be critical of Motorsport UK in many areas, their commitment to safety is one we fully support.

If you have any questions or comments, no matter how silly or small then just ask.

***Dave Whyman***

PS If you are serious about Sprinting, or indeed Hillclimbs and alike, I recommend that you initially register for the ACSMC Championship. If you do, then you are joining a friendly community who are happy to help. It is also very cheap at just £5.

If you are already competing and want to get really serious and considering National events then perhaps you should approach one of our Committee Members, Martin Pickles as I am sure he will be able to offer advice and assistance where he can.



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## NEW LARGE CLUB STICKERS AVAILABLE UPON REQUEST



HELP US PROMOTE THE  
CLUB BY DISPLAYING YOUR  
MEMBERSHIP ON YOUR  
COMPETITION CAR, SERVICE  
VAN OR ROAD CAR

MEASURING 210mm x 175mm  
AND SUITABLE FOR USE AS A ONE PIECE OR 2  
PIECE TICKET (CUT TO SUIT)

Contact Barry Guess at  
[barrygcharlie@aol.com](mailto:barrygcharlie@aol.com)



### November Competitor of The Month – Declan Dear

*Declan together with his driver Matthew Hirst clinched the Motorsport UK Pirelli Welsh Rally Championship title for a record-equaling third time after winning the Wyedean Stages Rally in mid-November.*

*It's been another good season for the Delta Salvage team with many podium results in their Fiesta R9.*



#### Other notable S & C M C members results in November were:

**Mark Kelly** winning the Neil Howard Stages at Oulton Park.

**Jamie McBain & Ryan Stutchbury** finishing 20th o/all (from a start number of 80) at Cadwell Park.

**Keith & Angelica Mainland** finishing the London to Brighton veteran car run yet again on their 1904 Orient Buckboard.

**Duncan Brown** getting his 12-car season off to a good start with 3rd o/all on the Sevenoaks and DMC 12 Car event.



Winter 2023





Merry Christmas



**The Concours of Elegance at Hampton Court Place on 1-3 September was a vast and varied selection of vintage, classic and sure to become classic cars. It was actually difficult to take in everything on show, particularly the significance of many of the cars because of their racing or ownership history. However, what I particularly enjoyed was the healthy number of unrestored and sensitively renovated cars being shown.**

*Words by Angelica Fuentes, Photos by Keith Mainland*

The star of the show for me was definitely the unrestored Ford GT40 that won Lemans in 1968 and 1969, the 1968 win with my countryman and hero Pedro Rodriguez at the wheel. I am very grateful to the owner for letting me sit behind the wheel despite the obvious fragility of the interior that remains as it was at the end of the car's second Lemans win in 1969.

The next to catch my eye was a purposeful looking Jaguar XKSS with an unrestored and well-worn interior that gave the impression of the car having been enjoyed properly. For the fans of the unrestored the 1930 Bugatti Type 59 from the Pearl Collection was also a highpoint, and it was nice to see that this car and the XKSS won their Class in the Concours.

Lamborghini Muiras, James Bond Aston Martin DB5, Ferrari 250GTO, Bentley 'Old Number One' and Speed Eight, both Lemans winners but 74 years apart, all deserved a closer look. As well as intriguing rarities like the 1935 Hoffman X8 Prototype, Offenhauser engined 1963 Apollo 3500 GT Spyder, 1971 Maserati Quattroporte Frua Prototipo and 1980 Rondeau M379B, the only Lemans winner driven by its maker.



Winter 2023





Merry Christmas



After taking in all of the cars, there was still fun to be had and so I took a drive in one of The Little Car Company's scaled down, electric powered Bugatti Type 37s. Lovely to look at and beautifully finished, I still can't quite get my head around the £80-100K price tag but that is not stopping many others. Production of their Aston Martin, Bugatti, Ferrari and now Bentley models is running at five per week. All of this in the beautiful surroundings of Hampton Court Palace and gardens made for a day out I would be happy to repeat.



Winter 2023

