

The Official Magazine of  
SUTTON & CHEAM MOTOR CLUB

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# Spotlight



TEAM  
TEMPEST





## A Chairman's Concerns

Many members will be aware that around two years ago the Committee became sufficiently concerned that we were failing to meet the needs and aspirations of our members that a questionnaire was developed and sent to all members – around 150 at that time.

We received 40 responses to the questionnaire which contained a wide variety of ideas, some more or less practical than others.

However, the common theme amongst respondents was that they valued being part of a club and being aware of what other club members were getting up to.

As a result of the feedback the Committee has tried to modify certain activities and organise a range of 'special' events to meet better members' aspirations. Now is the right time to reflect on the outcomes, which are not pretty:

- *We have advertised dates and broad locations of 'Down the Pub' nights months in advance and have generally announced specific locations 2-3 weeks in advance of each month's get-together. Despite this, the last two months' gatherings have been attended by the same 7 members, who have only been supplemented on the odd occasion by three or four other members at most dates during the rest of the year.*
- *Interesting Car Night, hosted by Guildford Tyres, was more of a success with several members making the effort to bring cars on what was looking like being a very wet evening (although it turned out much better). About 40 people were in attendance of whom about 30 were members.*
- *Input to the Club magazine has been largely down to Barry and I – there are notable exceptions for which we are always grateful but this hardly enables us to keep members abreast of what other members are doing. Some complain that they never get a mention but fail to let us know what they are up to – I am afraid we are not detectives and need the occasional hint. Nigel does a great job trawling the internet and social media but even he has a family life!*
- *We have been criticised on Facebook for not awarding 'Competitor of the Month' more widely. This has always been one of our objectives but, as we and Nigel Griffiths keep emphasising, we need members to tell us of their results – we cannot identify every event an S & C M C member attended, especially when club membership is seldom identified in results.*
- *The Awards Dinner was a great event, held at The RAC Club at Woodcote Park in Epsom, with several members travelling long distances to attend. However, the cost to the club, the numbers attending and the effort put in by members of the Committee (Barry in particular), really make us question whether we are prepared to go through the hassle again.*
- *The Awards Dinner was heavily subsidised by the RAC (Around £4K) as a 'Thank You' for our efforts on the London to Brighton VCR and Summer Run – However it was a slap in the face for them when the event was poorly supported, no matter what the reason.*

- *'Special events': There has been several emails circulated around the membership announcing dates and events, all 'pencilled' into the social calendar and then 'advertised again and again'. e.g. French off-road event, Swinging Sixties at Thruxton, a club visit to the Brooklands Autumn Motorsport Day or Aldershot Raceway for the short ovals? Barry has given up inviting members to join him at Santa Pod for the European and National Drag Racing events as only 3 members have taken up the offer in the last 3 years!*
- *Not only have we lacked the numbers to get any of these events off the ground but in gathering some idea as to their popularity the combined Yes or No responses have always been in single figures for each event with some not even getting any reply at all!*

We acknowledge that a major challenge on the Social Side of things is the way our membership is so widely spread geographically. Even our 'local' membership nowadays is spread throughout Surrey, Kent and North Hampshire and we hardly feature any members in the CR or KT postcodes.

This challenge is further exacerbated by the widening of the dreaded ULEZ Zone which now sees our traditional heartland within the zone, together with many of the convenient pubs we use to be within a reasonable distance of our members. The most recent Down the Pub cost me personally an extra £90 (on top of circa 65-miles each way) because I was not aware of the intricacies of the ULEZ in and around the A3.

On the competition side, our main challenge is the lack of venues in the region and sensitivities surrounding potential sites – we did investigate the likes of Wisley airfield recently but a combination of public footpaths and a developer who did not want to further aggravate the locals made this an early non-runner. Obviously, the revamp of the road network would have played a major part but most of the challenges could have been met. The decline in venues and therefore events, however, is a big hit to the club because:

- Events, planning meetings and debriefs are also very important social gatherings for club members; and
- Events provide an important focal point where we can engage with existing members and any potential new members.

For a long time, we have all relied on Barry to push things along and help define and differentiate the Club.

However, and for a variety of reasons (including his enormous workload as Clerk of the Course on London to Brighton VCR and his FIA / MS-UK Stewarding duties, he has drastically cut back his input to the club. He like a lot are now disheartened and fearful for our survival which is a warning shot for us all. This is likely to be permanent and therefore the position of Membership Secretary is currently vacant although I should add that this is a position we have been trying to fill now for over two years.

So, all of this sets me reflecting on the purpose of the club – why do we exist any longer and how do we sell the club?

This time last year the Committee developed a short strategy document to address these questions.

We concluded that what the club offers is:

*"a knowledgeable, friendly and enthusiastic group of members and offers close involvement and mentoring in a broad range of well organised motorsport and motoring events."*

This 'offering' is deliberately not ambitious, because it needs to reflect the effort Committee Members are prepared to make and it must be something the club and its members can deliver upon. We could aim for something which is far more likely to appeal to the Under-25s, for example, but the Committee agreed that:

- It does not feel comfortable pushing something it knows nothing about e.g. Electric vehicle racing or competition.
- It does not believe that someone under the age of 50 is likely to be impressed by the current age range and style of S & C MC social gatherings in their current form although we have no idea or experience on alternatives.
- It recognises that 'new clubs' are being set up to meet the needs of this younger type of potential member.

So it's clear that in order for the Club to have 'a purpose' and to 'offer value' to our members that we have to change. Such change will not be effective however if it only involves the Committee alone - it needs the drive and support from the membership!

*Later in this mag, Barry has penned a view looking at things from a country-wide and slightly more hopeful perspective, suggesting all is not lost.... YET!*

To 'bastardise' the John F Kennedy rallying call:

*"Ask not what your Club can do for you - ask what you can do for your Club,"*

**This really is a time for you to determine what direction you want the Club to take.**

What are your views:

- Where should the committee be focusing its efforts?
- where are you prepared to help?

**Please let me know... email: [rs8001146@gmail.com](mailto:rs8001146@gmail.com)**



**We need hosts for Down the Pub in 2025. It's not onerous - you just need to nominate a nice pub with good beer and easy parking. If you can get some member friends along to join us so much the better.**

**SUTTON AND CHEAM MC**

## Sustainable fuel at Goodwood Revival

For the 2024 Goodwood Revival meeting, the organisers required all competitors to use a fuel “*which has a minimum of 70 percent advanced sustainable components*” and in accordance with pre-existing requirements laid out by the FIA, the governing body for world motor sport. The two articles below look at the impact on competition cars/ bikes and the meeting itself. It should be noted that:

- *At this stage, arguments can be made about the true definition of the sustainability of the fuel – it simply must meet the definition set out by the FIA.*
- *The relevant ‘sustainable fuel’ is of the order of 6 to 7 times more expensive than the fuel the cars would normally otherwise use - but it is clearly a step in the right direction.*

Reflecting on such a fundamental change, one is reminded of the British Rally Championship move to mandate unleaded fuel in Group N many years ago. The incentive was immediately flawed because at that time, one round (The Jim Clark) also ran as part of the Irish (T) Championship concerns. Opinions soon emerged that the Irish cars (who were not having to run unleaded fuel) would simply trounce the British cars and make the whole of the BRC contingent look silly.

In practice, the engine tuners and mappers soon worked their magic and by the time of the Jim Clark event the British and Irish cars could not be separated. It eventually did fall foul of the realistic costs of the damage to turbochargers which seized on a regular basis due to the lack of lubrication provided by the leaded fuel.

### WHAT DIFFERENCE DOES SUSTAINABLE FUEL MAKE TO HISTORIC RACING CARS? –

***The following is an article by Simon Ostler, uploaded from the Goodwood Road and Racing Website.***

History was made at Goodwood in 2024, as plans were put in motion to hold the first-ever Revival Meeting racing entirely with sustainable fuels.

This was among the very first historic racing events to be run exclusively on sustainable fuels. The organisers believe that this is a very important landmark for both Goodwood Racing Club and the wider motorsport community. The move towards sustainable fuels is the only way to secure the future of historic racing.

The fact of the matter is that if we stay where we are, eventually the events that we absolutely adore such as The Revival and the Members’ Meeting will become extinct. What we have is an opportunity to future-proof our passion for classic racing exactly as we love it.

The thing with these sustainable fuels is that whilst they may seem ‘new’ and ‘scary’, for those of us in the grandstands (and even the lucky few in the drivers’ seats) they will make absolutely no difference whatsoever. The only real difference is that the cars will still be racing, rather than displayed in museums.



Prior to the 2024 Revival, spectators may have already been blissfully unaware that Goodwood Racing Club has already run our first fully sustainably fuelled race at the 2023 Revival. The Fordwater Trophy for pre-1966 Porsche 911s was a huge success, yet only the first step in Goodwood’s trailblazing mission. The next phase was at this year’s 81st Members’ Meeting, which saw two races, the all-Mustang Ken Miles Cup and the Gordon Spice Trophy, both run exclusively on sustainable fuels.

We've spoken to some of the world's best preparers of historic racing cars, who have already begun making the jump to synthetic fuels, to understand exactly how they work, and what we can expect from them at the 2024 Goodwood Revival. Ben Collings raced a Bentley Speed Model on synthetic fuel in the Rudge Whitworth Cup at the 2023 Revival, and he told us the change from super unleaded "could not have been easier."

