

Newsletter



In this issue ...

Executive Committee & AGM Notes ... Regulation Changes ... E-mailing Groups ... Goodwood Festival and Rally Day reports ... Around the Clubs ... Championship Updates ... Book Reviews

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Autumn 2021

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Welcome to the 2021 ASWMC Autumn Newsletter

This will be uploaded slightly later than intended as the 'curse of interweb thingy' intervened in an alarmingly unhelpful way as the calls for contributions were sent out – see my article on the subject on page 10.

Once again Ken Davies' prolific pen has packed this newsletter with articles from his travels to events, plus his usual smattering of book reviews – many thanks. One day perhaps he'll send an explanation of where he finds the time!

'Other contributors should be available' – in theory – so please don't hold back – this is your newsletter and everyone involved in one way or another is welcome to add to these pages. Editorial help is available, of course.

We are hopeful that the Awards presentation will go ahead as planned in February and, as it's been some time since the last one, I'm rather hoping you've all gathered a crop of pictures from events – motorsport people, marshals at work, oddities and funnies – all are welcome for this publication and the awards slide-show.

And, of course, I look forward to receiving plenty of news and articles for the bumper Winter/Christmas edition!

Rupert Barker - Newsletter Editor

The Editor's comments in this column are personal and do not necessarily reflect the views of the Association, its executive committee, or other officers.

Cover Page Photo: *He's in there somewhere! Stephen Frost plugs away through the cloying Devon mud at one of the wetter events in the ASWMC Autocross Championship this year. (Image courtesy Paul Morris Motorsport Photography).*

Association Partners:



From the Chair ...

This is an important time of the year, when the championship calendars are compiled, so please ensure that your club has responded to our request for your 2022 event dates.

Motorsport UK is reviewing the role of Regional Associations. There are 13 such associations in the UK and they are all very different, in the geographical areas they cover and their activities. You are fortunate as the ASWMC is one of the most active, especially with the variety of championships we host - some only run two or three. Perhaps the downside for championship participation is that the ASWMC area is quite large - the distance north to south of our region is the same as the northern edge of our region to Scotland! We will be at our most effective if we work with our member clubs, so keep us informed and please suggest changes as appropriate.

As the impact of COVID lessens it is pleasing to see the extent that motorsport events have returned, although that isn't true for all disciplines. Stage rallying in particular has taken a 'hit, although in many cases MoD training has also affected a number of events. Sprints, Hillclimbs, Autocross, AutoSolo and Targa Road Rally events have all been particularly successful in attracting good entries, and we hope that continues into 2022. The future success of our various Trials disciplines is more difficult to judge as they emerge from their summer close season.

We would like to re-engage with interested parties to discuss a closed-road Stage Rally in the South-West. These events have taken place in Northern Ireland, the Isle of Man and the Channel Islands for many years and are now popping up all over the mainland, with numbers heading towards double digits. So we need to resurrect the initial enthusiasm shown when the idea was first announced. For this to succeed, members from a number of different clubs will need to be involved.

ASWMC is an Associate Member of LARA (the "Land Access and Recreation Association"), the umbrella organisation that brings together the leading national associations in motor sport and recreation. LARA promotes and advocates responsible and sustainable motor sport and recreation, offering advice and training on all aspects of land use. LARA participates in Local Access Forums (LAF), of which there are a dozen in the South West. LARA is asking us to provide the names of LAF members who are known to have a "pro-motorsport" attitude to the countryside. So if you know any LAF members in your area, please contact me with details. Thank you.

Paul Parker, Chairman

Notes from the Executive Committee Meeting and Annual General Meeting, 17th October ...

Heads of The Valleys AC (HOVAC) have applied to join the ASWMC ...

The 2021 Stage Rally Championship registrations will be carried over to 2022 as only two rounds were run ...

Access to MOD land for events continues to be an issue due to training requirements, and this may continue for the foreseeable future ...

The South West Motorsport Month was a success with twenty-three events running across nine different disciplines and over 1900 competitors were involved. Truro Girls School were active throughout and are investigating marshalling opportunities at other events subject to age constraints ... any Association may run its own 'Motorsport Month' with the 'South West MM' setting the template for others to follow ...

Motorsport UK and Forest England (FE) are still developing a Master Agreement for land usage ... Camel Vale MCs input has been instrumental in maintaining access due to their historic usage of FE land ...

The 2022 ASWMC Year Book is in preparation ... a review of the yearbook will be carried out to see if future editions, beyond next year, could be less heavy and slimmer, as the current version has caused some issues with postage and costs ...

The Structure of Regional Associations is the focus of new proposals from Motorsport UK ... the ASWMC already covers most of the proposed requirements ... the role of Association Safeguarding Officer may be filled by the Training Officer ...

Route Liaison Officers (RLO's) are to be invited to future executive committee meetings ...

An Event Director for the proposed Closed-Road Stage Rally is being sought ...

