

May / June 2026

SPOTLIGHT

Newsletter of the Sporting Car Club of Norfolk



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SCCON Chair's Message

It's hard to believe that the Easter weekend has just finished as I write this. The year so far has gone at such a rate, yet being able to pause and reflect on what's been going on with SCCON so far this year does fill me with delight – a very pleasant move away from all the chocolate! We've attended a promotional event at The Forum in Norwich, couple that with the 12-car rounds that have recently taken place (with some great entry numbers I must add) and on top of that the club ran our own Disabled Driver Scholarship Day at Snetterton, we've really made the most of the time!

It's been great seeing and hearing the feedback from our events, but we can't stop there. I want to share with you a new event taskforce we're creating, and we'd love you to be part of it! If you've ever thought about wanting to arrange an event but haven't had the chance yet, now is the time. There's no commitment other than being part of our small group to arrange some great events we plan to hold this year. If you're interested or want to know more, email me: chair@sccon.co.uk and I can share more with you.

Craig Bennett

Sporting Car Club of Norfolk

Membership renewals for 2026/27 are now due

SCCON's membership year is from 1st April until 31st March of the following year. Many members have already paid their renewal fee for 2026/27, but if you haven't paid yours yet..... please do it now!

The membership form is on the SCCON web-site at:
<https://www.sccon.co.uk/html/membership/membership.html>

The cost of membership remains unchanged at:
£15 for an individual membership or
£20 for family or group membership
Family members must reside at the same home

The preferred payment method is by BACS to:
Account name - Sporting Car Club of Norfolk Limited
Sort Code - 09 - 01 - 29
Account number - 1311 1919

SCCON no longer posts copies of the club's 'Spotlight' newsletter to members who can now access current and previous editions via the SCCON web-site, but there are still significant costs to be paid.

These include the registration fees payable to Motorsport UK, the AMSC (Anglia Motor Sport Club) and the MSUK Area Associations to which SCCON is a subscribed member, plus our Radio Licence fees and Companies House fees for SCCON to operate as a Limited Company. Running as a Limited Company provides significant legal and financial protection to SCCON's management team.

Other costs are the rental charges for the site at Watton where SCCON's storage container is located, the servicing and repair costs for SCCON's trailers and Nissan Micras and other equipment such as our fire extinguishers.

There are stationery costs and postage stamps for membership cards and finally there's the Christmas Get-Together that is always a free event for members.

SCCON is a non-profit-making organisation and when our events are profitable (heavily dependent on the number of entries) the club makes donations to various charities chosen by the committee.

This is the eighth consecutive year when SCCON has been able to avoid an increase in your membership fees; we hope you agree that they are being put to good use and represent good value for money.

PROMOTING SCCON

1/ On Millennium Plain, outside the Forum in Norwich on 28th February



SCCON's display featured the SCCON trailer and the Toyota Yaris on loan from MSUK

Snetterton Circuit held an event outside the Forum in Norwich to try to attract more people into the roles of marshal, scrutineer etc. to help keep motor racing vibrant at our local circuit - and SCCON joined in too. Our objectives were to promote our club, hopefully, attract some new members and to publicise the SCCON Disabled Drivers Scholarship Assessment Event on 8th March. SCCON's stand was manned by the folk in the photo below plus Sam Carter and James Leggett. We got two new members and some more folk are 'thinking about it'.



From left to right: Jon Fry, Howard Joynt, Craig Bennett, Nigel Steggles and Willie Moore

2/ At the University of East Anglia on 11th March

At the invitation of ex-SCCON member Peter Morgan, who works at the UEA, Craig Bennett, Jane Blake and Peter Riddle gave an evening presentation to the university's motor club. The main theme was to convey the message that club-level motor sport can be enjoyed at very low cost. The feedback from the students afterwards was that it had been very enjoyable and informative.

After the talk, one young lady (Lauren) said she is interested in a career that involves the marketing of motor sport via social media. SCCON has put her in touch with someone who works in the CEO's office at Motorport UK. She in turn has given Lauren the contact details of some lady directors of MSUK and they have invited her to visit MSUK in Bicester for "a coffee and a chat". We wish Lauren well with her career after she graduates in July.

SNETTERTON STAGE RALLY 2026

SCCON is one of the consortium of ten local motor clubs that help to fund this event and provide all the officials and marshals that enable it to run so successfully. It was sponsored by G & B Finch Ltd., the Essex haulage company and Rix Engineering Ltd. of Harleston. Marcus Keeble was chief marshal while Dave Saint and Howard Joynt were Sector Commanders. As a round of the 2025/2026 Protyre Circuit Rally Championship, the AEMC/ASEMC New Hope Stage Rally Championship 2026, the F1000 Junior Rally Championship 2026 and the Clubman Motorsport EMAMC Stage Rally Championship 2026, the rally attracted a very good entry of 79 cars. The stages used parts of the race circuit, the paddock and collecting area, and various access roads and tracks both inside and outside the circuit. Together these provided competitors with a route that was mainly tarmac but with about 5% of loose surfaces.

Darren Styles reports on co-driving for Jon Bray.....

Last weekend was Snetterton; what an event, long stages, a big crowd and we had loads of local support which was brilliant. Six stages in very slippery conditions made it quite challenging, but we set off into it with a clear head knowing we would be pushed along all day by Joe Annison/Brian Marquis.

Stage 1 was all about settling in, well that didn't last long! Despite a spin at the Esses, we set the best time in our class and, while we clocked the fastest time in class by a decent margin, it was not without drama and this pretty much set the tone for the rest of the day.