*"We did back-to-back testing with a fuel Air/ratio meter," he said. "And there was no noticeable difference in the readings. That was with no change to fuel jetting, ignition advance or valve timing".*

*"In terms of engine performance, we were over a second a lap faster than we had been previously with the same car. We qualified on pole position and managed to secure the first synthetic fuel race win at Goodwood and the first race win for this car after many years of trying on conventional fuel."*



It all sounds rather promising. So promising, in fact, that he wasn't content to just put the fuel in the Bentley.



*"We have run many pre-war cars on sustainable fuel without any problems or adjustments needed."*

*"In 2023, we have notched up class wins in the 1907 Mercedes, 1930 Austin 7 and another 1925 Bentley at various Vintage Sports Car Club hill climbs and trials with mostly my 18 -year-old son Archie competing'."*

*"The fuel was versatile enough to also run an 1898 Benz on the London to Brighton Veteran Car Run."*

It's not just the cars that are feeling the benefits either. He adds: *"Long-term storage of the fuel is now easier as it doesn't contain ethanol which means all brass parts and soldered joints are safe from corrosion."*

It's easy to see then, why he's so enthused by these new fuels, and he's hopeful their adoption will be met equally: *"I feel that there will be a great feeling and excitement about the sport we all love having a much more sustainable future'."*

*"Synthetic fuel produced using green electricity must surely be a sustainable way forward for not only historic motorsport but current motorsport too."*

#### **Post event article written by James Charman in Motorcycle News (MCN)...**

Some of the biggest names in motorcycle racing proved that you don't need to burn traditional fossil fuels to have a good time, as sustainable fuels powered the vast majority of the glamorous Goodwood Revival meeting this past weekend.

Held at the iconic Goodwood Motor Circuit in West Sussex, the three-day historic festival has long been popular with fans of motorsport, welcoming the biggest names in short circuits and road racing to compete on beautifully prepared pre-1955 machinery from the likes of BMW, Vincent, Norton, and more.

For 2024 however, Goodwood has opted to show that you can still have fun and enjoy an internal combustion engine without angering environmentalists - with every two- and four-wheeled racing machine powered by a blend of at least 70% sustainable materials.

***“I’m proud that we are the first to be mandating the use of sustainable fuels at the event”*** said The Duke of Richmond, founder of Goodwood’s Festival of Speed and Revival, ***“and would like to thank all of the participating owners, drivers and preparers for their support.”***

Bespoke compounds produced and provided by Goodwood’s long-time fuel partners Anglo-American Oil Company, powered more than 300-vehicles across 15-races throughout the weekend.

Showcasing its versatility, the vehicles in question ranged from Grand Prix motorcycles of the 1950s up to Formula 1 cars of the mid-1960s and everything in between.

The consensus from competitors and riders alike was that the change in fuel was barely noticeable – except through the nostrils. The important part, of course, was how the fuel performed.



While a couple of competitors said they felt slightly weaker at the top end, the vast majority said there was no noticeable difference. Almost all teams MCN spoke to said they’d jetted up, but for some that was no different to what they’d do in preparation for any Goodwood meeting.

***“It can only be a good thing,”*** said 23-time TT winner John McGuinness. ***“I’m old school and love the smell of ethanol, let’s give it a go and embrace it. I’ll be upset if we lose this.”***

Two-time British Superbike champion Josh Brookes added: ***“If the only issues are the smells, then we’ve got off lightly!”***

With entrants dating back to the dawn of motoring, RM Sotheby’s London to Brighton Veteran Car Run is the world’s greatest celebration of automotive history. 2024 however, not only hailed the life-changing advent of motorised transport after centuries of horse-drawn carriages but also showcased the future with all four venerable pre-1905 vehicles owned and run by the Royal Automobile Club running on innovative sustainable fuels.

The initiative was significant and successful too, with all four cars including Jaguar Daimler Heritage Trust’s 1900 and 1903 Daimlers and the RAC’s 1901 Mors and 1905 Cadillac, all successfully completing the hallowed 60-mile route from capital to coast.

There is nothing new of course, about veteran cars being propelled by non-petrol engines – some of those regularly seen on the London to Brighton are powered by electric and steam engines, as well as early traditional combustion engines. This is the first time nevertheless, that veteran cars have pioneered fuels from SUSTAIN Ltd on the annual trip from Hyde Park to Madeira Drive. Sustainable fuels not only offer a low-carbon outlook for much-loved historic vehicles but also provide a convincing alternative to the widespread introduction of electric motors, which are likely to be only part of the overall solution.

Developed by fuel specialist Coryton, the leading supplier of bespoke fuels, SUSTAIN Ltd replaced traditional fuel in the tanks of all four entries with no technical modifications needed to their respective engines or fuel systems.

***‘SUSTAIN’s support has been wonderful and the fact we are running the Club’s cars on sustainable fuels is a very powerful message for the future,’*** asserted Duncan Wiltshire, Chairman of the Royal Automobile Club who was driving the Club’s four-cylinder, 10bhp 1901 Mors. ***“This is how we are going to keep yesterday’s cars on tomorrow’s roads for the years to come; thus, this was a perfect opportunity to showcase these emerging fuels.”***

# Re-definition of *Quick*

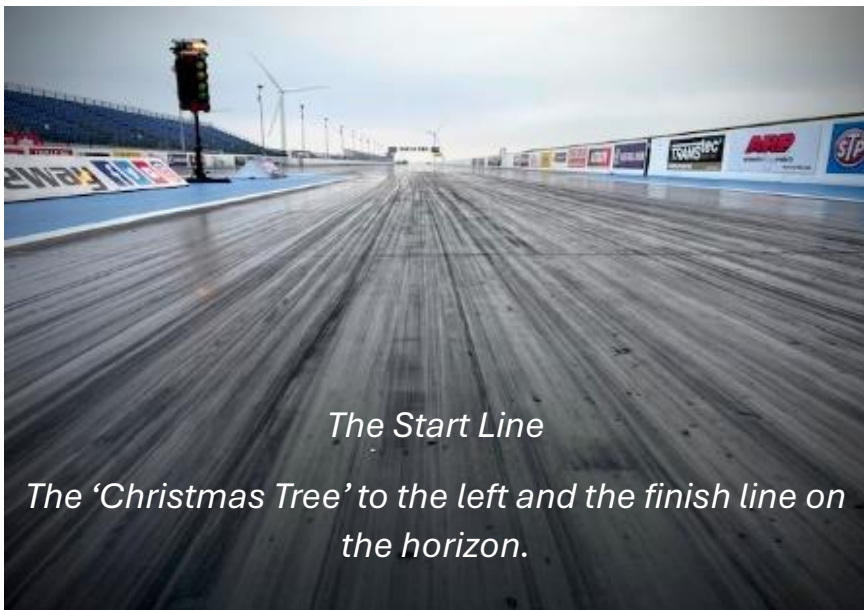
My experience of racing cars is limited to Formula Fords and a Jedi, the former being restricted by the admirable but aged Kent 1600cc and the latter being regarded as competent in the sprint world but not dramatically fast; fine for me and at the limit of my scary scale.

As for all competitive motor sport enthusiasts, there is an inherent interest in anything outside of your area of speciality, but as a mechanical engineer I love all things mechanical – sort of obvious really.

So, when Barry Guess (club VC, Membership Secretary and partner in crime when it comes to the magazine) offered me the opportunity to accompany him to the Santa Pod Raceway near Northampton to watch the drag racing, I snatched his hand off!

Barry was the Motorsport UK Steward for the weekend and was therefore able to introduce to me the officials and key workers together with their respective areas of operation and responsibilities.

A detailed explanation of what was going on from the meaning of screen output in the timing gantry to the purpose of each piece of track preparation equipment provided a massive insight to the intricacies of running such an event.



*The Start Line*

*The 'Christmas Tree' to the left and the finish line on the horizon.*

A library of information, historical snippets and as many facts and anecdotes as any human could absorb in a day which added hugely to the entertainment and enjoyment of the day – thank you Barry.

There are approximately 250 full time staff at the venue to cope with track preparation, not only for the weekend events but also numerous mid-week

component testing sessions including certain F1 teams.

The former airfield venue is also used extensively for filming with the uniquely long-straight without runway marking offering huge opportunities.

When the FIA visits (twice a year) for the European Championships, there can be up to 50k visitors and so the camping and food infrastructure must be able to cope. Visitors during the Main Event and Euro Finals include a wide range of our European cousins although but are predominantly they visit from Germany, Finland and Sweden. Whilst Drag Racing does take place in the likes of France, Belgium and Holland, their tracks are relatively basic and don't lend themselves to cars at the upper end of the power and speed range.



Track preparation had already commenced by the time we arrived at 8:15 with the tractor running up and down the lanes by Track Manager Ian Marshal, said by Barry to be *'the hardest working man in motor sport'*. Ian was dragging a huge brush to clear away any particles or wildlife deposits, something he repeated again and again!



Once satisfied, the 'attachment' was swapped for a gantry containing counter rotating 'slicks', attached to the back of the tractor which pressed and dragged them along the surface, howling and screeching at the already well-rubbered surface. After about 10 passes, Ian appeared satisfied enough to move onto Phase 3.

The tyre mechanism was then switched for what looked like sections of conveyor belting, similarly, being forced downward and dragged repeatedly up and down the track, again, more frictional rubber protestations. After numerous inspections, a final layer of glue was applied from a truck and spray bar! Glue!

The resulting surface had sufficient rubber you could dig your nail into, and your trainers require effort to peel from the track - grippy to an extreme.



Before anything started moving however and after all that effort, a short shower dampened all activity.

Enter the Track Drying Equipment!

This time the tractor appeared with a rotating brush to sweep water to the side of the track and into the gutter, ably assisted by a large team of Track Staff pushing squeegees and directing the wet into the escape holes in the retaining wall.

