

The Official Magazine of
SUTTON & CHEAM MOTOR CLUB

www.scmc.co.uk

Spotlight



TEAM
TEMPEST



Democracy or Dictatorship – Is trouble brewing everywhere...

Spring normally brings warmer weather, brighter colours with an air of expectation of greater things to come...



**DEVIL OR
SAINT?**



Sunny days, colder beers and maybe the odd burger on the barbeque is a reasonable outlook but unfortunately 2025 looks almost frightening in every direction we look. On a worldwide front we have the incredible situation in the US, and I cannot believe how 340 million people can let a madman dictate and ruin everything they have built in the past 330 years. The world order is under threat, yet they seem to sit back and take it without anyone trying to stop the complete and utter lunacy of a dictator gone mad!



***Keir and Khan, all that's missing is the third K
to give us the KKK***

Without trying to bring politics into motor club life, as if things are bad enough on the world stage, we have similar traits running through our own democracy both at home and within the governance of our sport.

Two-Tier Keir appears to be declaring war on farmers, private schools and even pensioners whilst just below him his mate Sadiq Khan simply wants to outlaw any legitimate movement by the public, unless he is earning a bob-or-two in the process.

So, what's all this about dictatorship and corruption within motor sport?

For many years we have known that motorsport has had its powerful characters who have tried to take command of almost every aspect. In the 1970s Jean-Marie Balestre, set up The Fédération Internationale du Sport Automobile (FISA) an autonomous federation within the FIA.

He simply bullied his way through regulation after regulation with the air of an unmitigated egomaniac, especially during his well-publicised disputes with Ayrton Senna where he told the Brazilian that ***'the best decision is my decision!'***



Jean-Marie Balestre

Then along came Bernie (Ecclestone) who despite his somewhat vertically challenged stature at just 5' 3", manipulated drivers, teams and the governing body to his own advantage. Working alongside (and often against) Max Moseley, he 'steered' F1 into the animal we see today, a behemoth of advertising, income and out-and-out capitalism.



Ecclestone has entertained some well-known friends

Bernie forged a number of dubious partnerships, some repeated by today's villains and their often-claimed ill-gotten gains are reflected in later pages of this magazine. The little chap in the badly fitting suits is frequently credited with saving F1 and creating what we have today... I leave that to your own opinion!

Closer to home we have had a succession of 'Big-Wigs' who have tried to be 'King of the Castle' in teams within various disciplines and even our current leader Motorsport UK Chairman David Richards (CBE) has his detractors when the reviews come in and the British Governance of our pastime is far from comfy and correct.

However, and this is the main purpose of occupying this page in your favourite motor club publication, **THINGS ARE GETTING VERY SOUR** even in our own little sporting world.

Below and over the following pages we reproduce the article published by BBC News outlining a volcanic situation with the FIA.



Dave Richards CBE

Whilst it may not be of interest to anyone flying around Abingdon in June, it could and probably will have a dramatic on club motor sport as it begins to filter down.

Andrew Benson - F1 correspondent

Published 5 March 2025

David Richards, the Chairman of Motorsport UK, has threatened world governing body the FIA with legal action if it does not address his concerns about governance.

Richards' move comes after he was one of a number of FIA members who were barred from a meeting of its world council last week after refusing to sign a non-disclosure agreement.

The 72-year-old said in a letter to members of Motorsport UK, external, a member of the FIA, that the FIA's actions under President Mohammed Ben Sulayem are in breach of its own statutes and that its actions fall short of **"gold-standard levels of transparency, accountability and integrity in sports governance"**.

Richards, the Chairman of motorsport engineering company Prodrive and a former Formula 1 team boss, added he intends to **"remind the FIA of their responsibilities and hold them to account on behalf of the sport and their members worldwide"**. Richards' letter references the number of controversies that have embroiled Ben Sulayem since he was elected in December 2021. These have included his views on women, his approach to F1, changes to the statutes reducing accountability, the dismissal of a number of senior figures and rule changes regarding F1 drivers' public behaviour.

Richards said there has been a **"distinct failure"** by Ben Sulayem to meet the promises he made when he ran for election.

These included being a hands-off president conducting himself in a non-executive manner and delegating the running of the FIA to a professional team, appointing and empowering a capable CEO, and full transparency of actions. He said the situation at the FIA has **"progressively worsened", pointing to the firing or "resignation under an opaque cloud"** of several senior FIA figures.

He added: **"The scope of the audit and ethics committees has been severely limited and now lacks autonomy from the authority of the president, while the UK representative, who challenged certain matters, was summarily removed along with the chair of the audit committee"**.

He said the **"final straw"** that led to his letter was **"being asked to sign a new confidentiality agreement that I regarded as a 'gagging order'"**.

Richards said he had already signed a confidentiality agreement when he was appointed to the world motorsport council in 2021 and **"remains committed to my confidentiality obligations under this existing agreement and Article 4, which remain in effect"**.

He added: **"However, the new confidentiality agreement went far further than this and, at a week's notice, I was told that if I didn't sign it, I would be barred from the next World Motorsport Council meeting."**

He said the key clauses he objected to were:

Everything was now considered confidential, without any qualification, preventing me from necessarily sharing what I considered to be relevant information.

The FIA, at its own discretion, could decide if anyone breached the terms of the new confidentiality agreement with no process or frame of reference.

There was an immediate fine of 50,000 euros for any breach and a threat of undisclosed damages.

He added: **"Our Motorsport UK lawyers, along with our French legal counsel, have challenged the FIA on their actions by setting out a clear set of questions that the FIA leadership needs to answer". "It is very disappointing to report that we have still not received an answer to these or the fundamental question I raised: where in the FIA Statutes does it provide for an elected member to be barred from a meeting?"** He added: **"We have informed the FIA that, unless they address the issues we've raised, we will be engaging in further legal action."**

Richards acknowledged that the media had gained access to some sensitive information in the past three years.

But he added: **"No-one, least of all myself, would dispute the fact that certain matters must be treated as confidential and sensitive for external release"**.