Changes to the Dartmoor National Park byelaws could impact on motorsport events on the moor after a certain time of day ... Jay Brown agreed to investigate and report back ...

Discussions are ongoing to bring the World Rally Championship back to the UK.

The newly released Road Rally App had been warmly received and was proving popular.

The Street Car Championship is still 'work in progress' but it is hoped that the classes and disciplines covered will be released in the near future.

Digital Signing-on may be retained ... Scrutineering may return to a more traditional process, but the self-declaration process will be retained in an adapted form from the 1st January 2022.,

Renewal of Competitors' and Officials' Licenses has started ...

Extreme E is coming to the South West of England in December, at Bovington, and will be a positive opportunity to engage the local motorsport community ... more details are expected to be released soon.

Regulation Changes ...

The following were approved at the AGM. Please note that the precise revised wording and layout in the 2022 Yearbook may vary from the following summary of changes.

Hillclimb & Sprint:

The creation of a class for Junior drivers (from the year of their 14th birthday, using road going cars up to 1400cc), to encourage junior drivers into the discipline as a low cost option ... details to be developed.

Autocross:

3. Classes:

Change 'Roll over bars to K1.6.1 to K1.6.2 are high recommended'.
To 'Roll over bars to K1.6.1 to K1.6.2 Drawing 1 OR 2 MANDATORY for Classes A1 & A2'.
Rationale Safety (more inversions in 2021).

5. Scoring:

Replace Line 4, with the following:
 Championship points can only be scored in the vehicle in which the competitor completed their practice run(s) OR a car in the same class together with the agreement of ALL other competitors.
Rationale To give competitors the opportunity to continue competing and scoring.

Replace Lines 9 - 16 with the following:
 Championship results will be based on the best scores from each day's competition (Round) as follows (a 2-day event is 2 Rounds)
 Less than 10 Rounds run – All scores to count.
 12 or 13 Rounds run – Best 11 scores to count.
 14 or 15 Rounds run – Best 12 scores to count.
 16 or 17 Rounds run – Best 14 scores to count.
 18 or 20 Rounds run – Best 16 scores to count.
Rationale To clarify the wording between 'Event' and 'Round' with the change in permit wording and the change in allowed dropped scores. Also allows for one-day events and/or a partial cancelation or abandonment of an event.

Autosolo:**2. Technical Regulations:**

- 2.1 *Replace* ... M33-M33.3
With ... M21 – M21.3.

3. Scoring and Awards:

- 3.1 *Replace previous wording with:*

As all awards will be made according to ASWMC Championship Rule 19 the classes will be combined for the allocation of Championship points.

Registered contenders will score Championship points as follows:

Points will be scored for position against other ASWMC Registered Contenders irrespective of their class as follows:

1st - 20 points, 2nd - 19 points, 3rd - 18 points, 4th - 17 points, 5th – 16 points, 6th – 15 points, 7th – 14 points, 8th – 13 points, and so on down to 20th place, scoring 1 point.

In addition, to avoid the possibility of a tie, all Registered Contenders will receive 0.1 point for every competitor beaten at the event.

Where Clubman Events are split into Championship and non-Championship groupings for award purposes, the combined results will be used for championship points calculation purposes.

The Clerk of the Course on an Event may claim maximum points for organising that event in the Championship Calendar. This claim can only be made once in a calendar year and those points will count as one of their qualifying rounds.

Add: New paragraph

- 3.2 First Overall. The ASWMC Trophy and Replica.

Class winners will be noted but will only receive awards as per Rule 19.

5. Championship Rounds:

Delete First Overall. The ASWMC Trophy and Replica.

All awards will be made according to Championship Rule 19.

Reason Wording moved to new para 3.2.

Add There will be a maximum of 12 Events; a Registered Contender's best six scores will count. If 6 rounds or fewer are held, all rounds will count.

New

6. Geography

All Events will be held in the South West region; no championship events will take place outside Cornwall, Devon, Somerset, Gloucestershire, Dorset and Wiltshire.

7. Addition and Removal of Events.

No event can be added to the Championship without the approval of **ALL** Registered Contenders in writing and Motorsport UK as per W 1.1.8.

If a Club informs the Championship Coordinator that an event will not run, it will be dropped from the Championship, reducing the number of qualifying rounds.

If a club intends to move an event to a new date, it will remain in the Championship only if **ALL** Registered Contenders agree in writing with the new date.

8. Electronic Timing.

All Clubs will be encouraged to use Sapphire Electronic Timing which is being purchased by ASWMC; this is not mandatory.



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Clubs invited to use Motorsport UK's new headquarters at Bicester Heritage ...



As you are hopefully aware, Motorsport UK relocated from Colnbrook to the wonderful Bicester Heritage site earlier this year.

This new facility gives Motorsport UK the opportunity to offer the use of the building to member clubs for a variety of events, with a large open plan reception area and adjoining meeting rooms available on the ground floor, together with parking for up to 50 cars.