The track is of course very flat and so there is no natural run off or buried drainage.

Once the majority of the puddles had been relocated, more track rubbering followed and just to finish it all off, a monster jet engine, mounted into the back of a pickup truck, fired up to give everything a quick blow dry.

Whilst the Track Team were eradicating track dampness, I grabbed the opportunity for a coffee and to conduct an inquisition of some of the awaiting Team Members surrounding various vehicles as they queued for the Start Line.

I was instantly drawn to the archetypal image one has of a 'dragster', with bike wheels at the front and monster slicks at the rear, all sitting on a variation of frames carrying highly tuned powerplants.

Immaculately prepared, everything was polished to 'new' appearance with a brand-new Hemi block of nearly 6 litres! Output with 10psi boost was estimated at between 800 - 1000bhp at the flywheel. I quote 'Estimated' as there are few rolling roads capable of taking the power!

At first, I couldn't work out what the straps were, leading from the block to just under the air intake?

Apparently, they attach to a steel plate to contain the shrapnel if the engine explodes downwards.

The energy, however, is predominantly vertical when there is a rapid unplanned disassembly - an occasion common enough to need one!



*Note the huge steel straps, not your normal race*

The tyres were monumental in their proportions and just as sticky as the soft compound slicks I run on the Jedi.



However, the tyres perform a significant secondary purpose, acting as dampers to unable to the chassis to sit at launch and gain maximum grip.

**Editor's Note:**

The condition of the tyres is vital as at launch they elongate into an oval shape.

'Tyre-shake' is an horrendous experience for the car and the driver and is a major cause of accidents. In some unfortunate cases, the surface of the tyre overtakes itself.

The parachute is mounted between the back wheels and is activated automatically by a radio trigger at the side of the drag strip. Yes, it can be manually deployed if required but in some categories the driver has nothing to do with it.

Before each run, the retaining pin is removed from the silky package seen in the picture and then displayed to the driver to confirm it is fully armed.

Of course, the limits of car design are greater than your imagination and these included a host of 'American Style Cars', all with launch capability!



One of my favourites was one that I had the pleasure of meeting a few weeks earlier at CarFest at Laverstoke Park Farm, Hampshire back in August.

This rumbling Marina van(!!) clocked 8.76 for the ¼ mile - **Absolutely astonishing!**



### The real fruitcakes of the drag racing scene

As if sitting in an 11,000 hp fire breathing monster isn't mad enough, I was taken aback by the real fruitcakes, the motorcyclists. There is as wider range of technology and roar power as in the cars, but these guys have hardly any protection around their often-skinny frames.

Their lack of steering is frightening and relies totally on weight distribution of the rider at launch. The square section rear wheel does not allow for traditionally leaning as you would on a road bike to corner, so the weight shift must be subtle and precise



to accommodate any movement off the line and of course, happen in a ridiculously short space of time.

One bike did manage to launch vertically at the green light. dumping the helpless rider at the start and several more had to abandon their attempt when

the blue touch paper had been lit for reasons above, although the point at which they decided to abort was optimistically when they were heading straight for the concrete containing crash barriers that line the strip.

A thoroughly enjoyable day out which I intend to repeat in 2025 when the FIA tour visits Santa Pod on 23th - 26th May & 4th - 7th September. If you can't make these dates then there are plenty of others to get a taste, you will enjoy the flavour I promise.



 | Sotheby's

**LONDON TO BRIGHTON**  
VETERAN CAR RUN 2024



# OFFICIAL ROUTE CAR

## So, just what were all those 'Official Cars' on the London to Brighton Veteran Car Run?

Over the last three years, significant changes have been made behind the scenes to the running of the London to Brighton veteran car run ("L2B"). This article looks at the roles of the 'Official Cars' manned by people who will be very familiar to the Sutton & Cheam community.

But first, a bit of history...

In recent years the RAC Club had been outsourcing the running of L2B to Goose Events, an event management company also responsible for the Silverstone Festival advertised elsewhere in this publication.

However, around four years ago the decision was taken to bring the running of the event '*back in house*' so that the RAC Club could:

- (a) Better fulfil its responsibilities as license holder for the event; and
- (b) Have tighter control over the experience of Participants, throughout the build up to the event, the Assembly and its iconic Daybreak Start in Hyde Park as well as 'The Run' itself. This included a new Halfway Pitstop at the Hawth Theatre in Crawley and of course the Arrival Celebrations on Brighton Seafront.

The first event back under the control of the Royal Automobile Club was in 2022 was featured a 'new' Clerk of the Course, Barry Guess. We say new although Barry had stepped in during 2021 at short notice with very little, if any knowledge of what it entailed.

Many new systems and protocols were tested in the ultra-monsoon conditions and the lessons learnt thereafter have been used to make improvements year-on-year. Trying to analyse an event of this size and stature is immense especially when you consider that this is the Oldest Motoring Event in the World, starting as it did in 1896!

The first challenge is to get 400plus cars out of Hyde Park and across Hyde Park Corner without bringing London to a halt. To meet this challenge significant coordination is required between the Event Officials managing the gathering of Participants in Hyde Park, and those releasing them from the Start Line (see picture below).

And then there is the immediate problem with a 100 meters and 10-seconds after they pass the Start Line when they arrive at Apsley Gate. They are hardly warmed-up having sat in the autumnal early morning sunshine for just a few minutes. Single-file, they emerge from the Park through the small centre arch where they are handed over to those managing the traffic and spectators on Hyde Park Corner and around the Wellington Arch on the roundabout now declared as one of the busiest road junctions in Europe!

This year and once up and running, Clerk of the Course (Barry), along with his assistant Bryan Hull and Deputy Clerk (Martin Douglas) joined forces with both the Red and Blue Course Closer crews to solve the inherent start issues with trying to release 400 vehicles onto the highway. Every veteran cars claims it will boil over if it has to stop and getting them underway is a bit like getting out of a Wembley Car Park after the final whistle!



Well, lessons from past events have identified that releasing cars into London traffic in eight-minute bursts is best from both a participant and London traffic perspective.



Why eight minutes? Tradition really and the fact that this is length of time that light phasing on Hyde Park is already set up and known as *'The Horse Protocol'* If for any reason you are visiting Hyde Park then take a closer look at the somewhat redundant single traffic light outside Apsley Gate. Peer towards the top and at the side of the light cluster you will spot a button which can only be reached with a ladder, or more importantly with a horse.

Press it and it triggers all the sets of 'roadway traffic lights' to turn red. This allows The Household Cavalry to cross Hyde Park Corner and through Wellington Arch when they are on route to official duties, such as the *'Changing of the Guard'* at Buckingham Palace which happens at 10:45am every Monday, Wednesday, Friday and Sunday morning.

As it turns out the Horse Protocol also suits the London to Brighton Veteran Car Run and allows about 70 Participants to cross safely and under the supervision of several Traffic

Officers, Security personnel and this year, 2 motorcycle mounted Police Sergeants!

Once the Veteran Cars are onto Constitution Hill and onwards to The Mall, life gets a lot easier as both roads are closed to public traffic on a Sunday although you always get the odd idiots!

However, by the time the first 'Participants' are underway and crossing the Start Line, three Official Cars are already on the road:

- The Red and Blue Route Course Opening Cars leave Hyde Park at about 6.15am, primarily to check that their routes are flowing.
- What do I mean by 'flowing'? Well London roads are subject to a variety of sources of closure or unexpected bottlenecks such as accidents or police investigations – roadworks can usually be anticipated and factored into the road book. If one of the Course Openers identifies a 'closure' this will be relayed to the Clerk of the Course and decisions made as to whether there should be a re-route. All 'Official Cars' carry arrow sign boards to enable a reroute to be put in place at (relatively) short notice.
- Why two routes? This is all about trying to manage the congestion caused by cars travelling between 10 and 20 mph as they head out to Croydon. Even by the time the cars reach Westminster Bridge, only 1½ miles into their journey, it is reasonable to expect the field to have spread out already.
- The Red Route turns left after the bridge, heading under the Leake Street Arches next to Waterloo. They then head out towards Brixton, following the A23 through Streatham and Thornton Heath to Croydon.
- The Blue Route however turns right alongside St Thomas' Hospital, skirting the Lower Southbank and cutting down to Vauxhall Cross. It then tracks along the Northern Line down to Tooting Broadway before turning left down through Clapham Common, Mitcham before heading to Croydon to re-merge with the Red Route.
- Once the route merge at the Old Lombard Roundabout in North Croydon, the Red Route Course Opener (Pete Hennes and Justin Patient) continues on the whole route down to Brighton.
- The Blue Course Opener meanwhile (Paul Hopkinson / Chris Keys) become a front of field 'Incident Car', again tracing the route towards Crawley where they hold awaiting instructions.
- The 'Incident Car' containing Sarah Johnson and I (Ian Brooks) had already left Hyde Park at 6am, checking both the Red Route and Blue Routes to Parliament Square, just south of Westminster Bridge. We are checking for any emerging issues such as signs of protesters (Stop Oil and the Palestinian Groups are always a threat) as well as sudden emergency roadworks or more likely, the disappearance of the very expensive road signage. We typically return to marshal the junction of Horse Guards Avenue on The Mall. This is just before Admiralty Arch which as this has been a source of problems in previous years, work on new luxury hotel being created at Admiralty Arch being the main cause. For the first time this year, Barry had decided to split the route at this point as well and so it was a new point splitting Participants into two routes towards Parliament Square.