The layouts of the stages were really good and, while the paddock part doesn't change, the use of the gravel road near the medical centre in both directions allowed Jon to use his 'no fear' approach from the Preston Rally to drive it flat out and slide about!

As the day went on, we had spun on 4 of the 5 stages so far, and went into the last stage with a 30 second gap back to 2nd in class, so we went nice and steady, Joe put in a flyer, and took time back off us, but we did what we needed, 36th overall and 1st in class was a decent result at the end of a great day out. More championship points and no misfire.....



Jon Bray and Darren Styles in their MG ZR during the Snetterton Stage Rally 2026

Mike Lacey's exploits at Snetterton on 7th February 2026

The photo of the event must be this one taken by Ben Lawrence Photography.....



Mike and Fergus Lacey were turning right as they came out of the collecting area when Mike clipped the red and white kerb on the inside of the bend. Amazingly, with very little space to spare, Mike got the car back onto all four wheels and they continued to finish second in their class.

You can watch an in-car video of their huge moment at https://www.facebook.com/reel/1380783273736818?locale=en_GB

This video shows how wet the stages were and how lucky Mike was not to hit the wooden fence on the left as the little Micra came back down to earth.

Peter Riddle



Another photo of Mike and Fergus showing a rather safer way to get two wheels off the ground

Snetterton Stage Rally 2026 - Results of SCCON competitors (and friends of SCCON)

Overall	Class	Crew	Club (s)	Car
20th	1st	Damian Long / Oliver Marshall	SCCON / CMC	Ford Escort MkII 1999cc
30th	3rd	Tommi Meadows / Laura Cooledge	ECMC	Peugeot 208 1598cc
31st	4th	Dale Lawson / Andrew Lawson	SCCON / SCCON	MG ZR 1600 1589cc
32nd	8th	Vini Cruz / Laura Christmas	SCCON / WSMC	Toyota GT86 1998cc
35th	9th	Rob Kitchen / Aaron Rix	SCCON	Peugeot 205 GTi 1905cc
36th	1st	Jon Bray / Darren Styles	CMC (ex SCCON) / SCCON	MG ZR 1396cc
37th	2nd	Joe Annison / Brian Marquis	SCCON / SCCON	MG ZR 1396cc
47th	2nd	Mike Lacey / Fergus Lacey	CMC (ex SCCON)	Nissan Micra 1349cc
52nd	4th	Dean Fewings / Jim Bowie	CMC / CMC (ex SCCON)	Daewoo Lanos 1598cc

Congratulations to Damian and Oliver for finishing in the top twenty. The Ford Escort is still a great rally car more than fifty years (!!!) after the Mark II was launched in 1975. Tommi and Laura of Eastern Counties Motor Club had a great run on used tyres that they'd bought for only £30 each. SCCON crews had a very successful day with no retirements and some very good class results. Only just over a minute separated Tommi in 30th place from Rob Kitchen in 35th. Joe Annison with Brian Marquis co-driving achieved the biggest improvement from their seeded position.

Norfolk 12 Car Series

Organised by

Sporting Car Club of Norfolk and Kings Lynn & District Motor Club

12-car navigational events are a very enjoyable low-cost introduction to rallying and they've filled in SCCON's schedule of events and maintained the camaraderie of the club during the winter months over many years. They're a super way to learn to navigate before tackling bigger events such as road rallies (e.g. the 'One and Only' Preston Rally) and the very popular Targa Rallies.

We're now half way through this six-round series and the results to date are as follows:

Round 1 - SCCON's Norfolk Classic and Sports Cars 12 Car on maps 132 and 133

This event, starting at Rob Kitchen's premises in Fakenham, ran with a healthy entry of 11 crews. The results are as follows:

1st overall	– 1st Expert – Paul Smalley / David Smalley	Vauxhall Corsa
2nd overall	– 2nd Expert – Ben Cutting / Rob Palmer	
3rd overall	– 1st Intermediate – Steve Honeywood / James Portway	
4th overall	– 2nd Intermediate – John Peterson / Simon Hawken	
5th overall	– 3rd Expert – Mick Beauchamp / Mark Banham	
6th overall	– 1st Novice – John McGeary / James Leggett	
7th overall	– 2nd Novice – Steve Jellie / Michelle Crouch	
8th overall	– 3rd Novice – Alexander Laver / Will Ayers	
9th overall	– 4th Novice – Ian Thompson / Nigel Cook	
Retired	– Hugh Garnish / Dave Bell	
Retired	– Marc Sheffield / Shaun Hannon	

Round 2 - KLDMC's Ides of March 12-car on map 143

This event, starting at Runcton Holme had a slightly disappointing entry of seven crews of whom only six started on the night.

1st overall	– 1st Expert – Paul Smalley / David Smalley	Vauxhall Corsa
2nd overall	– 2nd Expert – Mick Beauchamp / Mark Banham	
3rd overall	– 3rd Expert – Harvey Steele / Martin Pitt	
4th overall	– 4th Expert – Ben Cutting / Rob Palmer	
5th overall	– 5th Expert – Marc Sheffield / Shaun Hannon	
6th overall	– 1st Novice – John Peterson / Simon Hawken	(with no time penalties)

Round 3 - SCCON's Hare and Tortoise 12 Car on map 144

Nine crews entered of whom eight started this event from Carbrooke Village Hall.