"However, we should not allow that basic truth to be misused in order to create a blanket gagging order on volunteer representatives on the various crucial councils and committees. This is not how a member-owned and driven organisation should behave."

The FIA reissued a response it gave to BBC Sport last week in the wake of Richards being excluded from the world council...

It said that non-disclosure agreements were **"routine"** in all organisations, that **"unauthorised disclosure of confidential information undermines"** its ability to pursue its objectives, and that the measures were **"overwhelmingly supported by the super-majority of WMSC members"**.

The full Motorsport UK statement can be found at:

https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2025/03/2025_03_Revolution-Special-Edition.pdf



Conclusion:

To his credit, Dave Richards and Motorsport UK outline a very strong and clear case against what is currently underway within the FIA and explains that **'something needs to be done'** and very quickly otherwise we will have serious consequences.

Never before has an ASN (Autorité Sportive Nationale), the national governing body taken such strong action and what is happening at the FIA is a very complex 'row' that has district echoes of what is going on in America, Westminster and even the London Mayor's Office.

Now this may seem extreme and even political, but this is how it all starts.

Without wishing to be alarmist and dragging your simple membership of Sutton & Cheam Motor Club into the misty world of conspiracy theories, this is the same strategy as being played out in the USA.

We can even see it in the UK where the abolition of local governance by Borough and County Councils is well under way and the transition to new unitary authorities by 2028 is being sneaked in under our very noses!

and although the individual chapters may vary, the end of the book and the final outcome look menacingly similar – **Dictatorship!**

Motorsport

With the Club now only running one event per annum – the CAR-nival at Abingdon - the need to find a new venue(s) in the area south of London is greater than ever.

If you have any inkling about a potential venue, then please let me know. We have shown in the past – Longmoor Loco, Bramley Rallysprint etc. – that we can design events to suit a venue.

For those needing their motorsport fix or wanting to learn more about specific motorsport disciplines or roles, Motorsport UK's Motorsport TV (<https://motorsportuk.tv/>) has been massively improved over the year in terms of volume and the number of 'What is?' and 'How to' videos.

In a mid-February press release, the British Touring Car Championship (BTCC) announced that it had become the first championship in the UK to adopt fully sustainable fossil-free fuel for all its cars.

This resulted from a test and development program which was completed successfully, following a full assessment and consultation. As a result, the use of hybrid technology in the BTCC has now ended.

In a similar vein, the World Rally Championship (WRC) has also dropped its hybrid program with 2025 cars now running petrol only engines. All cars are powered exclusively by 1.6-litre turbocharged internal combustion engines, using 100% fossil-free fuel supplied by championship partner P1 Fuels.

Despite these changes, drivers seem to be more concerned about the move to Hankook tyres and the new need to learn quickly about their idiosyncrasies (see below for reflections on Rally Sweden).



Meanwhile the WRC, which ran sustainably fueled petrol cars against electric cars in 2024, appears to be going through major change.

Currently promoted by the same promoter as the WRC, the FIA is seeking a new promoter. A rumoured price tag of around \$550m may be the reason that there has been near silence from the Championship since the end of the 2024 season.



Intriguingly, the provisional 2025 calendar (announced in October 2024) included a 'Street Rallycross event' here in the UK. This is rumoured to be at the 'Motofest' event in

Coventry on 1st / 2nd June - See: <http://www.coventrymotofest.com>



Socials

Other than the 2024 Awards Dinner, about the only other time regular we get together as a club is for ***Down the Pub*** (“DtP”) socials.

We deliberately move the venues around to try to ensure that our members in Surrey, Kent and Hampshire have at least four relatively accessible DtPs to come along to.

The December event at the Hen & Chickens on the A31 near Alton was an example of how things work and despite it *‘being in the middle of nowhere’* the occasion was probably the best turnout of the year. We saw several members who otherwise, we would only have been seen at Abingdon CAR-nival. It was a great evening in a great pub with some great friends and you really don’t know what you missed!



STOP PRESS: *Our March Down the Pub also saw around 30 members assemble at the Red Lion in Godstone which proved a fascinating and entertaining evening – See what you are missing! Please try to make the effort to support the gatherings when they are in your area – they are also a key means for the Committee to find out what members are up to.*

World Rally Championship

As part of my research for this edition of Chatter, I have just spent some time this weekend watching live reports from the WRC and Rally Sweden on TNT Sport (the old BT Sport).

For those that have never tuned in, the coverage is nothing short of excellent with knowledgeable commentators, live coverage of one stage in each loop on each day and on-screen timing to allow the viewer to judge the pace of the car they are watching.



For some time, I have felt that the level of competition is *“not like the old days”*.

However, after 2½ hours rallying, Elfyn Evans won by just 3.8 seconds with 3rd placed Thierry Neuville was within 12-seconds of the leader. With 5th placed Kalle Rovanperä only 30-seconds behind, this was an incredibly hard-fought event amongst the top half-dozen.

With points still on offer for the final 5-minute stage (known as the Power Stage), the remaining Sunday stages as well as the overall event, 36-year-old Evans kept his cool, taking the final stage just 0.1 second quicker than his

nearest rival to take a maximum haul of points.

The margin of victory over his stable-mate Takamoto Kasuta was just 3.8 seconds and far closer than virtually all F1 races.

Elfyn's victory was his tenth WRC victory putting him level with

the legendary Ari Vatanen and the much-loved Richard Burns.

Of course, there are many more WRC Rounds currently than there were in their days but it still demonstrates Elfyn's competitiveness on the world stage. He now has 61 WRC points in the 2025 Championship, compared to Seb Ogier (33) and Kalle Rovanperä (31) which, I think, represents his best start to the season ever.

Could he go all the way this year and we could see another British World Rally Champion – or God-forbid, see him match Stirling Moss's record of coming second in a Drivers World Championship 5 times?