Clubs are invited to use the new HQ for meetings and training sessions, and the rooms are equipped with video screens for presentations. The modern reception area features a unique art installation that charts the sport's evolution from 1905 to the present day, making it an inspiring backdrop for media events or announcements.



It's also the ideal location for competitive events. Oxford Motor Club recently used Motorsport UK HQ as the start and finish points for a 20/20 road rally, with the crews meeting for morning coffee before the briefing and novice crews using one of the rooms to plan their routes. The event also incorporated two tests on the track.



The Bicester Heritage site has various areas of tarmac that can potentially be used for low speed events. Access to these and associated costs need to be negotiated separately with the Bicester Heritage site management and it should be noted that strict noise limits apply.

If your club is interested in using the Motorsport UK facilities for an event, please email Claire Kirkpatrick at club.development@motorsportuk.org

Reminders ...

Event Regulations ...

Please help the ASWMC's championship coordinators to do their job by ensuring that event secretaries send draft copies of their event's SRs to the relevant coordinator before being released to competitors. Thank you.

ASWMC Club Project Fund ...

The deadline for applications to the 2022 fund need to be made in writing to the General Secretary by **1st October 2022.**

Photography Credits ...

When sending photos please include event details, location (e.g. stage or corner), car, driver/crew, the photographer (if crediting is required) and any other relevant information. E-mail contributions to newsletter@aswmc.org.uk Thanks.

ASWMC on FaceBook ...

The ASWMC News page is at <https://www.facebook.com/ASWMCNews>.

The ASWMC Facebook group is at <https://www.facebook.com/groups/331829570210716>

Registration as a 2022 Marshal ...

is open now on the Motorsport UK website

2021/22 ASWMC Meeting Dates:

5 th December 2021	Executive Committee (Hartnoll)
13 th February 2022	Executive Committee & Awards Presentation (Exeter Court)
8 th May 2022	Executive Committee & SGM (Hartnoll)
14 th August	Executive Committee (Hartnoll)
16 th October	Executive Committee & AGM (Exeter Court)
4 th December	Executive Committee (Hartnoll/Zoom option)

Please note: all dates, locations and methods are provisional



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Motorsport UK Branding ...

Guidance is available from Motorsport UK about branding of event and club paperwork, websites, etc. with the name change. For further information, please e-mail brand@motorsportuk.org.

Guidance and FAQs are also available at <https://mailchi.mp/ea560eadbb60/guidance-for-clubs-using-motorsport-uk-branding?e=8d21b80f3a>

E-mailing all your members ... a cautionary tale ...

As some of you will be aware, we ran into problems with e-mailing the call for contributions for this newsletter, sent in early October. To cut a very long story short, e-mails to some club contacts and registered contenders were rejected and my usual sending address (also my forwarding-address for ASWMC e-mails) was blocked by Microsoft as an “*unsafe sender*” – i.e., it was considered to be a spam originator.

Apparently Microsoft’s algorithm for sending group emails appears to have been recently changed, so that large ‘bcc’ batches of recipients (say 90 or more) may result in the sending server restricting the message. This is probably another attempt to restrict the activity of ‘spammers’, but the problem is that it isn’t clear what batch size would be allowed through.

An internet search suggests that ‘all should be well’ ... try entering “*group e-mail recipient limits*” into Google and see the results ... but the reality seems now to be rather different.

In the course of lengthy ‘phone calls to unblock my e-mail address, one technician said that the issue isn’t just the numbers of recipients but the pattern of e-mails, i.e., sending to low numbers routinely may be OK, but large numbers occasionally ‘raises a warning flag’ so to speak.

The problem is that this is exactly what many of us need to do. For example, club officials need to e-mail all their members occasionally and event secretaries will often e-mail every competitor in the run-up to an event with SRs, Finals, Bulletins, etc., increasingly so as clubs move across to managing events on-line. In the ASWMC’s case, we forward notifications sent to us by Motorsport UK to all of you, request newsletter contributions and, about a month later, notify everyone that it’s uploaded.

As a ‘first fix’, my ASWMC address (previously ‘newsletter@’) has been changed to media@aswmc.org.uk (please amend your address books), although even that wasn’t a complete solution as a second mailing was returned undelivered, although the e-mail address itself wasn’t blocked.

You will see that the notification of the upload of this newsletter no longer has the specific website link within it and the notifications will be going out in blocks of 50 recipients ... which will be tiresome but probably necessary – we shall see!

If this happens to your club, other solutions include mailing software (e.g. ‘mailer lite’ or ‘mail chimp’) which are often free up to a point but chargeable thereafter (see <https://www.mailerlite.com/pricing>). These work by receiving the one e-mail from you and then mailing in batches to recipients that you specify from a spreadsheet.