1st overall	– 1st Intermediate – John Peterson / Simon Hawken	Peugeot 306 GTi-6
2nd overall	– 1st Expert – Paul Smalley / Matthew Smalley	
3rd overall	– 1st Novice – Ian Thompson / Arun Thompson	
4th overall	– 2nd Expert – Rob Kitchen / Jonathan Stimpson	
5th overall	– 3rd Expert – Marc Sheffield / Shaun Hannon	
6th overall	– 4th Expert – Ben Cutting / Rob Palmer	
7th overall	– 1st Beginner – David Mann / Edward Aldous	
Retired due to punctures	– Nick Skuse / Julie Skuse	(Intermediate)

Credit to organiser Derek Webb because the first three finishers were all from different classes.

With the advent of lighter evenings, there is now a break in the 12-car calendar until September. When you renew your car insurance, get road events added so you can take part in 12-cars. Club members will be able to advise you on insurers who offer this extra cover for a reasonable fee.

Norfolk 12 Car Series 2026 - remaining rounds

Round no.	Date	Day	Organising Club	Organiser	Event	Location	Map(s)	Notes
4	16/09/2026	Wednesday	KLDMC	Dave Pollard		Shouldham Bowls Club		
	25/09/2026	Friday	Eastern Counties MC	?	Beginners 12 Car Rally	?	?	
	23/10/2026	Friday	Chelmsford		Autumn Leaves 12 Car	Mountnessing, Brentwood		
5	04/11/2026	Wednesday	KLDMC	Paul / David Smalley		Great Massingham Social Club	132	
	06/11/2026	Friday	WSMC		Gunpowder Plot 12 Car	Horringer Social Club		
6	20/11/2026	Friday	SCCON	Peter Riddle	Options Glazing 12 Car	Wendling Village Hall	132 & 144	.

The World Rally Championship is returning to the UK in 2027 - Hooray!

Motorsport UK, the Scottish Government, Aberdeen City Council and Aberdeenshire Council have co-operated to bring the World Rally Championship back to the UK for the first time in eight years. The event will be based in Aberdeen, so it seems likely that it will have similarities to the Granite City Rally - a British National event of several years ago and the recent Grampian Forest Rally that have both been based in Aberdeenshire. An autumn date is likely for this new event which will feature an all-indoors Service Area.



DENNIS WARD

1930 - 2026



Dennis Ward died on 14th February at the age of 95. He was born in North Elmham, and lived all his life in various villages around central Norfolk until he settled in Lenwade, buying Breydon House there in 1977.

He met Olive, his wife of seventy years, when he stopped to help her fix a flat tyre on her bicycle. Olive also lived a long life, pre-deceasing Dennis by less than three months.

After leaving school at 14 years old, Dennis worked briefly with his father on the land and looking after their horses. But he had an interest in mechanical things so, apart from two years of compulsory National Service in the 1950s, Dennis spent all the rest his working life at Lyng Garage, initially as an employee working for Mr. Twite. Then, when Mr. Twite retired in 1971 Dennis bought the business and ran it himself.

As well as the being the village's petrol station, MOT test centre, and a trusted place for car repairs, the garage became somewhere local residents could go for help and advice covering a multitude of everyday problems. During his National Service, Dennis served as a despatch rider and then trained in tank recovery with the REME (the Royal Electrical and Mechanical Engineers).



Dennis's Silver Dawn was part of SCON's display at the re-opening of Dereham Windmill in 2018

Over the years Dennis, and later his son Richard, have been great supporters of SCON. Dennis used to organise hill-climb trials for the club at Caddes Hill and he sponsored the Lyng Garage 12-car navigation rally from 1986 onwards - a period of 40 years of continuous sponsorship that is (almost) unsurpassed in the history of British motor sport.

In the late eighties or early nineties, Dennis and Olive flew to New York and back on Concorde. It must be pretty certain that they were the only SCON members to ever fly on that iconic Anglo-French aircraft.

Dennis had great enthusiasm for vintage Rolls-Royces, and he sometimes ran them on SCON's Vintage and Classic Car Runs. He and Olive drove in them to many events run by the Rolls-Royce Enthusiasts' Club. He had a blue and black 1932 20/25 Landaulette, that he often used as a wedding car, a light blue 1927 20hp saloon, and a black-over-metallic-sand 1952 Silver Dawn saloon. The latter was the first Rolls-Royce to be supplied by the factory as a complete car; previous models had always been supplied as a bare chassis for various coach-builders to fit their bodies onto. Manual gearbox UK models like Dennis's have a right-hand gear-change. If you search for 'Rolls-Royce Silver Dawn' on Wikipedia, the page comes up with a photo of Dennis's car.

SCON was represented at Dennis's funeral by past and present members of the club and the committee conveys its sympathy to his sons David and Richard and to all their family members.

Peter Riddle



Dennis Ward's immaculate 1932 Rolls-Royce 20/25 Landaulette as frequently seen in its wedding livery

ELECTRIC VEHICLES

Electric cars now account for a third of all the cars on America's roads and New York now has an extensive fleet of electric taxis. They are clean and silent and emit no dirt or odour, hence they are much better suited for city use than other types of car. Admittedly they are more expensive than petrol cars, but this is not such a big drawback as the current lack of a sufficiently good 're-fuelling infrastructure' for electric vehicles. Nevertheless, the Electric Vehicle Company is now the largest manufacturer of automobiles in the USA. Most electric cars have limited range but new improved batteries, probably available within the next six months, will greatly improve this and electric cars will travel at least 100,000 miles before they exhibit significant wear. Another factor is that with the constant extraction of crude oil from Mother Earth, nature's reserves of it are being depleted. When the running out of oil occurs, there will be a ruinous scramble for the remaining quantities and there will have to be a shift to more use of electric or other types of vehicle. There will come a time when petrol will no longer be the primary method for driving cars.