Clerks and Stewards Seminar 2025

There were about 80 attendees at Brands Hatch including myself, Barry Guess, Chris Phillips and Tony Perrett, our current array of licenced Clerks of the Course in Sutton & Cheam Motor Club.

The Seminars are never a riveting affair, and this edition covered a range of topics including:

- The replacement of the General Regulations (Previously known as The Blue Book) by the new National Competition Rules or NCR's (see separate article).
- Motorsport UK's recently introduced a Safety Management System which is essentially Motorsport UK's risk identification and management plan. What was emphasised at the seminar was the importance of reporting and recording incidents to enable emerging risk themes and issues in our sport to be identified and therefore addressed. It's an on-going issue so remember to always let the organisers know if something happens to you!
- MS-UK outlined their intended support for organisers by issuing both guidelines and the necessary equipment to assist in doping and alcohol

checks of competitors. This was building momentum pre-COVID but was then paused whilst bigger issues were addressed.

- There was a short section on licenses and Events were encouraged to check licenses properly – both Competitors and Officials. Those involved with Signing-On formalities were reminded that licenses can now be downloaded electronically and simply showing them on a mobile or tablet is now considered an acceptable form of license validation. They added that Motorsport UK can and may issue a '*confirmation of license*' prior to the issue of a license although such an item does have a finite life out around 14 days.
- In order to promote a degree of interaction amongst the delegates the room then ran through a number of 'case-studies largely relating to how event officials should be working with both the Event Stewards and the Motorsport UK appointed Steward. Unsurprisingly the message was organisers should agree on the 'lines of communication' and what to bring to the attention of the Stewards before the event starts. More surprising was how quickly/ slowly different disciplines would escalate information to the Stewards. Rallying in particular, it needed more information on every incident to get to the point where (a) the Clerk of the Course can decide; and (b) he/ she had something informative to tell the Stewards. Race and Speed disciplines could and do react faster as more often than not the details are happening right in front of them or can easily be assessed via the myriads of circuit cameras employed nowadays.

Two competitions for 2025

In this magazine you will find details of a little quiz giving you the opportunity to demonstrate your motorsport foresight. The quiz asks you to **predict or nominate the winners of 10 motorsport championships in 2025** – nominations to be provided to me by 30 April 2025 so you do not have the benefit of hindsight!

The competition covers a wide range of disciplines so hopefully participants will do some research on forms of motorsport which they are less familiar with. There is one prize for the winner – I am putting up a £50 voucher to be spent at Oddbins.

The Club Committee is also working on a **Members Competition**, details of which will either be included within these pages, or more likely circulated to members within days of the distribution of magazine.

The aim of the competition is to encourage members to participate in motorsport and associated club involvements, with equal weight put on both sets of activities. There is also a cap on the number of points to be earned in a particular area.

When combined, it is hoped and expected that this will be an activity that

any member, old or young, active or lazy can win, **provided they make the effort** to claim their non-club activity points.

There will be regular points updates published in the magazine and on the website during the year, with an award to the winner being made at the Awards Dinner.

And Finally...



Rally



Rallycross

Wishing all Sutton & Cheam Motor Club members an exciting and safe year's competition in 2025. Whether you are competing, marshalling, organising or simply supporting our members.



Road Events



Race



Speed

Ian Brooks - S & C M C Chairman

National Competition Rules (NCR)

All members, in particular those competing, should be aware that as of 1st January 2025 the Blue Book is no more.

It has been replaced by NCRs.

In theory, NCRs (which can be found [HERE](#)) and should reflect the previous General Regulations, re-organised to consolidate information for competitors and officials in more logical and self-contained chapters.

The change to a new platform underpinning the NCRs has also been made to improve the effectiveness of using '*search*' and to enable *links* to facilitate navigation of the NCRs.

The NCRs are broken into the following groupings:

- **Chapters:** Main topic - e.g. Chapter 2 Judicial; Chapter 3 Organisers; Chapter 13 Rallying.
- **Appendices:** Sub-topics - e.g. Chapter 13 Appendix C (Regs for Road Events); Appendix 11A (Regs for Special Stage Rallies); Appendix 11B (Regs for single venue rallies and time trials) etc.
- **Articles:** The detailed text applicable to the relevant Appendix (Rule).

References to the NCRs in all Supplementary Regulations and all documentation must now be represented in three parts

i.e. Chapter x, Appendix B, Article 4.2. and all organisers are required to use this consistent form of reference.

So, why not test yourself (Click on the link above to go to the National Competition Rules).

What does Chapter 13, Appendix 11B, Article 2.6 refer to? (answer at the end of this section).

It is evident from the initial application of the NCRs to 'real forthcoming events' that inconsistencies have already arisen and whilst these may have always been in the pages of the Blue Book and they were largely unidentifiable and hence we are already on Version 8 of the NCRs!

Motorsports UK have advised that they will limit version updates to one a month in 2025 although this is already proving to be too frequent as the dates between the issuing of event regulations are normally always 2 or 3 months before the actual event date.



Additionally, large racing clubs issue a set of Supplementary Regulations to cover a whole season and up to 10 or 12 races so it is likely these will be grossly out of date come the final race.

Moreover, they have agreed to identify updates from one version to the next with rule 'changes' that will be highlighted in red although they have reserved the right to do this if the change(s) are simply related to tidying up the NCRs (e.g. removing inconsistencies, correcting cross-references and typos). They say it will be highlighted in orange but let's see.

The latest version of the NCRs is available on the link above or via Motorsport UK's web site under its 'Resource Centre' tab.

It is relatively easy to find and is downloadable as a pdf to enable access to the document at events even where there is no internet connectivity.