If you mail out to relatively low numbers of people, you are not likely to be affected. But it could affect any of us that have to e-mail many recipients intermittently.

More news on this by e-mail (fingers crossed!) as and when I learn more – and if any of you out there with expert knowledge have wisdom to share, please let me know.

Rupert Barker, Newsletter Editor
media@aswmc.org.uk

Training Report ...

This has been a restrictive year, not only for our beloved sport but for life in general, although we did manage to have a face-to-face training day on the 3rd July, with Mansell Raceway hosting twenty-eight of us for a mix of theory and practical training. I'd like to thank the venue, the volunteers who helped on the day, my fellow trainers and the delegates who attended.

Looking forward to 2022, I have put in requests for the BMSTT Grants for three training days - two for Rally/Speed marshals and one for Kart marshalling. The anticipated dates are in the Spring before the season "fully kicks off" - more details will be made available soon.

Jay Brown (training@aswmc.org.uk)

Watergate Bay Sprint images...

As the lower part of the hill was unavailable this year, the 2021 event was run as a Sprint, using more of the approach road from Newquay and finishing alongside the paddock and display area. Howie Fowler (569 Motorsport Media) was there to capture the action ...



Goodwood Revival ...

Great Historic Racing and the best British Eccentricity Returns

Opened in September 1948 and closed in July 1966, Goodwood's world-famous racing circuit was resuscitated in 1998 with the annual Revival meeting which, now almost 25-years later, has grown to become not only a parody of its former self, but also the most successful annual UK motor racing meeting bar the British Grand Prix.

That astute Revival light-bulb moment came from Goodwood's perspicacious provost, Charles Henry Gordon-Lennox, 11th Duke of Richmond & Gordon, who masterminded both the Revival and its equally successful cousin, the Festival of Speed, in 1993, utilising the spacious grounds around the Duke's majestic Sussex house, complete with a steep asphalt driveway for the annual mid-summer motoring jamboree.



Left: Scarab & Ferrari on the front Row of the Richmond Trophy race

The 3.4 mile racing circuit follows the line of the perimeter track of the former WWII RAF airfield of Westhampnett, encircling what is now Chichester & Goodwood's busy airfield. Since the

Revival's first meeting, eligibility for invited cars is capped at 1966, the date of the original circuit's closure. Spectators are encouraged to enter into the spirit of this immediate post-war era – ration books welcomed – and dress appropriately with 1950s/60s tweed twinsets, polka-dot dresses, military uniforms, teddy-boys, and being hippies most popular styles - but anything worn in that time can be seen at a Revival meeting.

But it's the sublime cars and feverish motor racing that's the *raison d'être* for all this associated pizzazz. Let's just look at the 2-driver, one hour Stirling Moss Memorial race for pre-1963 closed-cockpit GT cars, potentially the most valuable grid of the day. Four stunning Ferrari 250 SWBs (of only 36 that were made), with a current value of \$10m each, and four Aston Martin DB4 GTs (only 19 made) at \$16m each. That's \$104m for just eight cars with twenty-two Jaguar E types, a TVR, couple of Porsches and a Lotus Elite to add! If, as they say, 80% of the dosh is held by just 5% of the population, for sure they were racing at Goodwood that weekend!

The race was won by classic car dealer and restorer James Cottingham, co-driven by Harvey Stanley, in a 1962 3-8 Jaguar E type. The race, formerly the Kinrara Trophy, was renamed in honour of 'Mr Goodwood' himself, Sir Stirling Moss, who was always the spectator's darling at Goodwood, ironically the very circuit which ended his driving career on Easter Monday 1962. But the archetype motor racing virtuoso, who died in April 2020, was honoured at the Revival with a daily parade of some of the cars he drove during his stellar career as a truly international driver and peerless sportsman.



Also racing was genial 2009 F1 world champion Jenson Button in his first experience of top-flight historic racing, which he fully intends to repeat.

Left and below: 2009 F1 Champion Jenson Button enjoying the action and driving an AC Cobra.



Other famous faces included former F1 McLaren driver Jochen Mass, driver-turned-pundit Martin Brundle, Le Mans winners Richard Attwood, Emanuele Pirro, Marcel Fassler and Andre Lotterer, former 3-time WTC champion Andy Priaulx and 3-time BTCC champion Matt Neal, with double Formula E Champion Jean-Eric Vergne reacclimatising himself to piston engines again. All happy and relaxed racing personalities, signing autographs and talking to fans between races.



Above: Pit stop for driver change-over in the Brooklands Trophy race; left, winners Duncan Pittaway & Eddie Williams (Frazer Nash TT replica).

Other blue-riband races included the St Mary's Trophy, a perennial spectator's favourite capturing the spirit of pre-1966 saloon car racing, the Brooklands Trophy for pre-war sports cars, the Glover Trophy for '61-'65 Grand Prix cars, the Sussex Trophy for '55-'60 sports cars

and Chichester Cup for Formula Junior cars from 1958-62, the forerunner to F3 which provides entry level international motor racing. For the very young drivers, the Settrington Cup is for J4 pedal cars recycled from Austin-Longbridge steel off-cuts in a Bargoed factory between 1949 and 1966, a race energetically contested by 60 young future champions.