Once a half to two thirds of the field have passed by, we continue our 'Incident Car' duties which is mainly a care role and a bit of Participant PR. This predominantly involves stopping with 'untended' or 'stranded' Participants to check whether they are OK and whether there is anything we can do to help. Most are self sufficient with support trailing behind but in the last two years we have provided plenty of water, tape and cable ties to enable Participants to get rolling again.

To ensure Participants on the two routes are equally supported, at about the same time we leave and follow the Red Route with the Deputy Clerk of the Course (hopefully with the start at Hyde Park now running like clockwork) whilst Barry as Clerk sets off to follow the Blue Route in a similar role ready to have the flexibility to go to where he thinks he is needed.

Once we reach the merge in Croydon, we coordinate with Martin and Barry so that stopped cars are not visited by all of us.

Finally, with all Participants having started, the two Course Closers set off – one following Red Route and one following the Blue Route.

Apart from collecting up kit (A Boards, tabards, radios etc) their prime role is to engage with last car they find on the road and agree whether they are continuing and will need to be supported by the event. Officially nor legally, we cannot stop them going onto Brighton and



it is eyebrow raising the dogged determination of some of them who simply refuse to give up. That said, it is amazing how many old-school repairs are successfully carried out on the side of the road – Perhaps it's more to do with the simplicity of the technology rather than the engineering skills employed! Don't be misled however as over 50 RAC Patrolmen give up their Sunday free of charge to provide whatever assistance they can as it gives them the chance to use 'proper tools!'

Our job of 'caretaking' the Participants probably gets easier the closer they get to Brighton as was emphasised by a motorbike rider, discovered by the Blue Closer in Clapham, just 5 miles into the 57-mile adventure. It was already 10am, some 3 hours after his start and yet he reckoned that he could rebuild his engine by 1pm and then only needed three hours to get to Brighton. As far as possible the Course Closers try to be fair to Participants but of course marshals, check points and the hill tow crews can only be stepped down once the Course Closer has passed them and so they carefully convinced him that 2024 wasn't going to be his year!

The importance of the Incident Cars is to have the flexibility to help 'manage' situations and represent the organisers should anything go wrong. Take for instance our friend in Clapham at 10am, a time by when the first car and the Senior Event Team were arriving in Brighton.

This would be especially important at anything serious whereby we are directed to the location to provide an 'information link' between Barry (and the rest of the L2B Team) with any Emergency Services at the scene. The need to have several cars able to fulfil this role reflects the geographic spread across the event and this year we attended two thankfully minor incidents over and above the checking up on stopped cars.

As I say these were only minor incidents but to give you some idea on what is involved for the Incident Car these were:

- **At traffic lights just south of Merstham:** lights turned red, modern cars in front were being cautious and pulled up fast. Veteran car behind stated that *'I could not stop as quickly'* and so he swerved to the inside, rode up the kerb (damaging steering and nearside wheel) and putting themselves out of the event.

As it transpired this incident occurred right in front of Barry who captured it all on his dashcam. He initially attended but we relieved him to 'manage the scene' until the car was finally moved to a safer place, away from the lights and the busy traffic.

- **On downhill section in Cuckfield:** It is where road is initially one way down to a main junction. The right of way ends resulted in some confusion for one Participant when cars started to come from the opposite direction again. The road was narrow with cars parked on one side and a Participant travelling in front of an overseas Participant (an Australian) pulled up quickly because of cars coming the other way.

Our Aussie Participant could not stop as quickly and she elected to run into the back of a parked Ford Ranger, rather than hit the other veteran. She broke the radiator, which emptied onto the road and thus she was out of the event. From our perspective we needed to make sure that all those involved were OK and that external services were not required. We established that the owner of the pick-up had been engaged with – it later transpired that he was the Official Program retailer who was in the vicinity. Finally, we ensured that everyone agreed about what had happened, and all details had been exchanged, thus avoiding any implications for the event including PR or alarmist headlines emerging on social media.

Ultimately, all the Course Cars regroup in Brighton between 4 and 5pm with the final Course Closer arriving on the spot of 5pm, the official time to close the doors.

At Madeira Drive the atmosphere in the hospitality tent is always amazing as Participants swap stories about the experiences of getting to Brighton (again).

If you thought that Participants looked happy making their way to Brighton, then trust me that the atmosphere on the Seafront is up several levels on this.



It's great to be involved in the RM Sotheby's London to Brighton Veteran Car Run and it truly is an amazing sight to see the best part of 1½ million people lining the street and lanes along the route.

*It really is weird, wonderful and truly eccentric...*

*A real British Affair!*





OKAY, HANDS UP THOSE OF YOU WHO ARE PLEASED THAT MAX VERSTAPPEN IS WORLD CHAMPION - OR MORE IMPORTANTLY, THINK HE DESERVES IT?



## THE PHIL COLLINGS MEMORIAL SOUTH DOWNS STAGES

SPONSORED BY TOWNCROSS ENGINEERING

DECEMBER 7TH 2024  
GOODWOOD MOTOR CIRCUIT

CLUB MEMBERS APPEARING ON 7<sup>th</sup> DECEMBER AT GOODWOOD FOR THE SOUTH DOWNS STAGES...

*Ian Hucklebridge*

*Oliver Hucklebridge*

*Pete Wilkins & Caroline Brampton*

*John & Sharon Mills*

*Dominic Norman*

*Paul & Ben Garraway*

*Ryan & Darren Stutchbury*

*Sean & Zac Quigley*

*Dave Martin*

***Free admission and great spectating for all the family***

**WHY NOT GO ALONG AND CHEER THEM ON...**

## Oval racing at Aldershot

With only four responses in October to the offer to arrange a visit to either Brooklands Motorsport Day, or The Oval Racing in Aldershot I played *Billy-No-Mates* and visited the Track by myself.

Fortunately, Spedeworth Proprietor Deane Wood had cleverly planned the event on one of the few dry and relatively calm, days witnessed since August.



Nevertheless, the weather still felt autumnal even if my heart was warmed by the racing to come.

As with so many events nowadays, entries had looked very thin on 7<sup>th</sup> October but by the day itself (11<sup>th</sup> October) some 36 cars had registered for the Bangers, 26 for the National Hot Rods and 28 for each of the Superstox and Stock Rods categories.

Racing is run very efficiently at Aldershot and being five-minutes late meant that I had already missed the first race of the day

(Stock Rods). Thereafter however, the organisers got through about 4 races every hour.

### National Hot Rods

This is what I came for and they did not disappoint!

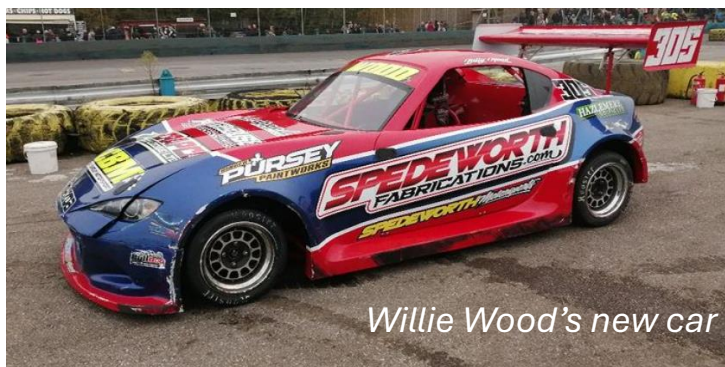
National Hot Rods are space-framed, highly tuned, silhouette bodied proper race cars running on wide, wide slick tyres. Apparently, 2<sup>nd</sup> hand cars can be bought for between £1K - £10K but I suspect a good 2<sup>nd</sup> hand (and new cars) are more likely to be in the £10 - £20K range which is quite a reasonable budget for a high-performance competition car.

In essence, they are the ultimate non-contact formula, and the drivers are universally skilled and keeping it that way.

Cars are gridded according to their current points position for the season with the highest scorers being placed at the back of the field. That said, points scored in the two qualifying heats of the day determine where you start in your 'grading cohort' in the final race.

The racing at Aldershot was superb as usual with a couple of dropouts resulting in all the Hot Rods racing together, as opposed to there being three heats featuring two-thirds of the attendant cars. This made for plenty of action, the quality of which more than made up for losing out on a race.

Willie Wood is the 'Aldershot Expert' and he was generally starting at the back of the grid alongside multiple and current World Champion, Rob McDonald.



Willie Wood's new car

To make things interesting there was also some highly skilled (but new to the Formula) drivers within the 'Yellow Top' grades and this led to some energetic pursuits. I settled for watching the guys working their way through from the back rather than focusing on the front runners.

In all three races, Willie and Rob were the absolute masters with Rob generally choosing to follow Willie through the field.

Aldershot is a relatively small track where the outside line does not generally work, and you need a good car set up to hold the inside line whilst maintaining speed. This is vital, together with quick thinking, to allow you to go for a gap when it appears. Inevitably, cars get out of shape and drivers lift or brake frequently. Reading the traffic and anticipating what will happen next is a core skill. It was notable that many of the drivers racing were of a similar speed to Willie and Rob when clear of the traffic, but few could hold a candle to them when things got busy.

The National Hot Rods are as previously noted a 'non-contact' formula and in the final, Willie quickly made his way to the front. Meanwhile the 'lagging' Rob McDonald eventually retired with a mechanical problem. Willie was quickly into third place and he, along with a fellow 'Red Top' were closing in on the leader. Willie lightly pushed the 2<sup>nd</sup> placed car at about half distance and then squeezed past. On the following lap conversely, the same driver returned the compliment and re-passed him.

Though all this messing around however had let the leader fly away and they only caught him with just two laps to go. The 2<sup>nd</sup> car pressured the leader into a silly mistake and he., along with Willie, were both through within one bend and a straight.