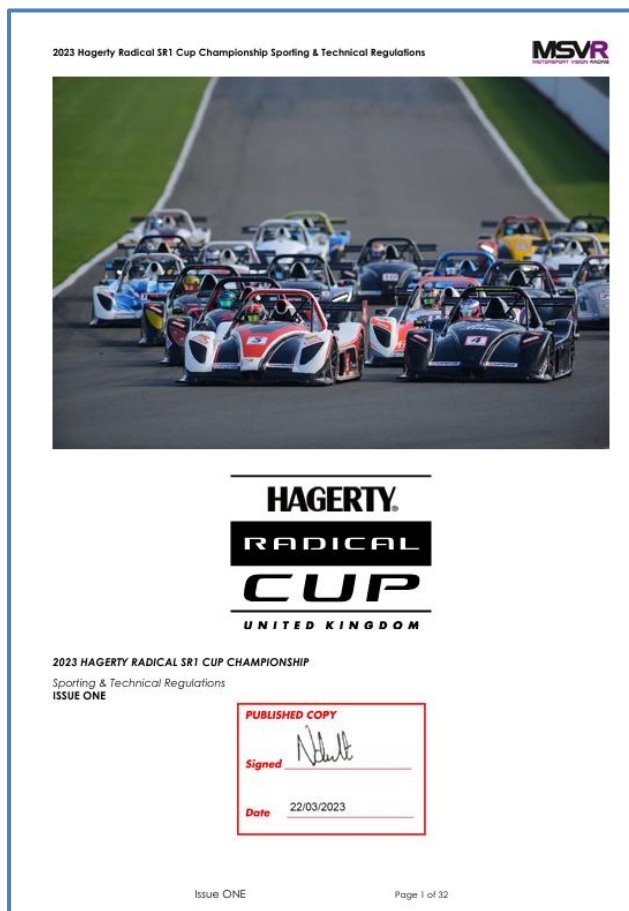
They can be downloaded as a single document 'whole document' or one can chose to download just the chapter(s) common to everybody plus just those relevant to your form of motorsport.

However, if you download single chapters be aware that embedded links, unless within the downloaded chapter, will not work at present.

Finally, Motorsports UK is considering making earlier versions of the NCRs available on its website (at end January 2025 only the latest version was available) so clubs can track changes to the NCRs over the course of an event. This can be useful as for instance the Supplementary Regulations for the recent rally at Brands Hatch were written, based on v5 of the NCRs whilst in reality the event actually took place under v7!

Now we are not going to suggest or predict the level of confusion, chaos or even misadministration of the rules governing our sport but we would strongly recommended to our members, Competitors and Organisers alike that they always download the latest available version of the NCRs in the days immediately before an event. This is widely because when push comes to shove, this is what will be in force on the big day itself!

If you want/ need to better understand the structure of NCRs, Motorsports UK has made a video found [HERE](#)





Chairman's Tip: *I have just applied for a MS-UK RS Clubman licence - the lowest grade of license you can get and I was delighted to discover that Motorsports UK were prepared to give it to me at no cost.*

However, be aware that such a license comes without the Personal Accident cover that Motorsports UK provides for free with all the 'paid for' licenses.

But all is not lost: you can either pay for your RS Clubman licence (and get the cover thrown in) or arrange separate cover with a company like Marsh Insurance (MS UK Insurers).

That's just about it for this magazine and with the daffodils about to turn the countryside yellow we can hopefully all get involved with our favourite motor club.

By the way... the answer to the earlier NCR question was

Art 2.6: No practice is permitted.

MEMEBERSHIP REMINDER

A quick reminder that last year we extended our membership offering to include 'Associate Members'. This new category allows existing fully paid-up members to add a member of their family or their driver – co-driver to their package so that they can both compete under the Sutton & Cheam MC banner – ***And all for just £10 per year!***

The turn into the new year has seen a dramatic fall in the membership numbers with almost 33% of membership not renewing.

Yes, we always lose a degree of 'One Year Members' who join the club simply to take part in our events but with just one of those remaining, things are beginning to look very thin.

Can I therefore ask those of you that are still with us to help promote membership of the club, wherever and whenever possible.

Sutton & Cheam Motor Club is a great organisation with a deep history and reputation with its very heart in all sorts of motor sport competition – be it either through our events or through the exploits of our members.

We boast World and British Champions in racing and rallying with quite a few Regional Champions on the membership Role of Honour. These are joined by a huge array of very competitive drivers and navigators all active at events almost every week,

They compete in all corners of the country (and even around the world) and everyone is happy to help, encourage and advise even the most inexperienced of any novice members.

2025 ACSMC Sprint and Hillclimb Championships

The article *by Dave Whyman*

Editor's preface: Firstly, and before you go too far, we should explain to the uninitiated the ACSMC is our local Regional Association who exist (or so it is written) to bring together the clubs in central southern England for a variety of reasons:

- To seek to develop our sport across the area for the collective good of our clubs, competitors and volunteers.
- To organise regional championships across many different types of motor sport.
- To support each other in the organisation and promotion of events.
- To become a collective voice in the two-way dialogue with Motorsport UK, our governing body.
- To facilitate clubs coming-together and talking to each other as a great way of sharing knowledge and experience.
- To arrange training events.

Following on from a recent magazine article on Sprints and Hillclimbs as an alternative form of motorsport, I was asked to summarise the specifics of the 2025 Association of Central Southern Motor Clubs (ACSMC) Championships, of which I am the Secretary and Co-Ordinator. There are 2 Championships:

2025 ACSMC Sprint Championship

2025 ACSMC Hillclimb Championship

The Championship Regulations have now finally been approved by Motorsport UK and are available either on the ACSMC website – www.acsmc.com – or by contacting me direct at davewhyman@hotmail.com

The Championships themselves have a reasonable number of registrations and last year we had 60 Sprint Contenders and 40 Hillclimb Contenders.

Before the start of each year we (*The ACSMC and the other 2 local associations – The AEMC and the ASEM*) review our Class structures with an aim to provide as fair a structure as we possibly can, so that the many different vehicles, and varying levels of modification, can compete on as equal a playing field as possible. It has always proved to be a very successful approach, endorsed by many organisers who also adopt the same structure for their events.

Having agreed classes for the year, development of the calendar can be one of the hardest challenges and I know of at least one other Association that has around 25 qualifying rounds with just the best 10 to count.