For enthusiasts of two-wheels, the Barry Sheene Memorial Race contained top-draw riders including John McGuinness, Steve Parrish, Troy Corser, Mick Grant, and Michael Dunlop, racing on an eclectic range of mainly British 500cc bikes manufactured in 1962 – obviously a good year for racing motorcycles?

Stylish outdoor cafes serve every kind of food, mostly alfresco accompanied by music of all genres, rock & roll, jazz, and melodious brass bands.

This year the miniature Earls Court motor show carried a strong Mini theme and a very authentic film studio, complete with actors, lights, cameras, and clapper board. We've not even touched on the extensive shopping village showcasing all styles of retro attire available for those who'd forgotten or fancied a change or the myriad of restorers and automobile trade outlets.



Above: Even Ice cream vendors have special vans at Goodwood

There's really nothing not to like about a Revival meeting. Close, hard-fought racing between the cream of historic drivers with a race card containing elite machinery in each category. Add to this mix typical late summer weather and all the ingredients are assembled for a truly great weekend on the majestic Sussex downs with an international motor racing flavour.

Oh, and just in case you thought you'd forget the realities of COVID-19, Goodwood had thoughtfully installed a pedestrian footbridge to access to the infield for the first time in its history, just to encourage social distancing and Lifebuoy donated several thousand tubes of complimentary hand sanitizer which were readily available throughout the venue.

It's great to report that traditional British idiosyncratic behaviour has successfully survived the lockdowns, a sure sign that at long last normality is returning – a big thank you Goodwood!

Ken Davies ©

Images: Ken Davies & Goodwood

Castle Combe Rally Day ...

Since its inauguration 2001, the Castle Combe-based Rallyday has established itself as the 'Go to' event for rally fans, and bounced back – on Saturday 25th September – after being forced off the 2020 calendar due to COVID-19. As a result, the organisers of Europe's biggest one-day 2021 rally show were determined to show rally fans what they'd missed for the last two years. The undoubted star of the show was Hyundai Shell Mobis WRC team driver Craig Breen, fresh from two WRC podium finishes in Estonia and Ypres, Belgium.

En route to Finland for the next round of the championship, Breen was enjoying a rare day-off in Wiltshire, sharing experiences with interrogator Colin Clark on the 'Legends' stage.



Above: Left, Craig Breen and Colin Clark; right, Breen chats with David Higgins

Also on interview duty was amiable former international codriver turned commentator, Howard Davies, who provided some pithy soundbites during his light-hearted conversation with 3-time British champion Mark Higgins, recalling his 239 British and overseas events in a 15-year career, dovetailed with stunt-driving for the James Bond blockbusters *Quantum of Solace*, *Skyfall* and *Spectre*, plus Amazon's 'The Grand Tour'. Sanity later returned to the microphone when Ebbw Vale born Nicky Grist, a popular Rallyday guest, reminisced about co-driving for Juha Kankkunen and Colin McRae, scoring 21 wins and 43 podiums during his successful WRC career.

In this spacious paddock, Ian Gwynne of BGM had brought several rally cars, some later driven in anger by Mark Higgins, including the 600 bhp Audi Quattro S1 Hannu Mikkola bought from the works (now valued at £1.4M!), the M-Sport Ford Focus driven by McRae/Grist to 4th place on the 2002 Monte Carlo rally and the Subaru Impreza WRC 97 used by McRae/Grist to win the 1997 Network Q RAC rally. Also featured was an ex-Kankkunen Peugeot 205 R5 T16 and Marcus Gronholm's 800 bhp Ford Fiesta 2009 Pikes Peak turbo car.

Creating a poignant lunchtime tribute to commemorate Richard Burns' 2001 world rally championship was a parade of the Berkshire driver's cars, recalling the hard-fought FIA world title Richard and co-driver Robert Reid won two decades ago against the cream of international competition. Setting a nice the tone for this tribute, Richard's sister Jo drove her late brother's Subaru Impreza RB320 – chassis number 01 – into the Rallyday paddock.



'Nostalgic magic' ... David Higgins, left, and Nicky Grist launch from the start line ...

Add into Rallyday's successful ingredients dry weather, eclectic displays of historic rally cars, trade stands, unlimited food outlets and the excitement offered to drivers and passengers by the tarmac rally stage around the 71-year-old racing circuit for those of a more adventurous spirit!



Perhaps the final words should come from Castle Combe's managing director Graham Marshall:

"We really couldn't have wished for a better return for Rallyday. It's been the perfect day. The quality of the cars has been quite unbelievable and to have Craig Breen stopping in to catch up with everybody on his way to Rally Finland next week was incredible. Rallyday is all about a real mix of everything rallying from the grass roots right to the top of the WRC."