National Hot Rods take contact seriously and both the initial winner and Willie Woods were both docked places, meaning that the 3<sup>rd</sup> placed car was deemed the winner. All the decisions about penalties were made before the cars had even come to a halt so everyone was fully abreast of penalties as the Awards were handed out ahead of the lap of honour. A great day's motorsport!

## Superstox

These are fully framed contact cars running lightly modified pinto or Zetec 2 litre engines and apparently second-hand cars can be purchased for £3K -£7K



Again, the event was blessed with the presence of a Multiple Champion although insufficient entries on the day did not require any divided heats (i.e. all the Superstox were out together).

What was striking about the Superstox was that whilst contact is permitted, the strategies were very similar to the National Hot Rods and the interest was generally in the drivers coming though from the back of the field. Superstox are gridded once again based upon the colour of the roofs, painted in the

familiar white (novice) through yellow, blue and red (top points scorers) so it was easier to track what was going on and who was doing well.

Interestingly, tactics were not always about thumping competitors into the fence but in gently nudging them out of the way to minimise the risk of being caught up in an accident. I suspect that if one driver 'hammers' another in such a fashion then retribution will be just around the corner. Nevertheless, contact must be done occasionally and in such a way that the driver who has just been assisted out of the way is not able to gain revenge on the next turn.



This requires an appropriately hard shove or a very clear speed advantage – on several occasions an overtaken driver committed to a big lunge on the next bend resulting in then going wide and losing all chance of recovering.

The racing was keenly contested but multiple champion Michael Green (pictured) as he was always at the sharp end at the end of every race.

## Stock Rods

The third formula on the grid at Aldershot were the Stock Rods.

This is a non-contact formula with engine sizes restricted to 1400cc and modification restricted by engine type to keep car performance very similar. With restrictions on the number and type of tyres allowed, and to provide a limited degree of front-end grip, many of the cars carry massive amounts of camber on the outside front wheel. Whilst this may help with cornering, they must feel very strange on the straights!



It appears that most Stock Rods are built at home to keep costs down and I guess that decent 2<sup>nd</sup> hand car could be bought for £2K -

£4K.

Apart from being one of Spedeworth's longest running formulae, Stock Rods most recent claim to fame is that their 2021 World Championship (with something like 60 cars qualifying) was won by a lady driver (Siobahn Martin – Pictured right).



Like the two previous formulae, there was a multiple champion present in John Smith, and it was fascinating to see him carving through the field. It was telling that he had really got his car to handle well and had the gearing dead right for the Aldershot Track (in all the formulae you are looking for engine torque and gearing which means that you do not suffer whilst not changing gears during a race.

In this formula and whilst similar white, yellow, blue and red gradings are used during the heats, the line up for the final is determined by the positions during the heats. This made for a slightly more boring final as John Smith had pole and was never challenged. What did stand out though was how the drivers qualifying 2<sup>nd</sup> to 6<sup>th</sup> could keep up whilst the track was clear. This only brought home to me the difference the driver was making to results.

## Bangers

The other races were for what appeared to be 1600cc bangers, largely made up of Ford Focus and Fiestas along with a smattering of Vauxhall Astras.

I can't get excited about banger racing so the bangers provided a good opportunity to get a coffee and go to the loo. Better still, the bangers were on as the last race of the day which also allowed me to sneak off without getting into big queues out of the Rushmoor Arena area.

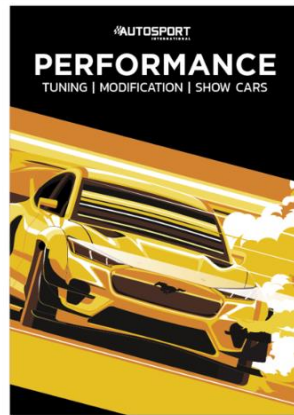
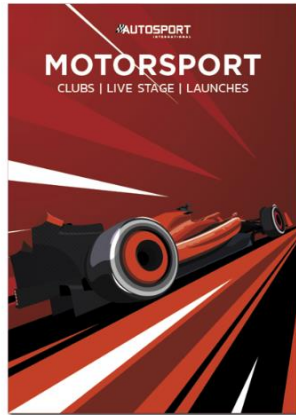
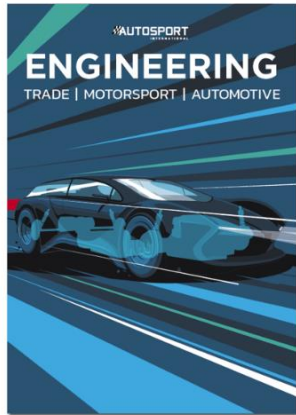
## Summing up

A great 4 hours' worth of non-stop racing for £20 and very little effort. By picking formulas you can watch some highly skilful racing. The margins between contact and non-contact formulae are fine and this does not mean there is lots of contact in the non-contact formulae but more that the good drivers in contact formulae use contact in a highly skilful way.

# ARE YOU GOING?



9 - 12 JANUARY 2025  
NEC BIRMINGHAM



If you are then let Ian Brooks know and he might co-ordinate a club rendezvous?

[rs8001146@gmail.com](mailto:rs8001146@gmail.com)



## MEMBERSHIP RENEWALS ARE DUE

1<sup>ST</sup> JANUARY 2025

An early reminder that membership subscriptions are due early in the New Year, so we invite you to 'Get it done early...'

## **ALL OF THIS FOR JUST £25**

\*\*\*\*\*

Membership of Sutton & Cheam Motor Club offers a huge number of benefits to both competitors, marshals, officials and enthusiasts alike.

In addition to the experience and support offered by TEAM TEMPEST, competitive members can enjoy the ability to enter most events held South of Manchester (including Wales) as the Club is affiliated to the following Associations:



[ACSMC \(Central Southern\)](#), [ASEMC \(South East – Kent\)](#), [AEMC \(East Anglia\)](#), [ASWMC \(South West\)](#), [AWMMC \(West Midlands\)](#) and [WAMC \(Wales\)](#)

**This makes Sutton & Cheam Motor Club truly a ‘One-Stop Club’ that eliminates the need for multiple-club memberships in order to be able to compete outside of the region.**

**In addition to the events, membership also provides you a voice in motor sport through representation at the Motorsport UK, as well as via the various Specialist Committees.**

**Club members also enjoy discounted services (see member services) from other club members, as well as monthly social updates and our digital quarterly newsletter (Spotlight). For those who prefer, a hard copy via post is available at a small cost.**

**The club arranges special visits to places of interest, as well as Marshalling and Spectating Tours throughout the UK and Europe.**

## **TYPES OF MEMBERSHIPS AND FEES**

**\* Full Membership with all benefits (£25 per year / £60 3 years)**

**\* Associate Membership (Additional £10 per year - See below)**

**\* Student Membership - Student Card / ID Required (£15)**

**+ Hard Copy Magazine (£10 per year)**

*Associate Membership (£10 per year)*

*Any current member may extend their membership to include one person as an Associate Member who may compete as a member of Sutton & Cheam Motor Club in respect of motorsport competition where an entry is shared by the fully paid-up member only.*

*Associate Membership is ONLY VALID for competition when competing with said first nominated member and does not extend to competing either with non-members or as an individual at competitive events such as Race, Speed, Kart, AutoSolo etc., where full membership will be required.*

*Associate Members will receive all other membership benefits and voting entitlements although these will cease should the first nominated membership expire.*

**To renew simply pay the annual membership fee applicable to the account shown below – Don’t forget to put your name as the reference**

**To join, complete and return one of the following membership forms:**

[On-line application form](#)   [Membership-Form-pdf](#)

**Membership Fee payments should be made via bank transfer to:**

**Sutton & Cheam Motor Club   Sort Code 40-47-19   Account No: 71188003**

**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 STICKET (CUT TO SUIT)

**Contact Barry Guess at**

**[barrygcharlie@aol.com](mailto:barrygcharlie@aol.com)**

**LONDON TO BRIGHTON WITH A SMILE ON YOUR FACE**



*Complete Madman Duncan Pittaway on the 1893 Salvesen Steamer*



***Complete Madman Duncan Pittaway on the 1893 Salvesen Steamer***

***He shovelled 12 tons of coal into a boiler that drank 96 gallons of water over the 57-mile run to the south coast!***

## NATIONAL COMPETITION RULES (NCR'S)

Motorsport UK is pleased to release the much-publicised National Competition Rules (NCR) in a move towards modernising and improving the accessibility of the rules that govern the sport. The transition to the 2025 National Competition Rules primarily represents a format overhaul with minimal material amendments to the existing regulations. While the essence and standards of the sport remain unchanged, the adoption of a digital-only format and the introduction of discipline-specific 'Yearbooks' aim to enhance clarity, accessibility, and navigability for all participants. The revisions ensure that all participants can easily access and interpret the regulations while maintaining the integrity of the sport.

**Editor's comment:** When the great British public elected the current government back in July, it made various commitments, many of which have now been reneged on. Whether it be the Winter Fuel Allowance, National Insurance contributions or the recent changes in Inheritance Tax on farmland, it just proves that we all need to be more aware of what is not being said.

Little plays on words and the odd omissions here and there can make a lot of difference and I urge everyone to look very, very carefully at what is being declared as a new set of rules. It is being claimed that the new NCR's will fully mirror the existing General Regulations but let us see?