Personally, I think that there are too many as it enables competitors to simply cherry-pick events and not on the venue itself. A key negative is that it can occur that you never compete directly against another challenger for the championship who may be in exactly the same spec and type of car but does a different set of events.

I try to limit the number of rounds to around 18 with some happening on the same day where there are date clashes. This allows a competitor to choose which event to enter as generally they are in different geographical areas and thus there are cost-savings to be had.

In the last few years, I have spiced things up a bit by taking selective hillclimb venues, such as Gurston Down, and including their events within the Sprint championship.

Similarly, I have also selected some of the more classic venues such as Goodwood and Castle Coombe and featured them in the Hillclimb Championship.

Although frowned upon initially, it has been a great success, so much so that at Gurston particularly, we now have access to their full calendar, rather than just one visit each year.

In terms of venues themselves, all those in the Hillclimb Championship are obviously fixed, in the sense that the course is permanent, unchanging and of course dictated by a gradient. This does actually apply to a number of the fixed sprint venues such as Goodwood, Castle Coombe, Lydden Hill Circuits, and the Lotus Car Company Test Track at Hethel.

Here by their very nature, the surfaces are particularly smooth, and the experienced competitor can bring all their previous knowledge of the track to gain their personal best time.

However. Some other venues are '*built on the day*' and whilst in principal they have the same layout year-on-year, it is inevitable that minor changes to surfaces and interpretation of the course will occur.

It is interesting that these latter events often attract entries from the rallying community who are used to the surprise element, with a driving style more based on 'as you see it' rather than smooth and consistency.

They also enjoy that sprinting is a comparatively low-cost outing for testing.

One of the most popular events is a part of the Abingdon Motorsport CAR-nival weekend which features a Sprint (for up to 130 vehicles) alongside an Autosolo both held on Saturday. On Sunday there is a single venue stage Rally for 100 cars and so the whole event is a great example of cross discipline where some of the rally cars entering the Saturday Sprint make up more than 10% of the overall entry. Conversely, some of the sprinters make a weekend of it staying over to marshal the rally on Sunday.

So what are the benefits of entering the either Championship?

I believe there are a number of key benefits which are often led by the practicality that many competitors are unsure of which events they will compete in during the season, but they still have an urge to compete.

Entering a Championship puts each event into context and requires only a small level of planning. As the Secretary, I maintain close contact with all the organisers and while we cannot guarantee an entry, we do have advance notice of when entries are open and a direct link to their registration page. Often, I am able to provide copies of Supplementary regulations or even advice on what events is coming up without the need to trawl through Google

and alike.

At the end of the season the Championship Awards Ceremony is held at Brooklands Museum which is not only a prestigious affair but also includes free entry to the fabulous museum for competitors and their partner.

All of this for a registration fee that is less than a pint of Guinness at just £5!

Like all clubs, one of our Association membership objectives is the active promotion of motor sport in all its disciplines and opportunities and the Sprint and Hillclimb Championships partly fulfil this obligation. That said, Regional Associations also provide a strong conduit between Motorsport UK and grassroot club members and much of what is decided is debated and discussed well before it becomes too late.

As an example, in the new National Competition Rules there is new development of the definition for 'Standard Cars' at speed events. This change was started by the ACSMC nearly 15 years ago following a special meeting of competitors and representatives from the then MSA. It was so successful that it was formally adopted by the MSA 5 years later and has now gradually evolved into what we have today - Democracy in action!.

The calendar for the year is shown below, I hope I can look forward to your registration very soon...

Dave Whyman - davewhyman@hotmail.com .

2025 ACSMC Sprint Championship

Sponsored by Hamilton Motorsport Ltd

Rd	Month	Date	Club	Venue
1	April	26/04/25	Bognor Regis MC	Goodwood
2		27/04/25	BARC(SW)	Gurston Down
3	May	03/05/25	Brighton & Hove MC	Goodwood
4		10/05/25	Bristol Pegasus	Castle Coombe**
5a		11/05/25	Herts County	Debden##
5b		11/05/25	Farnborough DMC	Rushmoor##
6	June	07/06/25	Sutton & Cheam / Farnborough	Abingdon
7		14/06/25	BARC(SW)	Gurston Down**
8		15/06/25	BARC(SW)	Gurston Down**
9**	July	12/07/25	Borough19/Tunbridge	**Lydden
10		20/07/25	Green Belt MC	North Weald
11	August	02/08/25	Brighton & Hove MC	Goodwood
12		23/08/25	BARC(SW)	Gurston Down**
13		24/08/25	BARC(SW)	Gurston Down**
14	September	07/09/25	Borough19	Hethel
15		14/09/25	Harrow/Green Belt	North Weald
16		20 & 21/09/25	IOW CC	Sandown
17		27/09/25	Tunbridge/Sevenoaks	Goodwood**
18		28/09/25	Herts County	Debden
19	October	05/10/25	Farnborough	Eelmoor

**Lydden Hill subject to a valid track license.

Best 10 results to count from all rounds - Registration Fee £5.00

2025 ACSMC Sprint Championship

Rd	Month	Date	Club	Venue
1	April	26/04/25	Woolbridge MC	Wiscombe Park
2		27/04/25	Woolbridge MC	Wiscombe Park
3	May	03/05/25	Plymouth MC	Werrington Park
4		04/05/25	Plymouth MC	Werrington Park
5		10/05/25	Bristol Pegasus	Castle Coombe**
6		17/05/25	Torbay MC	Wiscombe Park
7		18/05/25	Wildlife	Wiscombe Park
8	June	14/06/25	BARC(SW)	Gurston Down**
9		15/06/25	BARC(SW)	Gurston Down**
10	July	05/07/25	BARC(SW)	Gurston Down
11		06/07/25	BARC(SW)	Gurston Down
12		23/08/25	BARC(SW)	Gurston Down**
13		24/08/25	BARC(SW)	Gurston Down**
14	September	06/09/25	Five Clubs incl. Plymouth MC.	Wiscombe Park
15		07/09/25	Five Clubs incl. Plymouth MC	Wiscombe Park
16		27/09/25	Tunbridge/Sevenoaks	Goodwood**

Best 10 results to count from all rounds - Registration Fee £5.00

** - signifies an event is in both the Sprint and Hillclimb Championships.

- Two events on the same day. Competitors may choose which event to enter.