The paragraph above was assembled from extracts taken from various documents, all of them written in 1900! The person predicting better batteries was no less than Thomas Edison, though his forecast for the timescale for better batteries was rather optimistic.

Henry Ford launched his Model-T in 1908, selling it for around a third of the price of a typical electric car. But his wife Clara declined to drive a Model-T; instead Henry bought her a forest green 'Detroit Electric' automobile manufactured by the Anderson Electric Car Company, one of Ford's competitors. Henry bought her a new one every two years and Anderson went on to build 13,000 electric cars between 1907 and 1939.



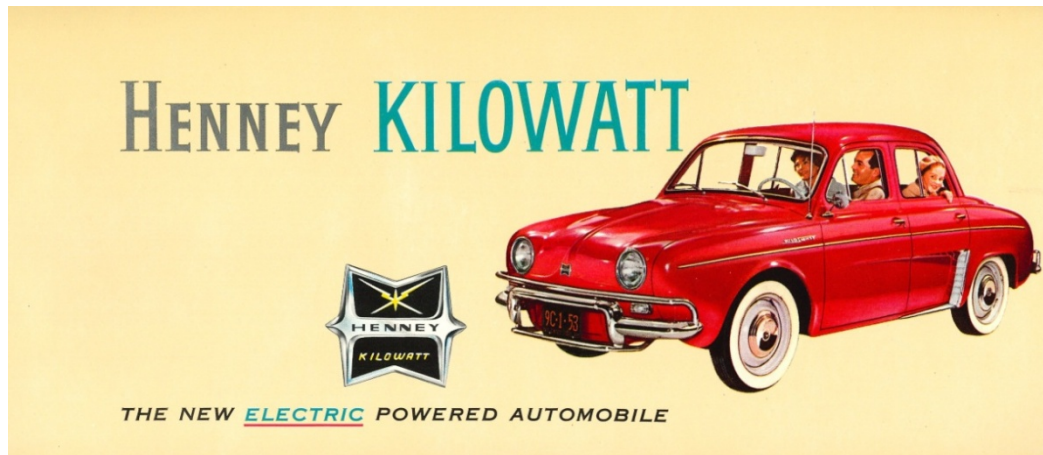
This photo shows one of Clara Ford's personal cars: a 1914 Detroit Electric Model 47 now on display in the Henry Ford Museum. The main difference from her 1908 model is the fitment of wire wheels, whereas her first one would have had wooden artillery-spoke wheels.

Also in 1908, a race was held across the city of Philadelphia between a Studebaker 40hp 7-seater gasoline car driven by a Mr. Middleton and a Studebaker electric car driven by a lady, Miss Laure Duval.

They had to keep to all traffic rules and speed limits and make some stops en route to simulate typical car use of the time, and unusually the two cars drove the route at the same time but in opposite directions. The experts observing the race were all agreed that the extra performance of the gasoline car would ensure it would win the race - but it didn't! With the extra time needed to hand-crank the petrol car each time it had to be re-started, the electric car won, taking an hour to complete the route, ten minutes faster than the petrol-powered Studebaker. However, the route had been designed by Laure Duval. Did she know something about the likely traffic flows in each direction?

Peter Riddle

An American Electric Car You've Never Heard Of - the Henney Kilowatt



That's not an electric car, surely it's a French Renault Dauphine, but look closely and the air intakes behind the rear doors for the Dauphine's rear-mounted engine have been blocked off. In 1959 the Henney Motor Company of Illinois, set up a factory at Canastota, New York, to make electric cars. They chose the Renault Dauphine as the basis for their car because at 650kg it was the lightest car for its size. Henney built the body/chassis units using tooling and parts bought from Renault. The power-train was developed jointly with the California Institute of Technology (also known as Caltech). It consisted of a rear-mounted 7hp electric motor driving the rear wheels, with power supplied from two 18-volt battery packs wired in series to produce 36-volts. These were mounted in both front and rear compartments so the car had no conventional boot. Instead, the rear seats were optional and the rear passenger compartment could be carpeted to provide a luggage area that could be accessed via either of the rear doors. Those first cars weighed 907kg, had a top speed of around 40mph and a range of only 40 miles which wasn't practical, even in 1959.



Rear-mounted batteries of a 1960 model



One of the Henney Kilowatt's circuit boards

So for the 1960 model year, the power-train was changed to a 72-volt system using twelve 6-volt battery packs. The car's weight increased to 968kg but the top speed of 60mph and the range of up to 60 miles were much better. 100 kits of parts were procured of which 47 were built into complete cars. About six are thought to survive. And how's this for a co-incidence: when I re-joined Lotus in 1996, one of my first jobs was to write a Lotus Engineering proposal to Calspan! It was for Lotus to design 'Active' control systems so that bundles of cars could drive very close together under computer-control on American Freeways. These nose-to-tail platoon-formations would increase the traffic capacity of their roads. The project was cancelled when Calspan lost their funding from the US Government, so Lotus didn't get the job.

Peter Riddle

Chelmsford Motor Club's Javalin Jumbo Targa Rally

Held at Wattisham Airfield on 29th March 2026



Jonathan Stimpson and Mark Banham at Wattisham on the Javalin Jumbo Targa

It was great to be back out in the BMW again for a day of 12 tests at Wattisham Airfield. Mark and I were navigating for each other and he was clear and consistent with instruction all day (more than could be said for my ramblings).

After hitting a kerb in the morning and putting the steering out I needed to calm my exuberance a little. The pace was good and I actually found the odd apex! Rain arrived in the afternoon which made keeping tidy an even bigger challenge!