## REGULATION CHANGES FOR CONSULTATION

|                                |                                       |
|--------------------------------|---------------------------------------|
| Committee:                     | Autotest Committee                    |
| Date of Meeting:               | 30 <sup>th</sup> September 2024       |
| Closing date for Consultation: | 7 <sup>th</sup> November 2024         |
| Email for comments:            | autotestconsultation@motorsportuk.org |

### Section M – Autotest

#### Proposed Regulation Autotests – Specific Regulations

##### Unlicensed Drivers and Minimum Ages

13. Entries may be accepted from Drivers who are aged 15 years and over who do not hold a valid, full RTA Licence subject to **the following**:

- (a) The Vehicle must by definition be a Touring Car';
- (b) Engine capacity must not exceed 1400cc; (c) Forced induction is not permitted.
- (d) **With Motorsport UK's written permission and where the SR's permit, the use of by definition production 'Sports Cars' or an open car are permitted provided they are fitted with safety roll-over bars to at least K1.6.1 and the roof erected or hard top fitted.**

**13.1 It is recommended that a non-competitive test is provided in the itinerary so that novice Drivers without a valid, full RTA Licence can familiarise themselves with their Vehicle and its controls without penalty and to be observed by the Clerk of the Course or another Senior Official before the Competition starts.**

**13.1.1 In the event that a non-competitive test is provided, novice Drivers must demonstrate that the provisions of 13 are satisfied before proceeding into and utilising the competitive test.**

#### Date of Implementation: 01 January 2025

Reason: To attempt to reduce barriers of entry into the Sport and attempt to retain competitors or potential competitors that are being lost to other unregulated disciplines where they can compete at a younger age. Creating a safe environment for which younger people can compete, by completing a noncompetitive test before being given permission by the Senior Officials to enter the competition.



## Proposed Regulation Production Car Autotests – Specific Regulations Unlicensed Drivers and Minimum Ages

17. Entries may be accepted from Drivers who are aged 13 years or over who do not hold a valid, full RTA Licence, subject to **the following**:

- (a) The vehicle must by definition be a 'Touring Car';
- (b) The vehicle engine must not exceed 2000cc including forced induction.
- (c) The passenger must be carried who holds a valid, full RTA License and be experienced in Autotests or AutoSOLOs.
- (d) **With Motorsport UK's written permission and where the SR's permit the use of by definition production 'Sports Cars' or an open car are permitted provided they are fitted with safety roll-over bars to at least K1.6.1 and the roof erected or hard top fitted.**

**17.1 It is recommended that a non-competitive test is provided in the itinerary so that novice Drivers without a valid, full RTA Licence can familiarise themselves with their Vehicle and its controls without penalty and to be observed by the Clerk of the Course or another Senior Official before the Competition starts.**

**17.1.1 In the event that a non-competitive test area is provided, Drivers must demonstrate that the provisions of 17 are satisfied before proceeding into and utilising the competitive test.**

### **Date of Implementation: 01 January 2025**

Reason: To attempt to reduce barriers of entry into the Sport and attempt to retain competitors or potential competitors that are being lost to other unregulated disciplines where they can compete at a younger age. Creating a safe environment for which younger people can compete, by completing a noncompetitive test before being given permission by the Senior Officials to enter the competition.

## Proposed Regulation AutoSOLOs – Specific Regulations Unlicensed Drivers and Minimum Ages

22. Entries may be accepted from Drivers who are aged 13 years or over who do not hold a valid, full RTA Licence, subject to **the following**:

- (a) The vehicle must by definition be a 'Touring Car';
- (b) The vehicle engine must not exceed 2000cc including forced induction;
- (c) The passenger must be carried who holds a valid, full RTA License and be experienced in Autotests or AutoSOLOs.
- (d) **With Motorsport UK's written permission and where the SR's permit, the use of production 'Sports Cars' or an open car are permitted provided they are fitted with safety roll-over bars to at least K1.6.1 and the roof erected or hard top fitted.**

**22.1 It is recommended that a non-competitive test is provided in the itinerary so that novice Drivers without a valid, full RTA Licence can familiarise themselves with their Vehicle and its controls without penalty and to be observed by the Clerk of the Course or another Senior Official before the Competition starts.**

**22.1.1 In the event that a non-competitive test area is provided, Drivers must demonstrate that the provisions of 17 are satisfied before proceeding into and utilising the competitive test.**

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## Club100 Karting with Nigel Griffiths

My introduction to Club100 has come through my son Bryn.

After doing a bit of Cadet karting when he was younger, he's kept his interest up in karting and when he went to university, he partook in the British University Karting Championship that uses Club100.

Having now finished university and got a job, he's decided to spend some of his hard-earned money by competing in the Club100 championship this year.

Due to Bryn's previous karting experience, he has been put into the advanced class. Most of the drivers in this class have been competing in Club100 for several years and the competition is very close with 100<sup>th</sup>s of a second deciding qualifying times. At this point of the season with 3 rounds remaining Bryn is lying 10th in the championship and is hoping to move up the order.



Club100 is an 'arrive and drive' karting championship where the kart, fuel, tyres and everything needed to run a kart is provided, all you need is to have your own race suit, boots and helmet and go out and enjoy yourself.

The format for each round of the "experience" championship is 5-minutes of practice, straight into 10-minutes qualifying, followed by 2 x 20-minute races. Qualifying for the 2<sup>nd</sup> race is determined by your lap time in the 1<sup>st</sup> race, so even if you have a bad first race but manage a quick lap you have a chance of starting higher up the grid for the 2<sup>nd</sup> race. Points are added together from both races to determine a result.

The event format lends itself to quick turnaround with approx. 30 minutes between qualifying and races, so this means it only takes up a morning or afternoon of a particular day, which adds to the appeal for people with busy lives. Typically, each event attracts 36 competitors for each race.

The circuits used in our Regional Championship are: -

**Whilton Mill, Northamptonshire**  
**Lydd Circuit, Kent**

**Buckmore Park, Kent**  
**Bayford Meadows, Kent**

**Rye House, Hertfordshire**

The karts used are a Birel chassis with a ROTAX JNR MAX 125cc 2 Stroke engine using Dunlop tyres and have a potential top speed of approx. 60 miles an hour.

## In the News...

# BIG CONGRATULATIONS

Long-time member Rob Collard has been crowned British GT3 Championship. Rob was partnered by his son Ricky in their Barwell Motorsport Lamborghini Huracan GT3 Evo2. Wins at Donington and Oulton Park joined two 2<sup>nd</sup> places at Snetterton to help secure the prestigious title.



*Congratulations also go to Rob Swann and Steve McNulty on their victory in the Fiesta WRC on the inaugural Sean Quigley and Will Nicholls claimed 4<sup>th</sup> and 5<sup>th</sup> respectively whilst Scott Stutchbury was 35<sup>th</sup>.*



*Sadly, John Peck's Mitsubishi Lancer's engine called full time on SS3.*

Whilst not specifically a competition, congratulations on another London to Brighton Veteran Car Run finish to Keith Mainland and Angelica Fuentes on their Buckboard. The speeds were slightly different to all our other stars this month, but he adds that his drive was over 7 times longer.



*Not to be outdone by Mr Swann, brothers Sean and Colin Quigley secured their first event win at The Bovington Challenger Stages, winning by over 12 seconds in the often monsoon conditions. Darrell Taylor came home 3<sup>rd</sup> at an event which also saw finishes by Paul Garraway, Scott Stutchbury, David Segal, Pete Wilkins and Tony Perrett.*



Rally Driver / Rallycrosser Jamie McBain returned to his winning ways at the mixed surface contest at Knockhill, Jamie not only claimed not only the class win in the Peugeot 205 but also rounded off the season with the Class win of the overall Classic Championship.





*A small contingent of Sutton & Cheamers headed for the Channel Islands in October with Mark Kelly finishing 2<sup>nd</sup> just over 1 minute behind Jerseyman Sam Touzel. The 26-stage event also saw Dave Edmunds and Dom Jeans coming home in 35<sup>th</sup> slot which saw only 39 of the 85 starters reach the finish podium.*



**Declan Dear carried on the rest of his 2024 season as he has done for most of the year with another impressive outright win on the Wyedean Stages alongside his driver Matthew Hurst. Declan also claimed 1<sup>st</sup> overall on the Cambrian Inter-club Rally in October and another win in Kielder in June. Declan has contested a mighty 11 events so far this year alone!**

---

## All in a good cause



**We had the extreme pleasure of presenting both the Dalton Barrack Soldier Welfare Fund and the Friends of Stowford with their oversized cheques for the monies raised at last June's Abingdon Motorsport CAR-nival. It was a great opportunity to meet with the Commanding Officer to update him on the plans for 2025, as well as give him some of the background into the importance of CAR-nival which is just about to hit its 28th year.**

**He was delighted to receive one of the cheques representing 50% of the £14,158 raised which took our running total to just over £800,000 for the good causes. He then presented Anne Brownson, Chairperson of the Friends of Stowford with theirs.**

## Make the most of your motor club whilst you still have it

With the creation of every edition of Spotlight, there's almost an overwhelming desire to look at (and moan) about what is wrong with the club, its events and its members.

It's a very easy article to write, especially if all you want to do is piss off existing members by criticising their lack of support and involvement with the club activities. Comparison with how it used to be, and I have only heard the claim 'we had the best of it' more than once this year.

Admittedly, way back in the 70s, 80s and 90s UK motor clubs were vibrant organising all sorts of events in every corner of the country. Motorsport stories claimed the headlines in the national newspapers as the world-conquering exploits of Roger Clark, Colin McRae and Richard Burns.

Even Formulas One, the so-called epitome of motor racing featured an array of Brit's amongst its champions with Nigel Mansell, Damon Hill, Jenson Button and latterly Lewis Hamilton, all claiming the curiously unnamed World Championship Trophy.