A date for your diaries - 30th August 2025

Your committee has been working very hard to deliver a 'Spectating Visit' at Brands Hatch on Saturday 30th August (the weekend after the Bank Holiday) to see the racing on the first day of the Classic Sports Car Club's weekend on the Indy circuit.

















We are expecting to have access to a Corporate Box adjacent to the Start Finish Line with tea, coffee etc.

The box has capacity for only 20 of us so space may be limited to a first come - first served basis

The cost is likely to be around £5 per head on top of the gate price of circa £20 although prices have not been formally announced yet.

We will be looking to get any commitments by June **so let Ian Brooks know (rs8001146@gmail.com) if you are provisionally interested.** This will help ensure you are contacted once the arrangements/costs etc. are finalised.

The table on the next page shows the categories racing on the 30 August - it will be a busy and varied program.

Category	Description
	A series for pre 1966 GT and Touring cars running to FIA Appendix K (no sports racers).
	A series for various pre-1961 Jaguar cars, running to a period specification, including Mk1, Mk2 and XK models.
	A series is for all Sports, Saloons and GT cars originally produced in the 1950's and 1960's, with cars up to end of 1977 running on carburettors.
	A series for fully modified race cars to road cars with limited modifications - the class structure reflects the different specifications that Spridgets have raced over the years.
	A series for Sports, Saloons and GT cars (with doors) from the 1970's and 1980's. 1970's Group 1, Group 2 and Group 4 cars. In addition to rally cars are welcomed.
	A series designed for most production Saloon, Hatchback, Sports and GT models produced up to the end of 1999.
	A series for Pre-94 Special Saloons, Super Saloons, Thundersaloons & Modsports racing cars.
	A series for cars based on the Lotus Seven Series 3 design, including Caterham, Lotus, Westfield, MK, Tiger, Spire, Locost and similar type cars.
	A series for most production-based saloon and GT models
	A one make championship for the MG ZR and the MG3.
	A series for Saloon and Hatchback cars with an engine capacity up to 2 litres, 4 cylinder (non turbo/supercharged, except diesel) of any age. Mazda RX-8 rotary cars also have a dedicated class within this series.
	A one make, closely controlled series for the 1.7 Ford Puma.
	A series for all Saloon, Hatchback, Sports and GT cars with doors, on slick or racing wet tyres. (No single seaters, sports racers or seven type cars)
	Open to all 4-wheeled Morgans.

NEW for 2025!

Sutton and Cheam Motor Club Members' Competition

Runs 1st January – 31st December in any calendar year.

The aim of the competition is to encourage members to participate in the range of activities that enable the club to deliver on what makes Sutton & Cheam Motor Club a great club.

In order to prevent a member running away with the competition because of their involvement in a particular activity, points awarded will be capped for any activity. The winner will therefore be someone who participates broadly in all sorts of club activities.

Prize(s) to be awarded at the Annual Awards Dinner, probably a nice bottle of something and we are looking to repurpose a prestigious cup, possibly the Greville Trophy.

Points Table

Activity	Measure	Single score	Max Annual score
Magazine articles	<i>Submission of <u>a</u> published article, self-written or extracting a published 3rd party article with particular significance. Multiple articles in a single magazine earns multiple points.</i>	4	20
Acting as an Event Official or support crew	<i>Signed on official (Inc marshal) at any event.</i>	4	20
Competing on an event	<i>Entered and completed at least one stage, test or run as a signed-on competitor</i>	4	20
Social event participation	<i>Attendance at a Sutton & Cheam Motor Club social event as listed within the Club Social Calendar including Down the Pub Nights, Awards Dinner.</i>	4	20
Maximum potential score			100

Notes:

- ❖ Abingdon Sprint and Rally are deemed as separate events.
- ❖ Points must be claimed for non-Sutton & Cheam MC events.
- ❖ Max five scores under any heading.

To claim points for external events please email Ian Brooks on rs8001146@gmail.com stating:

1. Name
2. Heading under which points claim is being made.
3. Brief details of your role and the relevant event.

MARSHALS, OFFICIALS AND HELPERS

ABINGDON MOTORSPORT CAR-NIVAL

Saturday 7th / Sunday 8th June 2025

This is your club's major event and it simply cannot run without your help

Officials – Contact Barry Guess on barrygcharlie@aol.com

Marshals – Contact Dave Whyman on

Helpers – Contact Norman Phillips on

Sutton & Cheam MC Social Calendar 2025

Date	Type	Venue/ area	Host
22 Mar	Awards Dinner	Leatherhead – Tyrells Wood	Ian Brooks
8 April	Down the Pub	Ripley / Leatherhead - TBA	David Martin
13 May	Down the Pub	Epsom – Tattenham Corner	Sean Quigley
27 May	AGM	Online via Zoom	Dave Whyman
7 / 8 June	Abingdon CAR-nival	Abingdon	Barry Guess
10 June	Hogs Back Brewery	Guildford/ Farnham - TBC	Chris Phillips
8 July	Interesting Car	Guildford/ Farnham	Dale Huxford
18 July	RAC Summer Event	Epsom - TBA	Barry Guess
12 Aug	Down the Pub	Sutton / Reigate - TBA	Norm Phillips
30 Aug	CSCC meeting	Brands Hatch - East Kent	Ian Brooks
9 Sept	Down the Pub	Guildford / Farnham - TBA	C Sunderland
14 Oct	Down the Pub	Sutton/ Reigate - TBA	David Atherton
2 Nov	London - Brighton	London, Surrey & Sussex	Barry Guess
11 Nov	Down the Pub	Billingshurst / Gatwick - TBA	Keith Mainland
9 Dec	Down the Pub	Guildford / Farnham	[Bill Stewart]

Final call - Awards Dinner

News that may sway your decision:

Club Member Mark Norris (Race Operations Director - McLaren F1) is likely to be our SPECIAL GUEST at the Awards Dinner. We say 'likely' because the Awards Dinner is on the second Grand Prix weekend and whilst Mark is theoretically attending Australia but not China (on the 22nd), he can't be certain until everything has gone to plan in Australia. If Mark can make it then we are sure that (as always) he will provide some fascinating incites on the state of F1 and what to watch for in 2025.