"We've achieved that again with Rallyday – there was truly something for everybody. I can't thank Jo [Burns] enough for coming to join us on what's been a very, very special day to remember Richard. There are, of course, a whole lot more people to thank – especially Tom [Williams] and Mark [Higgins] for what they did to help with our tribute to Richard."

And so-say all of us. It was a great day – it was Rallyday!

Ken Davies ©



DL Motorsport Parts Limited offer a complete spares service for all Subaru WRC and GPN cars which were originally manufactured by Prodrive Ltd.

As well as catering for other Subaru rally cars built by non-official teams, we also have parts for GPN cars that are used for track days, hill climbs and road going cars.

We also have a range of standard Subaru parts in stock

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Hillclimbing Serial Winners ...

With Sir Lewis Hamilton equalling Michael Schumacher's record by winning his seventh F1 Grand Prix Championship in 2020, and now posting 100 GP wins, I wondered how these records compared to the serial winners and their achievements in the British Hill Climb Championship.

According to Wikipedia, since the start of the Championship in 1947 Tony Marsh and Scott Moran have each taken the title six times - Tony Marsh in 1955, 1956, 1957, 1965, 1966 and 1967, and Scott Moran in 2008, 2009, 2011, 2012, 2014 and 2016. Other multiple winners are David Grace and Martyn Griffiths with five championship titles, and Roy Lane and Martyn Groves with four each. Of course, we do not have a constructor's hill climb championship, but if we did the leading scores would be Gould with 20 wins, Pilbeam with 17, Cooper 12, ERA 5 (some shared with Cooper) and OMS 3. Gould has dominated the Championship since 1998 with its only challenge coming from Trevor Willis, driving his smaller and lighter OMS 25/28 cars powered by two Hayabusa motorcycle engines joined to make a light but immensely powerful V8, who took the title in 2012, 2017 and 2018.

Adrian White
South West Timekeeping

Around the Clubs ...



Tavern MC's successful Cotswold Historic Road Rally held in August raised £1000 for the Great Western Air Ambulance Charity and another £1000 for the Wiltshire Air Ambulance; donations included contributions from competitors and landowners.



Pictured above with one of those cheques are, L to R:

Martin Clark, Gavin Rogers, Joe from GWAAC, Dave Milkins and Denise Desbois.



Bath MC have enjoyed a rather more steady – and ‘normal’ - period on the organisational front through the Autumn although many of its members have been busy on various events around the country.

The Summer AutoSolo at Kemble Airfield in August ran with a slightly smaller entry than normal, although the upside was that the organising team and entrants had an early finish and were home in good time! The event was again a round of the BTRDA, ASWMC, ACSMC, CMSG and Vincenzo MX5 championships, the latter attracting 21 MX5's to start the event, from the field of 36.

1st o/a in the Clubman event was Jamie Yapp in his Renault Clio 172 Cup, who pipped regular winner Neil Jones from Bala, in his very quick MX5, by 0.2secs!

FTD on the day went to Oliver Jenkins who won the Interclub event in his MX5, beating Bath MC member Steve Conner in his MX5.

In early October, the club ran its ‘Targa in The Dark’, which as the name suggests was a compact Targa Rally run in the twilight/dark with the first car away at 17:30, and back to the start/finish venue at Wincanton Racecourse just after 21:30.

The event drew crews from all over the country who tackled five, mainly gravel, tests, all of them familiar from the club's Festival Rally. Coupled with a gap of 18 months since their last use, heavy rain in the 24 hours before the start of the event contributed to the tracks being very slippery. After a short break, the five tests were repeated, giving 22 test miles, with 52 miles of link sections.

The event was won by Ethan Davies/ Dan Johnson in their Puma, who had made the trip from Wales to compete and had a winning margin of 1m 49s, giving the crew their maiden rally victory.

Right: Ethan Davies & Dan Johnson.



Above: Gary & Bradley White

Huw Morris/Dan Pidgeon increased their pace in the second half and brought their Ford Focus into second place whilst Jason and Daniel Stone felt that they may have eased their pace a little too much on the second visit to the forest and took third o/a.

Gary and Bradley White fulfilled their promise as pre-event favourites, winning the Clubman Rally with times that would have placed them fourth on the Inter-Club event.



Marshals and crews from the Targa in the Dark. All Images courtesy of M and H Photography

The club has also run a few internal events, enjoying a full entry for the Summer Jogularity and a Walking Treasure Hunt; a few further events are scheduled before the end of the year, including a 12-car road rally and a Quiz night.

In the New Year the club's main focus will be on the Festival Targa which will run on Saturday 19th February, using a route based around Castle Combe Racing Circuit, similar to that planned for the 2021 event which was cancelled because of the pandemic. Eleven tests, totalling just over 40 miles, will be split between 20% smooth gravel and 80% tarmac.