It wasn't only drivers either as over the latter part of the 20<sup>th</sup> Century, British Teams such as Tyrell, Lotus, McLaren and Williams led an air of UK technical dominance in an area providing so many jobs and careers.

These high-profile teams sat alongside some other major UK-players on the world stage, such as Prodrive (*who frighteningly have just celebrated their 50<sup>th</sup> year*), M-Sport and its forerunner RED / Ford World Rally Team Boreham. Even teams such as Mitsubishi, Toyota and Peugeot had UK operations in form, drawing on the ready pool on British talent and engineering.



Sadly, whilst a few of these names survive and alas with the possible exception of McLaren and M-Sport, the UK's '*world supremacy*' has all but disappeared. One of the greatest losses in this decline, however its much-valued spin-offs which filtered down into our National and even club level competition.

Looking lovingly back at those heady days, the top teams employed a number of up-and-coming novice drivers, navigators for testing whilst mechanics and technicians often found themselves acting as mercenaries. As they finished their schooling and University courses, many headed for the workshops in Oxfordshire, Essex and Cumbria.

In fact, even our current governing body is littered with personalities of the era with Dave Richards (Prodrive MD) and Dave Lapworth (Prodrive Technical Director) sitting on the Board whilst a number occupies lower-level desks in Bicester.

The era saw club competitors in the various National Championships thankfully accepting hand-me-down parts, wheels and tyres from the 'Big Boys'. Many sometimes gave their services for free in the hope that their results would be spotted by the Team's talent scouts.

Unfortunately, as the new millennium arrived the picture changed, and honey-tree disappeared along with the Millenium Bug! The former manufacturer-financed teams saw their budgets reduced as the motor industry went into decline and it wasn't long before they found that it was more lucrative to charge thousands of pounds for all the whizzy bits, the things they used to give away. They also saw an opening for supplying ex-works cars and the opportunity to make millions from the UK wealthier competitors by selling them the 'latest' specification cars.



Millionaire businessmen and well-heeled company owners piled in and instantly took charge of the National and European competition top slots.

This was not only in rallying but also race cars where the likes of M-Sport (who also built Bentley GT cars) and Prodrive (who built Aston Martin GT and F1 cars) dominated most meetings.

Those at the top of the financial ladder in UK motorsport loved having the very latest trick suspension, transmissions and power units which often made up for their mediocre talent. In that early part of the 21<sup>st</sup> century, the most important criteria for success were what variant of Impreza or Focus you drove or how fast your GT car could lap Donington rather than how well you drove it.



Take 2005 for instance (the last BRC year), the Tempest featured Professional Driver Mark Higgins, who took the BRC title with 4 wins in his Eddie Stobart hugely funded M-Sport built and run Ford Focus. Second in the series that year was Irish Plant Hire Magnet Austin McHale (who at the time was alleged to own 20 ex-works cars in sea containers in Dublin Harbor). Meanwhile in third place as Irelands 'Mr Motorsport', Eugene Donnelly seemed to have an endless supply of WRC cars at his fingertips.

**Editor's Note: 2005 was the year when our own Will Nicholls and Nick Broom upset the balance when they took the honours on the Tempest, final round of the BRC that year.**

There were many others such as John Lloyd, Steve Perez and Eamon Boland who also campaigned for the latest ex-works Ford Focus and Subaru Impreza WRCs.

### ***And so, where does all this lead us?***

Effectively, the message isn't that *'we aren't all heading to hell in a handcart'*, it's just that those handcarts don't exist anymore. We should be looking at what do we actually get from being involved in both motor sport and more importantly our motor clubs.

We now live in a digital age where we can get a plethora of motor sport fixes at the touch of a button. There are bespoke satellite TV outlets on our program lists that specialise in just about every form of motorised mayhem from Las Vegas-to-Le Mans or Jakarta-to-Juby. Yes, their appeal varies enormously, catering for every trend or interest although one I spotted recently was Ambulance Chain Racing!

This is one that leaves me completely baffled and apparently drivers compete in fully equipped ambulances (to the spec they require on the road) all racing each other whilst towing a second car behind, occupied by a second driver!

Apparently, injuries are common, but they do promote it in the blub as *'where safer to be racing than behind an ambulance?'*



And so, if you choose to compete nowadays then there are still a few events left on the calendar irrespective of your chosen sport and we feature a full list of 2025 planned events later in the magazine – Another benefit of being a member of a club.

Racing of all shapes and sizes takes place virtually every weekend at venues such as Brands, Thruxton or Castle Combe and if you add on a few extra road miles here-and-there then Silverstone, Donington and Cadwell Park are all still doable in a day trip.

If rallying is your thing, then yes, forest events have all but disappeared in the South, but they do still flourish just over the border in Wales but then again, they always have.

Single venue rallies just about survive albeit in vastly reduced numbers, but this is predominantly our own fault as the noise and disruption locally soon convince landowners to keep the padlock on the gates. In this region we still have Bovington (Near Bournemouth), Goodwood and of course our very own yearly excursion at Abingdon which has just had its final closure date moved to 2031.

Meanwhile, the race circuits now invite you 'rallyists' to the superb (T) at Goodwood (8<sup>th</sup> December) Brands Hatch (18<sup>th</sup> January), Snetterton (8<sup>th</sup> February) and even later this

year at Castle Combe. It also looks like the Rixxy Stages will return to the Stanford Training Area in Norfolk on 29<sup>th</sup> December as well.

Local Speed events seem relatively constant with Goodwood Circuit, Castle Combe Racetrack and North Weald Airfield operating 2-or-3 times next year with a multitude of one-off venues (such as Abingdon, Rushmoor and Eelmoor) offering alternatives to the regular sprint formats.



And of course, if you fancy pedaling the wife's car uphill then there are a few glorious Hillclimbs available, especially towards the West Country. Those night owls may prefer the shady lanes and road rallies, and 12-Cars can still be found during the dead of night in Kent and Sussex.

And not let us forget the Targa Rally, not something which appeals to the purist nut behind the wheel but there are a growing number enjoying the fun in and around the cones throughout the south although they are mainly based slightly further afield.

**ALL OF THESE ARE THERE AND AVAILABLE FOR YOU TO ENJOY AS A COMPETITORS, VOLUNTEER OR SPECTATOR AND WE HAVEN'T EVEN TOUCHED ON DRAG RACING AND SHORT OVALS!**

Visiting social club nights may not be your cup of tea and most club memberships are spread far and wide so geography can always be a bar to attendance. Weekly club nights are almost defunct, and I don't know of any club that boasts active and well supported weekly / monthly calendar of gatherings.



Most, like Sutton & Cheam MC, meet on an irregular basis generally at a local pub where the like-minded petrol-heads chat the breeze over a pint and maybe the odd pie as well.

Now we know that these are frowned upon by a sneering element but to be honest they also offer no alternative so tough.

Yes, it would be great to have Film nights and Club Quizzes every month, especially if they were within a couple of miles of where everyone lives but as we all appreciate, that isn't going to happen if only 4 or 5 people attend.



On the flipside however, an occasional trip out on a Down the Pub Night can keep you in touch and we try to plan it so that there is one in your area (apart from those 'up north' or on the Isle of Wight) at least once or twice a year so it stops you fading away into retirement with just a whimper.

Most of all however, being involved in one way, shape or form is the key and the odd magazine article or snippet, the occasional comment on social media (it's not all full of nasty Nigerians trying to steal your nest-egg) or simply turning out for a Coca-Cola and a bag of crisp occasionally will help motor clubs survive.

If you google 'What's the meaning of a motor club, it will tell you that:

*'A motor club is an organisation that provides benefits to its members related to the operation of a motor vehicle' and that's what we hope we can do for you!*



## **DIARY DATE: SILVERSTONE - AUGUST 2025**

### **CARS FROM THE EPIC GROUP C ERA ROAR BACK ONTO SILVERSTONE FESTIVAL BILL**



- **Legendary Le Mans icons return for spectacular**

#### **Saturday sundowner**

- **Exciting New Series revives crowd-pleasing prototypes from the 1980s**
- **Jaguar, Porsche and Mercedes racing icons renew old rivalries**
- **Tickets on sale at Super Early Bird prices**



By popular demand, Masters Historic Racing bring back spectacular Group C sportscars racing into the sunset at next summer's Silverstone Festival (22-24 August). It will be a huge year as the event will also be celebrating the 75<sup>th</sup> anniversary of Formula 1.

It will be a very welcome return for these widely revered 200+ mph endurance prototypes from the 1980s which were a much-loved treasure on the event's packed track program until 2017 when, sadly, grid numbers started to decline.

Partially filling the void, a stunning collection of iconic Group C cars was assembled at Silverstone in 2022 to mark the 40 years since the category first raced at the circuit. It was an impressive gathering – fronted by five-time Le Mans 24 Hours winner Derek Bell MBE – that drew huge crowds, widespread praise and fueled demand to see these icons back racing again... a wish that will come true next summer!

Turning dreams into reality, Masters Historic Racing has introduced the wonderful new [Masters Le Mans 80+](#) series to give these Group C titans a hotly anticipated revival. Just three European rounds (plus two in the Middle East) will be staged, all at circuits where the cars can unleash their full power: Paul Ricard in France; Nürburgring in Germany and, of course, Silverstone

*“Group C has always been a massive crowd-pleaser at the festival and, as soon as Masters announced this super-exciting new grid, we knew we had to squeeze it onto the bill,”* said a clearly very happy Event Director, Nick Wigley. *“Aside from possibly Le Mans, there can be no better place to watch Group C cars in flat-out action than on the full Silverstone Grand Prix circuit where they excelled in period. With this race adding to our special celebrations to honour 75 years of Formula 1, next year’s Festival is just looking better and better. It’s not to be missed!”*

Ensuring a bumper grid, [Masters Le Mans 80+](#) will spotlight Group C plus IMSA GTP cars as raced so successfully in the US, racing into the sunset on Saturday evening at the 2025 Festival.