We were pleased to come away with a creditable 4th overall and some good test times. The car felt fantastic and we had a great laugh! Thanks to Clerk of the Course Jim Bowie, (*a past Chairman of Chelmsford Motor Club and back in the eighties Chairman of SCCON too*) and thanks to all the marshals too.

Jonathan Stimpson

SCCON RESULTS on the 2026 Javalin Jumbo Targa

No.	Crew	Car	Class result	Overall out of 62
6	Mark Banham / Jonathan Stimpson	BMW 318Ti 1900	16th	27th
44	Steve Jellie / Michelle Crouch	Renault Clio 2000	4th	26th
55	Fergus Lacey (CMC) / Oliver Miles	Mini One 1600	10th	48th
59	Ian Thompson / Arun Thompson	VW Golf 1400	2nd	42nd
106	Jonathan Stimpson / Mark Banham	BMW 318Ti 1900	3rd	4th

Mark Banham collected a 'wrong-side-of-cone' penalty - was that down to the driver or the co-driver? Ian and Arun got a great result to come 2nd in class on Arun's first ever Targa Rally - well done.



Former SCCON member Jon Bray at Wattisham - photos by Andy Manston

COLOUR BLINDNESS ???

1965 Monte Carlo Rally

The 1st International Rally for the Porsche 911 - over 60 years ago

Peter Falk died in January this year aged 93. He was a Porsche employee for all his working life, as was Herbert Linge who died in January 2024 at the age of 95 years. The pair teamed up to enter a Porsche 911 in its first rally, the 1965 Monte Carlo Rally with Linge driving and Falk navigating. It was an immensely difficult rally with huge amounts of snow for the competitors to contend with and only 35 cars finished the event out of 268 entries. Herbert and Peter finished a very credible 5th overall, in between two British drivers who didn't have their engines over their driven wheels and had also driven superbly. Peter Harper was 4th overall in a Sunbeam Tiger and Roger Clark came 6th in a Rover 2000. Timo Makinen and Paul Easter won the rally in a lightweight Mini Cooper S. When speaking to journalists after the event, Herbert Linge described his 911 as "a green car", meaning it was a new and completely untried rally car. But some of the reports in the British motoring press referred to the green Porsche as if that was the colour of the car, though it was actually a 2.0 litre 911 in Porsche Ruby Red!



Peter Falk (left) and Herbert Linge (right) before starting the 1965 Monte

Motorsport UK - Permits and Supplementary Regulations

Below is an article copied from the Historic Rally Car Register's newsletter.

For those organising events where a Motorsport UK permit is required our Championship Secretary has asked me to include this note he has prepared in the light of the 2026 National Competition Rules (NCR's).

Motorsport UK Permits and Supplementary Regulations

As some members may already be aware, it is now part of the MSUK permit application process that a copy of the Supplementary Regulations (SRs) must be submitted before a permit will be issued.

As ever, you should not expect that MSUK will look at what is submitted at this stage (as they do not have the resource to do so for every single event), but it is important that what you submit is the version that you publish prior to entries opening.

Any changes to the SRs must then follow the correct MSUK procedures. Should there be any incidents or judicial proceedings on an event, MSUK will refer back to the documents that were submitted to them.

This sounds onerous, but as anyone who has produced a set of SRs before will tell you, it is the initial production that takes the time, the following year hopefully just requires date and name changes plus a check of any NCR references that have changed. Plus of course by ensuring they are correct, you should minimise the chance of it coming back to haunt you later.

The bit about once a set of SRs have been published, they should not be changed is not new but the requirement for the SRs to be submitted to MSUK before a permit is issued, is new. The logical conclusion is that under most cases the permit number cannot be shown in the SRs, there are certain circumstances when the permit number is known before hand, but these are rare and as a rule of thumb permit numbers cannot be shown in the SRs.

The other relevant bit, and in my opinion the most important bit, is in the event of an issue with the event, MSUK will refer to the submitted documents and any other relevant event documentation.

Once a set of SRs have been submitted to MSUK they should not be changed.

Percy – February 2026



EDITOR'S NOTE

Historically not many SCCON members have competed in Sprint Meetings, but a wide variety of cars, including standard road cars are suitable. The AEMC / ASEMCC Championship Co-ordinator for 2026 is Pete Walters of the Herts County Auto and Aero Club who is a former member of SCCON. Entry fees are in the approximate range of £130 to £220, with the higher fees payable for the Sprints that use active racing circuits. You can challenge yourself to try to improve your time very slightly on each run. It's a super way to improve your driving skills.



New Hope Rentals
Property Investment and Management

2026 AEMC/ASEMCC SPEED CHAMPIONSHIP



www.aemc.org.uk
www.asemc.co.uk

2026 NEW HOPE SPEED CHAMPIONSHIP

1. SPORTING REGULATIONS, GENERAL

1.1 Title & Jurisdiction.

The 2026 New Hope Speed Championship is organised and administered by the Association of Eastern Motor Clubs (and on behalf of the Association of South-Eastern Motor Clubs) in accordance with the National Competition Rules (NCRs) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. *This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times. Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch.3 App.10 Art.4.2 and subject to Motorsport UK approval.*

Motorsport UK Championship Interclub Permit No: CH2026/S082 (E)

1.2 Officials.

1.2.1 **Co-ordinator:** **Pete Walters** pete@3arc.com Tel: (M) 07831 316236
North Place, Aston, Hertfordshire, SG2 7EX.

1.2.2 **Eligibility Scrutineer:** **Mike Betts** mikbetts@me.com Tel: (M) 07956 888724
1 Redgrove House, Stonards Hill, Epping, Essex, CM16 4QQ.