The opening of entries will be on the event website - <http://www.bathmotorclub.co.uk/festival> - and/or its Facebook page.

Elsewhere in the country, notable results for club members have included ...

Ken and Sarah Binstead (MGB) have competed on all six rounds of the Historic Rally Car Register Clubman Rally Championship, with Ken taking the 2nd Expert Driver award and Sarah winning the Expert Navigator category with a creditable 3rd o/a on the Hughes Rally ...

Andy Lowe took his first overall win as a navigator, guiding Iwan Davies (Ford Escort Mk 2) to win the recent South Hams MC Harvest Rally ...

Ross Whittock competed on a few selected WRC events with his driver, Chris Ingram, in their WRC3 Skoda Fabia ...

Dave Fooks is currently 2nd o/a in the ASWMC AutoSolo Championship after a few good class positions in his Ford Puma ...

Steve Conner is currently leading the ACSMC AutoSolo and CMSG AutoSolo Championships with a few rounds to go, in which he competes in either his MX5 or Ford Puma ...

Here's looking forward to a more normal year in 2022. Keep safe and enjoy your motorsport.

Martin Moore
Competition Secretary



Exmouth MC has a full entry – plus reserves – for its Exmouth Memorial Rally which runs on 13th and 14th November. For details go to <https://www.exmouthmotorclub.co.uk/exmouth-memorial-rally>.

Marshals are needed – please contact the event's Chief Marshal, Chris Beer, by e-mail - cbeero71@gmail.com, calling his mobile (07725 720 513) or signing-on at the marshals registration page - <https://Mtc1.uk/Marshals/ExmouthMemorial21/MarshalForm.php>



Torbay MC made two more awards from their Junior Driver Award Scheme, with Oliver and Edward Luxton making their debuts at the club's Spring and Autumn Autocross events respectively, bringing the total awards in 2021 to six.



Oliver (left) and Edward Luxton (right) at Torbay MC's Autumn Autocross.

The club are extending the scheme into next year and hope to see more Junior drivers taking the plunge ... perhaps also at their Clay Pigeon Sprint ... in 2022.

To be considered for an award, e-mail Roy Sims (comps@torbaymotorclub.co.uk) with your name, date of birth, parent/guardian's name and the Torbay MC event you intend to enter.



Also at the Autumn Autocross, the club presented the Devon Air Ambulance Trust with a cheque for £500 on behalf of CRH Plant, in recognition of the company's support for its Autocross events with the loan of the large Bomag roller used to keep the track in the best possible condition during events.

Pictured: Colin Anderson presenting the cheque to the DAAT representative.

(All images – Paul Morris Motorsport Photography)





Greensall & Pye Talk Motor Racing and Lap Records ...

Castle Combe Racing Club held its AGM in the Café & Bar 'H' at the circuit on Tuesday 12th October and afterwards members enjoyed a buffet and listening to the motor racing reminiscences of Marcus Pye and Nigel Greensall, both interacting with their knowledgeable audience and taking questions at the end.

Marcus has been a respected and authoritative motor sport journalist for over 40 years, and is synonymous with his regular column in Autosport. Marcus is also a sought-after commentator, multi-lingual master of ceremonies and an historian with an encyclopaedic knowledge of our sport. He combined these skills with a racing career in several formulae including the fast and competitive Thundersport series in the 1980s, which pitted fast cars from various series against each other in a kind of "super libre" sports racing series.

Nigel Greensall has been racing professionally for nearly 30 years in numerous formulae, from the VW Fun Cup to Formula 1, achieving many podiums across two centuries! The winner of 12 National and European Championships, 148 outright race wins and 107 lap records, Nigel amassed huge experience of 24-hour races (including Le Mans, Daytona, Nürburgring, Dubai and Spa, and wins in America, Dubai, France, Italy, Germany, Spain, Belgium, Sweden, Denmark, Portugal, and UK. He provides driver coaching to students worldwide, from track-day enthusiasts to Le Mans drivers, dovetailed with perceptive and intuitive car development and test-driving abilities, mostly carried out for major manufacturers. Nigel is the outright lap record holder for Castle Combe's original circuit configuration, averaging 130 mph.



During a fascinating 90-minute exchange, Marcus and Nigel spoke about their extensive racing experiences including endurance racing at the infamous banked Daytona circuit in Florida and Sebring. Drivers, cars and circuits were discussed and compared, before Nigel recalled setting his brilliant lap record at Castle Combe during a BOSS (Big Open Single Seater) championship race in Paul Stoddard's European Aviation ex-F1 Tyrrell Judd on August Bank Holiday Monday in 1997.

Left: Marcus Pye and Nigel Greensall

Castle Combe Circuit's Lap Records – The First 47 Years!