A reminder of the details:

Venue:	Tyrrells Wood Golf Club, Leatherhead (just off Jct 9 M25) a popular venue we have used previously.
Timing:	7.30pm for 8pm Sit Down
Format:	Three course meal (incl half a bottle of wine per person) followed by Awards and interviews - Dress Code - Smart Casual or Lounge Suits
RSVP:	As soon as possible please to Ian Brooks: Tel 07801 038160; email rs8001146@gmail.com

Sutton & Cheam MC - 2025

Champions Challenge

To enter, just provide your predicted champion in each category. To assist your decision making, a crib sheet has been provided on the next page overleaf showing some relevant information from 2024 – or of course you can always use Google.

Points will be awarded as follows:

- 3 points: your nomination wins the championship*
- 2 points: your nomination came second in the championship*
- 1 Point: your nomination came third in the championship*

The maximum score is therefore 30 points. Tie breaks will be resolved by the highest score on the first question. If the same score, then look at the second question and so on until the tie break is broken.

Entries must be submitted on this form to rs8001146@gmail.com by 30th April
Prize will be a £50 Oddbins Voucher to the winner.



PLEASE CLICK HERE TO COMPLETE AND SUBMIT THE FORM SHOWN BELOW

Entrant's Name:

No	2025 Championship Category	Nomination
1	F1 World Champion - Driver	
2	F1 World Champion - Manufacturer	
3	World Rally Champion - Driver	
4	World Rally Champion - Manufacturer	
5	British Touring Car Champion	
6	British GT Champion - Driver	
7	British Rally Champion - Driver	
8	BTRDA Sporting Driver Champion	
9	National Hot Rod World Champion	
10	BRISCA F1 Stock cars World Champion	

S&C MC 2025 Quiz Crib Sheet

Q1 - F1 World Champion - Driver

1	<i>Max Verstappen</i>	437
2	<i>Lando Norris</i>	374
3	<i>Charles Leclerc</i>	356
4	<i>Oscar Piastri</i>	292
5	<i>Carlos Sainz</i>	290
6	<i>George Russell</i>	245
7	<i>Lewis Hamilton</i>	223
8	<i>Sergio Perez</i>	162
9	<i>Fernando Alonso</i>	70
10	<i>Pierre Gasly</i>	42

Q2 - F1 World Champion - Manufacturer

1	<i>McLaren</i>	666
2	<i>Ferrari</i>	652
3	<i>Red Bull Racing</i>	589
4	<i>Mercedes</i>	468
5	<i>Aston Martin Racing</i>	94
6	<i>Alpine</i>	65
7	<i>Haas F1</i>	58
8	<i>Racing Bulls</i>	48
9	<i>Williams F1</i>	17
10	<i>Sauber</i>	4

Q3 - World Rally Champion - Driver

1	<i>Thierry Neuville</i>	242
2	<i>Elfyn Evans</i>	210
3	<i>Ott Tanak</i>	200
4	<i>Sebastian Ogier</i>	191
5	<i>Adrian Fourmaux</i>	162
6	<i>Takamoto Kasuta</i>	116
7	<i>Kalle Rovanpera</i>	114
8	<i>Gregoire Munster</i>	46
9	<i>Danni Sordo</i>	44
10	<i>Sami Pajari</i>	44

Q4 - World Rally Champion - Manufacturer

1	<i>Toyota Racing</i>	561
2	<i>Hyundai Motorsport</i>	558
3	<i>M-Sport</i>	295

Q5 - British Touring Cars - Driver

1	<i>Jake Hill</i>	421
2	<i>Tom Ingram</i>	413
3	<i>Ash Sutton</i>	365
4	<i>Colin Turkington</i>	348
5	<i>Dan Cammish</i>	346

Q6 - British GT Champion - Driver

1	<i>Rob Collard / Rikky Collard</i>	182
2	<i>Alex Martin / Sandy Mitchell</i>	182
3	<i>Shaun Balfe / Adam Smalley</i>	177
4	<i>Ian Loggie / Phil Keen</i>	103½
5	<i>Mark Radcliffe / Tom Gamble</i>	86½
6	<i>M Tillbrook / Marcus Clutton</i>	76½

Q7 - British Rally Champion - Driver

1	<i>Chris Ingram</i>	132½
2	<i>William Creighton</i>	115
3	<i>Osian Price</i>	100
4	<i>Keith Cronin</i>	75
5	<i>Gary Pearson</i>	50
6	<i>Merion Evans</i>	59
7	<i>Max McRae</i>	40
8	<i>John Armstrong</i>	36
9	<i>James Williams</i>	29
10	<i>Matt Edwards</i>	27

Q8 - BTRDA Sporting Trials - Driver

1	<i>Thomas Bricknell</i>	132½
2	<i>Matt Sharp</i>	50
3	<i>Richard Sharp</i>	59
4	<i>Andy Wilks</i>	50
5	<i>John Firth</i>	59
6	<i>George Watson</i>	

Q9 - National Hot Rod World Champion

1	<i>Robert McDonald</i>	
2	<i>Adam Maxwell</i>	
3	<i>Hayden Ballard</i>	

Q10 - National Hot Rod World Champion

1	<i>Tom Harris (Chapion)</i>	
2	<i>Franke Wainman Jnr</i>	
3	<i>Matt Newon</i>	
4	<i>Lee Fairhurst</i>	
5	<i>Paul Hines</i>	
6	<i>Karl Hawkins</i>	
7	<i>Callum Thornton</i>	
8	<i>Paul Harrison</i>	
9	<i>Joe Nickolls</i>	
10	<i>Wim Peters (NED)</i>	
11	<i>Richard Kalkena</i>	
10	<i>Harmen Swerver</i>	
11	<i>Franke Winman Senior</i>	



In the rearview mirror

*A quick look back at who has
been doing what?*

There's been a lot happening since Christmas and a number of our members have been very active. Whilst we attempt to give EVERYONE a mention, we are not clairvoyants and cannot know everything so drop an email to Nigel Griffiths to help him in his research, especially for the Competitor of the Month Awards. Please note that this report is very rally based as most other disciplines do not get underway until April.