1.2.3 **Championship Stewards:** Brian Hemmings, Clive Grounds and Stanley Graham
NCR 4.1.1.2. The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided

1.2.4 **Points Scorer:** **Neal Bateman** neal.r.bateman@gmail.com Tel: 07816 114768

1.3 Competitor Eligibility.

1.3.1 Entrants must be registered for the championship online, be fully paid-up valid card-holding members of a member club of the AEMC or AEMC and possess valid 2026 Motorsport UK Entrant Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid-up valid membership card holding members of a member club of the AEMC or AEMC, be registered for the Championship and be in possession of a valid RS Interclub competition licence (minimum). For Racing/Sports Libre cars see 3.2 paragraph 4.

1.3.3 A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, drivers in full-time school education are required to have the approval of their head teacher and a letter stating such approval from the school to fulfil registration for the Championship.

1.3.4 All necessary documentation must be available for checking before arrival at all rounds.

1.4 Registration:

1.4.1 All Drivers must register as competitors for the championship online or by completing and returning the championship registration form with the correct fee to the championship co-ordinator. Upon acceptance, a confirmation and sponsor decals will be issued to the registered championship contender by the championship co-ordinator.

- 1.4.2 The registration fee will be £15.00 for the 2026 Championship. Fees should be submitted with the completed registration form, or by entering online: <https://aemc.org.uk/Speed>
Electronic payment to AEMC (business) account number 57195436, sort code 23-05-80.
- 1.4.3 Drivers may register at any time during the season but will only score points for rounds that run after the date of registration and payment. No points will be scored if **New Hope** decals are not displayed on the competing car.
- 1.4.4 By registering for this Championship, all competitors (and their associates) commit to positively promote and demonstrate the Motorsport UK **Respect Code** referred to below:

Where any reports of disrespectful conduct are judged to be well founded, the Championship organisers may issue warnings or require remedial actions and/or report matters to the Championship Stewards who may impose appropriate penalties; these can include loss of Championship points and/or race bans, through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this, all participants must be aware of their behaviour and conduct at all times ...and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer, who will also relay the report to Motorsport UK. Details of the Policies and Guidelines can be found at www.motorsportuk.org/resource-centre

1.5.0 Championship Rounds:



Event	Date	Venue	Club
1	28 th March	Cadwell Park	BARC (Midlands)
2	12 th April	Hethel Lotus Festival	Lotus MC / Herts County AAC
3	19 th April	Rushmoor	Farnborough DMC
4	25 th April	Goodwood (Regis Sprint)	Bognor Regis MC
5	2 nd May	Goodwood (Bailey Sprint)	Brighton & Hove MC
6	10 th May	Debden	Herts County AAC / Green Belt
7	6 th June	Abingdon CAR-nival	Sutton & Cheam MC
8	20 th June	Mallory Park	Sheffield & Hallamshire
9	21 st June	Mallory Park	Sheffield & Hallamshire
10	11 th July	Lydden Hill	B19 / 7Oaks/TWMC/MMKMC
11	1 st August	Goodwood Eagle	Brighton & Hove MC
12	22 nd August	Snetterton	BARC (Midlands)
13	23 rd August	Snetterton	BARC (Midlands)
14	13 th September	Lotus Hethel Sprint	Lotus MC / Borough 19
15	26 th September	Goodwood	7Oaks / TWMC
16	27 th September	Debden	Herts County AAC
17	3 rd /4 th October	Sandown	IoWCC
18	11 th October	Eelmoor Sprint Royale	Farnborough DMC

All venues subject to receiving a Track Licence.

Organising clubs will be provided with details of all registered championship contenders, on request, to ensure Supplementary Regulations can be supplied to registered contenders.

1.6 Scoring:

- 1.6.1 **Points system.** Points will be awarded to competitors who complete a full lap, clearly displaying the New Hope decals. /e

Points will be awarded as a percentage of the best in classes' time, to two decimal places, with the best in class being awarded 100 points. For example, if the best-in-class time is 154.36 seconds and the championship contender records 155.22 seconds, they will score 99.44 points (that is $100 - 0.56$, where the 0.56 is the percentage over the class winning time).

Where there are fewer than 4 competitors in a class, based upon those who practise, points will be deducted as follows: 3 in class deduct 2 points, 2 in class deduct 4 points and 1 in class deduct 6 points.

A competitor's best 8 scores will count towards the overall and class awards.

Where events run to a different class structure, the results will be adjusted and scored according to the competitor's registered AEMC or AEMC Championship class.

A competitor may only score points in the class(es) in which they have registered for the championship. A change of class is allowed upon written notification to the championship co-ordinator, but all points scored in a previous class will be wiped out. Points will only be awarded for events taking place after the notification is received.

The championship results will be maintained by the co-ordinator, who will issue periodic updates and issue all registered contenders with final championship positions at the end of the season.

- 1.6.2 **Resolving Ties.** In the event of a tie for any positions, the number of counting rounds will be increased until the tie is resolved. If the tie cannot be resolved when all championship rounds are counted, then the competitors will be deemed to have finished equal.
- 1.6.3 Championship Points Appeals must be lodged within 7 days of first official publication (NCR 2.5.2).