*“For the 2025 season, we’re excited to bring the new Masters Le Mans 80s+ grid to five events, with the Silverstone Festival standing out as a particularly thrilling showcase for these legendary Group C and IMSA GTP cars which competed at Le Mans from 1982 to 1993,”* confirmed Frederic Fatien, CEO at Masters.

*“The energy and passion from the avid fans at Silverstone are always incredible, and we look forward to seeing a strong grid take to the track next August for what promises to be another memorable celebration of endurance racing history.”*

Fueling the fever and stirring special memories, the celebrated racers remain in their evocative period liveries so fans can savor Silk Cut Jaguars, Rothmans Porsches and Silver Arrows Mercedes’ renewing their old rivalries as dusk falls.

The unmissable 40-minute Saturday evening showdown is the latest addition to a packed racecard featuring the very best grids historic motor sport has to offer.

With next year’s Festival paying tribute to the birth of the Formula 1 World Championship at Silverstone in 1950, 75 years of Grand Prix cars will take centre stage joined by all the golden eras of GTs, Sportscars, junior Single-Seaters and, of course, bumper-bashing Touring Cars. Relive the halcyon heydays of motorsport over the action-packed August Bank Holiday weekend.

Super Early Bird prices are available until the end of the year with day tickets from £50 and the increasingly popular three-day weekend ticket priced at £145. Camping options are also available. There is also a special 2-for-1 ticket offer for car club members booking to display their cherished classic through one of the 100+ registered car clubs.

Celebrating the Festival as a family occasion, accompanied children aged 15 and under can attend free and all tickets give access to an incredible line-up of family friendly activities and attractions including live music concerts from chart-topping performers, selected fun fair rides, stunt shows plus a wealth of other top class Bank Holiday entertainment for all ages.

Further information on the 2025 Silverstone Festival and full ticket details are available from the Silverstone Festival website [here](#).

### **2025 SILVERSTONE FESTIVAL RACE PROGRAMME\***

- *Historic Formula Junior*
- *HGPCA for Pre '66 Grand Prix Cars*
- *Masters Racing Legends (Historic Formula 1)*
- *Royal Automobile Club Historic Tourist Trophy*
- *Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy*
- *NEW: Masters Le Mans 80+ for Group C and IMSA GTP cars*
- *Masters Le Mans 90+*
- *Masters Sports Car Legends*
- *International Trophy for Classic GT Cars (Pre '66)*
- *Masters GT Trophy*
- *Transatlantic Trophy for Pre '66 Touring Cars*
- *Adrian Flux Trophy for MRL Historic Touring Car Challenge*

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### **SATURDAY 7<sup>th</sup> June 2025**

**ABINGDON MOTORSPORT CAR-NIVAL AUTOSOLO**  
**ABINGDON MOTORSPORT CAR-NIVAL SPRINT**

### **SUNDAY 8<sup>th</sup> June 2025**

**ABINGDON MOTORSPORT CAR-NIVAL RALLY**

**Regulations will be available - 1<sup>st</sup> week in April 2025**

## A FEW 2025 COMPETITION DATES FOR YOUR DIARY

|       |                              |  |                  |
|-------|------------------------------|--|------------------|
| 13/04 | Herts County Auto & AC       | <i>Hethel Test Track – Norfolk</i>                         | Sprint           |
| 26/04 | Bognor Regis MC              | <i>Goodwood Circuit - Sussex</i>                           | Sprint           |
| 10/05 | Bristol Pegasus MC           | <i>Castle Combe Circuit - Wiltshire</i>                    | Sprint           |
| 11/05 | Herts County Auto & AC       | <i>Debden Airfield - Essex</i>                             | Sprint           |
| 11/05 | Farnborough DMC              | <i>Rushmoor Arena - Hampshire</i>                          | Sprint           |
| 07/06 | <b>Sutton &amp; Cheam MC</b> | <b><i>Abingdon Airfield - Oxfordshire</i></b>              | <b>Sprint</b>    |
| 12/07 | Borough 19MC                 | <i>Lydden Hill Circuit - Kent</i>                          | Sprint           |
| 20/07 | Green Belts MC               | <i>North Weald Airfield - Hertfordshire</i>                | Sprint           |
| 07/09 | Borough 19MC                 | <i>Hethel Test Track - Norfolk</i>                         | Sprint           |
| 14/09 | Green Belt MC                | <i>North Weald Airfield - Hertfordshire</i>                | Sprint           |
| 28/09 | Herts County Auto & AC       | <i>Debden Airfield - Essex</i>                             | Sprint           |
| 05/07 | BARC SW                      | <i>Gurston Down Hillclimb - Wiltshire</i>                  | Sprint           |
| 05/10 | Farnborough DMC              | <i>Eelmoor Driver Area - Hampshire</i>                     | Sprint           |
|       |                              |  |                  |
| 18/01 | Chelmsford MC                | <b><i>Brands Hatch Stages – Brands Hatch (T)</i></b>       | S/V Rally        |
| 08/02 | Anglia Motor Club            | <b><i>Snetterton Stages - (T)</i></b>                      | S/V Rally        |
| 23/02 | Beverley & DMC               | <b><i>East Riding Stages - (T)</i></b>                     | M/V Rally        |
| 28/02 | Stockport 061 MC             | <b><i>Altratech SMC Stages – Anglesey (T)</i></b>          | S/V Rally        |
| 02/03 | Pendle MC                    | <b><i>Lee Holland Stages Rally – Anglesey (T)</i></b>      | S/V Rally        |
| 16/03 | Dukeries MC                  | <b><i>Dukeries Stages Rally – Donington (T)</i></b>        | S/V Rally        |
| 06/04 | Border MC                    | <b><i>Alan Healy Stages – Cadwell Park (T)</i></b>         | S/V Rally        |
| 10/05 | South Hams MC                | <b><i>TSH Stages – Cornwall (T)</i></b>                    | S/V Rally        |
| 23/05 | Border Counties MC           | <b><i>Jim Clark - (T)</i></b>                              | M/V Rally        |
| 08/06 | <b>Farnborough DMC</b>       | <b><i>Abingdon Airfield – Oxfordshire (T)</i></b>          | <b>S/V Rally</b> |
| 05/09 | Aberystwyth & DMC            | <b><i>Rali Ceredigion – (T)</i></b>                        | M/V Rally        |
| 08/09 | Bath MC                      | <b><i>Castle Combe Stages - (T)</i></b>                    | S/V Rally        |
| 02/03 | Bournemouth & DCC            | <b><i>Bovington Test Track – Dorset (T)</i></b>            | S/V Rally        |
| 10/10 | Jersey MC & LCC              | <b><i>Jersey Rally – Channel Isles (T)</i></b>             | M/V Rally        |
| 10/10 | Mull CC                      | <b><i>Mull Rally – Isle of Mull (T)</i></b>                | M/V Rally        |
| 19/10 | Bournemouth & DCC            | <b><i>Bovington Test Track – Dorset (T)</i></b>            | S/V Rally        |
|       |                              |  |                  |
| 12/04 | Midland Manor MC             | <b><i>Severn Vally Stages - (G)</i></b>                    | M/V Rally        |
| 08/09 | Stonehaven & DMC             | <b><i>Grampian Rally – (G)</i></b>                         | M/V Rally        |
| 25/10 | North Wales CC               | <b><i>Cambrian Rally - Aberystwyth (G)</i></b>             | M/V Rally        |
|       |                              |  |                  |
| 22/01 | AC de Monaco                 | <b><i>Monte Carlo Rally – Monaco</i></b>                   | WRC              |
| 23/05 | Santa Pod Racers Club        | <b><i>FIA European Championship - The Main Event</i></b>   | Drag             |
| 30/05 | Lydden Hill Race Club        | <b><i>World RX - FIA World Rallycross Championship</i></b> | Rallycross       |
| 14/06 | Le Mans 24 Hours             | <b><i>Le Mans – France</i></b>                             | Endurance        |
| 05/07 | Santa Pod Racers Club        | <b><i>MS-UK British Championship – Summer</i></b>          | Drag             |
| 06/07 | Motorsport UK                | <b><i>British Grand Prix - Silverstone</i></b>             | F1               |
| 04/09 | Santa Pod Racers Club        | <b><i>FIA European Championship – Euro Finals</i></b>      | Drag             |
| 19/09 | Santa Pod Racers Club        | <b><i>MS-UK British Championship – National Finals</i></b> | Drag             |
| 02/11 | London to Brighton VCR       | <b><i>London - Brighton</i></b>                            | VCR              |

*Dates correct at time of publication*



# Sutton & Cheam Motor Club

*Established 1959*

## 2024/25 Management & Committee

|   |   |
|---|---|
| <b>Chairman</b>   |   |
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| <b>Secretary</b>  |   |
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| <b>Treasurer</b>  |   |
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| Martin Pickles  | 4, Goodman Close, West Haddon, Northamptonshire NN6 7DB <a href="mailto:67meanie@gmail.com">67meanie@gmail.com</a>              |
| <p><i>Officers and Committee members are nominated and elected at the Annual General Meeting each year.</i></p> <p><i>They convene on the first Tuesday of each month (Usually via Zoom) and volunteers can be co-opted at any time</i></p> |   |