January **Competitor of The Month – Duncan Brown**



Duncan has had a busy start to the year

competing at both ends of the country with his Mini. Early January saw Duncan finish 3rd o/all, 1st in class on the Sevenoaks and District Motor Club Acorn 12 Car rally, icy conditions making this event very challenging.

Next was a 1200-mile round trip from South London to Tain in Ross-Shire for the Far North Winter Classic Targa Rally.

Duncan had a great run finishing 6th o/all, 4th in class.

Other January Activities:

Scott Stutchbury / Darren Stutchbury (Renault Clio Rs3) claimed a creditable 30th O/A and **Pete Wilkins / Caroline Brampton** (BMW M3) claimed 66th O/A at The Brands Hatch Stages.

Unfortunately, **Jamie McBain** (Peugeot 205 Maxi) sadly retired the on SS7 with a broken engine mount and was joined on the DNF list by **Sean Quigley / Colin Quigley** (Ford Fiesta Rally 2) who simply proclaimed, 'A bad day at the office!'

Serial co-driver **Steve McNulty** did his best for overseas relations guiding Barbados Rally regular Stuart Maloney around the Kent circuit tarmac in a VW Polo R5 where they ended his UK debut at 6th O/A.

Angelica Fuentes (Mrs Mainland) was out playing at Brooklands at the end of the month in her 'borrowed' 1928 Peugeot Lockhart Special - Results unknown



February Competitor of The Month – Neil Beaumont



Looking East towards Norfolk and the Snetterton Stages, **Neil Beaumont** stepped out of the shadows of **Robb Swann** to pilot his own 'Chariot of Fire' (Mitsubishi Evo 8) to 15th O/A, an impressive finish from the occasional competitor.

Hopefully, Neil will keep up his performance at other events this year so keep your eyes peeled on the results sheet.

Other February Activities:

Joining our Competitor of the Month at Snetterton in February were **Darrell Taylor** (Ford Fiesta Rally 2) who finished 8th O/A and **Pete Wilkins / Caroline Brampton** (BMW M3) who finished 49th O/A. **Sean Quigley / Colin Quigley** (Ford Fiesta Rally 2) finished the event 11th O/A after suffering with a double puncture on the second stage.

Steve McNulty was at it again alongside Barbadian Rally Star Stuart Maloney in Norfolk in the VW Polo R5 where they ended 5th O/A, one place higher than January.

The British Rally Championship visited The East Ridings Stages in February which boasted one of the largest entries seen on a Closed Roads Rally in the UK.

164 cars took the Start Ramp in Beverley, East Yorkshire.

On the event Robert Swann took top S & C MC driver honours with a 12th overall in his UK based Fiesta WRC. Sitting not only in front of Rob but also in the navigator's seat was Declan Dear who expertly guided Matthew Hirst to 8th O/A in their Skoda Fabia Rally 2.



Slightly further down the enormously competitive field we find Sean Quigley/ Colin Quigley (Ford Fiesta Rally 2) finishing at 22 O/A whilst Darrell Taylor came close behind at 26th O/A in his Ford Fiesta Rally 2 (R5)

Looking ahead from February....



Jamie McBain recorded his best result for quite a while with 4th O/A in the Peugeot at the Bovington Challenger Stages at which Pete Wilkins/ Caroline Brampton took the BMW to 31st O/A - John Mills and Sharon Mills finished just behind at 38th O/A, possibly their most successful outing yet in the Mini.

Darrell Taylor's day ended abruptly on the Sunday phase of the 2-day event when he accidentally wrong-slotted at a split junction.



Sutton & Cheam Motor Club

Established 1959

2024/25 Management & Committee

Chairman <i>Ian Brooks</i>	Summerfield Hse, Summer Ln, Pagham, West Sussex PO21 4NG rs8001146@gmail.com
Secretary <i>Dave Whyman</i>	72 Lashmeer, Copthorne, East Sussex RH10 3RT davewhyman@hotmail.com
Treasurer <i>Norman Phillips</i>	28, Hurstleigh Drive, Redhill, Surrey. RH1 2AA wnorman.phillips@ntlworld.com

Committee

<i>Sue Fielding</i>	15, Dinorben Close, Fleet, Hampshire GU52 7SL susiefielding@outlook.com
<i>Nigel Griffiths</i>	Tudors, Little Green Lane, Farnham, Surrey. GU9 8TE the.gs100@gmail.com
<i>Tony Perrett</i>	56, Westheath Road, Farnborough, Hampshire GU14 8QR tonyperrett@ntlworld.com
<i>Martin Pickles</i>	4, Goodman Close, West Haddon, Northamptonshire NN6 7DB 67meanie@gmail.com

Officers and Committee members are nominated and elected at the Annual General Meeting each year.

They convene on the first Tuesday of each month (Usually via Zoom) and volunteers can be co-opted at any time

ANNUAL GENERAL MEETING

To be held digitally via Zoom (Link to be advised)

8pm - Tuesday 27th May 2025

MEMBERSHIP

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 (Southeast – Kent), AEMC (East Anglia), ASWMC (Southwest), 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.

As well as Team Tempest benefits, 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) for 2nd person**
- *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 join, complete the application for at <https://scmc.co.uk/membership/>

Membership Fee payments should be made via bank transfer to:

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