1.7 Awards

- | | |
|------------------------|--|
| 1.7.1 Overall Champion | The Pat Brown Memorial Trophy |
| Runner-Up | Trophy |
| First in each Class | Trophy (subject to a minimum of 8 scoring rounds) |
| Second in Class | Trophy (subject to 5 scoring contenders in class) |
| Young Driver | Drivers under the age of 25 on 31 st December 2025, competing in class A1 with a car up to 1200cc |
| Formula Ford | Award for the best car in its registered class |
| Master of AEMC | Sum of class scores on rounds inside the AEMC area (Debden, Snetterton and Hethel). |

- 1.7.2 Awards for the championship will be presented at a function after the season concludes. Each championship event will provide its own Class and Overall awards.

- 1.7.3 Contenders may only win one award (Overall and Class). Additional awards may be presented at the discretion of the Championship Co-ordinator, details of which will be provided to contenders via championship bulletins.

Title to all Trophies: If Provisional Results or Championship Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow them to be reallocated.

2. SPORTING REGULATIONS, JUDICIAL PROCEDURES

- 2.1 Rounds. In accordance with Motorsport UK NCR Chapter 2.
- 2.2 Championship. In accordance with Motorsport UK NCR Chapter 2.

3. TECHNICAL REGULATIONS

- 3.1 Eligible vehicles: the following are eligible to take part in the championship.

- A. Standard Cars and Road Cars (Series/Specialist Production)
- B. Modified Series/Specialist Production Cars, Rally Cars and Rallycross Cars
- C. Sports Libre Cars
- D. Racing Cars

ELIGIBILITY. In the event of a dispute concerning the compliance of a vehicle to the regulations for the event, the onus will be on the competitor to prove the compliance to the organisers. The Eligibility Scrutineer is more than happy to answer any technical queries. To make contact, see page 2 of this document.

- 3.2 Classes and safety requirements.

All vehicles must comply with Motorsport UK safety regulations as in NCR Chapter 7 and Chapter 14 being specific regulations for Sprints and Hill Climbs.

Competition Car Log Books/Vehicle Passports will be required for all Hill Climb and Sprint cars unless the car is currently taxed and insured for use on the public highway and competing at the event in a road going class (NCR 14.4.2).

CARS USING FORCED INDUCTION. These cars will be classified as having an engine capacity increase of 40% (70% for Standard Cars); Cars with a rotary engine will be subject to a 50% increase in capacity.

LICENCES. A Driver competing in a Racing or Sports Libre Car, manufactured after 1960 of more than 2000cc (or 1428cc if forced induction) must hold an RS National licence (NCR 14.2 Art1.4), unless the car is currently licensed for use on the public highway and competes in the event in a road legal condition.

Road-Going Kit Type and Replica Cars

Two-seater cars such as Caterham; Westfield; Sylva; Fisher; Lotus 7, Elise, Exige and 340R; Vauxhall 220; X-Bow and similar types/derivatives of these cars.

Standard Car Class

'Standard Cars' (NCR 14.4.13): over 5000 made per annum of unitary construction since 01/01/2000, two-wheel drive with engines under 2000cc. *Permitted modifications include roll cages (not assisting suspension), extra safety harness (original belts must remain), front competition seats and uprated brake friction material.*

3.2 Classes and safety requirements *continued*

Category A: Standard Cars, Series Production Road Cars and Specialist Production Road Cars (NCR 14.4.13-14) (*excluding Road-Going Kit Type and Replica Cars*)

1. 'Standard Cars' up to 1600cc, 2wd only, list 1A tyres only
2. 'Standard Cars' from 1601cc to 2000cc, 2wd only, list 1A tyres only
3. Up to 1600cc, 2wd only, list 1A or 1B tyres only
4. From 1601cc to 2300cc, 2wd only, list 1A or 1B tyres only
5. 2301cc and over, 2wd only, list 1A or 1B tyres only
6. 4wd cars of all capacities, list 1A or 1B tyres only

Road-Going Kit Type and Replica Cars

7. Up to 1800cc, excluding motorcycle-engined cars, list 1A or 1B tyres only
8. Over 1800cc, including motorcycle-engined cars, list 1A or 1B tyres only

Category B: Modified Series/Specialist Production Cars (NCR 14.4.15), Stage Rally Cars conforming to NCR 13.16 and NCR 13.17 plus Rallycross Cars & derivatives conforming to NCR Chapters 16A and 16B (*excluding Road-Going Kit Type and Replica Cars*)

9. Up to 1400cc
10. From 1401cc to 2000cc
11. 2001cc and over

Kit Type and Replica Cars (including Road-Going Kit Type and Replica Cars)

12. Up to 2000cc, excluding motorcycle-engined cars
13. 2001cc and over, including motorcycle-engined cars

Category C: Sports Libre Cars (NCR 14.4.16)

14. Sports Libre Cars up to 1800cc, motorcycle-engined cars up to 1100cc
15. Sports Libre Cars over 1800cc, motorcycle-engined cars over 1100cc

Category D: Racing Cars (NCR 14.4.17) and Hill Climb Super Sports Cars

16. Up to 1100cc, plus racing cars conforming to "Formula Ford" specifications
17. 1101cc and over

Category E: Electric Vehicles (NCR 14.4.14.1.3) unmodified other than approved safety equipment, complying with Road Cars and having a vehicle passport

18. All electric: propelled by one or more electric motors, with a collector charged from external electricity
19. Hybrid: with an internal combustion engine and an electric drivetrain, with on-board electrical charging

For both safety and environmental concerns, vehicles must not be left unattended under any circumstances when the engine is running. Single-use plastic tyre wrapping is prohibited and must be replaced with reusable environmental alternatives.

DRIVER ATTIRE	Standard Cars	Road Cars and Electric Vehicles	Modified, Sports Libre and Racing Cars
HELMET	Mandatory (NCR 9.0.7)	Mandatory (NCR 9.0.7)	Mandatory (NCR 9.0.7) + fire-resistant balaclava
OVERALLS	Optional, but arms & legs must be covered	Required (NCR 9.0.3)	FIA 1986 Standard 8856-2000 or 8856-2018
GLOVES & BOOTS	Recommended	Recommended	Flame resistant required
FRONTAL HEAD RESTRAINT	Recommended	Recommended	Required



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity, you agree to follow the values of the Respect Code.

RESPECT
FAIR PLAY
INTEGRITY
SELF-CONTROL
GOOD MANNERS

I pledge to #RaceWithRespect and:

Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants

Always behave with integrity and uphold fairness in the sport, playing a part in keeping the sport safe through my actions

Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious beliefs, disability, sexual identity or other status

Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters

Respect the rules, regulations and authority of the officials and Motorsport UK.

Any breach of these obligations may result in disciplinary action.

[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)
#RaceWithRespect

AEMC MEMBER CLUBS



500 Owners Club
Anglia Motor Sport Club
Association of Land Rover Clubs
Austin Healey Club
BARC (Midlands Centre)
Bexley Light Car Club
Blackpalfrey MC of Kent
BMW Car Club (GB)
Border Motor Club (Lincs)
Borough 19 Motor Club
Boundless by CSMA (NL)
Bournemouth & District Car Club
Breckland Land Rover Club
British Motorsport Marshals Club
BRSCC East Anglian Centre
British Superkart Racing Club
British Army Motorsport Association
Cambridge Car Club
Chelmsford Motor Club
Citroen Car Club
Colne Valley Classic & Vintage Club
Ferrari Owners Club of Great Britain
Chilton Vale Land Rover Club
Club Triumph
Dukeries Motor Club
Eastbourne & Ram Motor Club
Eastern Counties Motor Club
Essex Land Rover Club
Eastwood & District Motor Club
Equipe Classic Racing
Falcon Motor Club
Farnborough District Motor Club
Green Belt Motor Club
Anglian Rover Owners Club
Harrow Car Club
Herts County Auto & Aero Club
Historic Sports Car Club
Kings Lynn & District Motor Club
Leics & Rutland Land Rover Club
Lincoln Motorcycle & Car Club
Lincs Off Road Club
Lotus Motor Club
Maidstone & Mid Kent Motor Club
Mid-Derbyshire Motor Club
Middlesex County Automobile Club
Midland Off Road Club
Minicross Drivers Association
MogFriends
Naylor Car Club
Lindholme Motor Sports Club
Quinton Motor Club
RSR Motorsport Safety Marshals Club
Santa Pod Racers Club
Suffolk 4x4 Club
Sevenoaks & District Motor Club
Sheffield & Hallamshire Motor Club
Southern Car Club
Sporting Car Club of Norfolk
Sutton & Cheam Motor Club
Suffolk Land Rover Owners Club
Tunbridge Wells Motor Club
Volkswagen Drag Racing Club
Weald Motor Club
West Suffolk Motor Club
Wickford Auto Club
Workshop and District

ASEMC MEMBER CLUBS



Alfa Romeo Owners Club
Anglian Land Rover Club
Alvis Owners Club
Bexley Light Car Club
Blackpalfrey Motor Club
Borough 18 Motor Club
Borough 19 Motor Club
Boundless by CSMA
F100 Kart Club
BRSCC HQ
BRSCC (SE)
Brighton & Hove Motor Club
British Motorsport Marshals Club
Chelmsford Motor Club
Classic Formula 3 Association
Classic Marques Sporting CC
Club Time Attack
Croydon & District Motor Club
De Dion Bouton Car Club
Falcon Motor Club
Farnborough & District Motor Club
Harrow Car Club
Herts County Auto & Aero Club
Isle of Wight Car Club
Kentish Border Car Club
Lloyds Motor Club
Lydden Hill Motorsport Club
Maidstone & Mid Kent Motor Club
Medway Valley Kart Club
MGCC SE Centre
Motorsport Vision Racing
North-West Kent Motor Club
Property Construction Motor Club
Royal Automobile Club
Sevenoaks & District Motor Club
Southern Rover Owners Club
Southern Car Club
Sutton & Cheam Motor Club
Twin Axle Off Road Club
Tunbridge Wells Motor Club
Weald Motor Club
Wickford Auto Club

2026 NEW HOPE SPEED CHAMPIONSHIP

Registration Form

I wish to register for and participate in the 2026 New Hope Speed Championship.

NAME _____

ADDRESS _____

POSTCODE _____ Email address _____

TEL No. (H) _____ (W) _____

To comply with the General Data Protection Regulations please confirm your consent to your details above being kept on an electronic database and to being contacted by AEMC & AEMC in the following ways:

Telephone ☐ Mobile ☐ Email ☐ By post ☐ *Please tick those you accept.*

AEMC or AEMC Member Club (see list of eligible Clubs) _____

Competition Licence Type _____ Grade _____

I wish to compete in Category (A-D) _____ Class (1-19) _____

in the following car:

MAKE _____ MODEL _____

YEAR _____ COLOUR _____

ENGINE CAPACITY _____ cc FORCED INDUCTION _____

I will pay £15.00 registration fee for 2026.

Payment should be electronic to account number 57195436, sort code 23-05-80

Association of Eastern Motor Clubs business account. (or cheque payable to AEMC)

I agree to be bound by the championship rules. Signed _____

Return to:

Pete Walters, North Place, Aston, Hertfordshire, SG2 7EX

Tel (m): 07831 316236

email: pete@3arc.com



New Hope Rentals
Property Investment and Management