The first lap record of at an average of 75 m.p.h. was set by Tony Crook in his Frazer Nash Le Mans at the circuit's first race meeting July 1950. This was bettered by Bob Gerard's ERA and Ken Wharton's BRM before Harry Schell's Vanwall Costin left it at 1:13.6s – 90 m.p.h. - during a F1 race in 1955. John Taylor, Bob Gerard, Chris Summers, and BOAC pilot Hugh Dibley all took turns at lowering it further before Tony Lanfranchi captured it in his 6-litre Lola T-70 Can Am. In 1968, Jim Moore's Kincraft Ford V8 further reduced it to 1:4.4s which was then equalled by Ron Fry's lightweight Ford GT40.

During a Guards F5000 race in May 1970, Peter Gethin and Howden Ganley, both in Chevrolet-powered McLaren M10Bs, reduced the record to 56.6s – 117.03 m.p.h. - making Castle Combe the second fastest track in the UK, after Silverstone. This record stood for 14 years until Tony Trimmer set a time of 55.2s – 120 m.p.h. - driving a ten-year-old Lola T330 Chevrolet F5000, before Lancashire car dealer Alo Lawler dropped it a further second to 54.2s – 122.2 m.p.h. in his ex-Alain Prost McLaren M30 Cosworth in 1985.



Lawler's record stood for twelve years until August Bank Holiday Monday 1997 when Nigel Greensall completed his sensational lap in the European Aviation Tyrrell/Judd to record a stunning time of 50.59s – 130.93 m.p.h. This record will stand forever as over the winter of 1998/99, the Esses and Bobbies were added to reduce speeds, thus increasing the total length of the circuit to 1.85 miles. In all just 16 drivers have had the distinction of holding the outright record for Castle Combe's original circuit during the 47 years it existed.

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2021 Championship Updates ...



ASWMC 2021 Hillclimb Championship

The championship had 102 registered contenders, (15 more than in 2020), of whom 88 scored championship points. Ten rounds were run, eight at Wiscombe and two at Werrington. An extra round could have been added at Wiscombe, making nine in total, but I felt that there were already too many rounds at the one venue - I did hear a few comments from people that they had "Wiscombe overload"!

The top 3 in the championship were: 1st Ben Bonfield, 2nd Rodney Eyles and 3rd Stephen Wareham.

Multiple records were broken this year, not only by the championship top 3, but also by six other contenders.

Awards will be made down to 10th place due to the high number of scorers ... *'Back to normal'!*



ASWMC 2021 Sprint Championship

Championship registrations were slightly down on 2020, with 70 registered contenders. Despite the slightly lower numbers, 61 of these have scored so far, ten more than in 2020. There were to have been 15 rounds in the reprogrammed calendar but eight events have been cancelled for various reasons, including Covid19, the G7 summit and, believe it or not, one due to a lack of entries. Just the Great Western Sprint at Castle Combe is left to run at the time of writing.

The top places in the championship seemed to be relatively settled until Dave Phillips jumped into 2nd place at the final event, the GWS at Castle Combe.

The championship Top 3 are 1st Dave Greenslade, 2nd Dave Phillips and 3rd Simon Clemow.

The 2022 calendars for both Championships are being organised now, and I would like to thank Mark at TyreMarks for sponsoring our championships ... and hope that he does so again in 2022.

Roy Sims (speed@aswmc.org.uk)

2021 Classic Reliability Trial Championship

Two more rounds have taken place since the summer break, both proving popular and especially with contenders in the very competitive Specials Class 8. Minehead MC's Exmoor Clouds, in early September, was once again restricted to a single venue in the extensive Headon Wood. Duncan Stephens in his (new to him) UVA Fugitive won class 8 and the trial overall, beating strong competition from 19-year old novice Charlie Merson and Stewart Green, who is now achieving very good results in his Gruffalo. Keith Sanders once again proved too good for the opposition in the Sports Car Class.

A fortnight later Holsworthy's Taw and Torridge proved tough and steep for most with only Duncan and Keith gaining single figure scores.

Unfortunately, four of the planned Autumn trials have had to be cancelled, including Camel Vale MC's popular Bodmin and Camel Classic events, due to Forestry England refusing to issue permits.

With just two trials left, the championship table is very tight at the top, with both Charlie and Stewart on 34 points after six events; Duncan is close behind on 30 points from only four events. It looks like there will be a new name on the trophy this year.

Carlie Hart (classictrials@aswmc.org.uk)

2021 Car Trials Championship

So far this season five rounds have run, with one having to be cancelled due to a lack of entries; the final qualifying round is scheduled for the end of October (please note that the date has moved by one week from the original plan). The season will end on the 7th of November at the ASWMC Final, hosted by Woolbridge MC at Crewkerne.

As I write, two drivers have competed in the three events required to qualify for double points at the final. The entry for the last qualifying round at Minehead could see a further five competitors gain that 3rd event qualification, so potentially a total of seven drivers could contest the championship final.

Nine out of the ten registered drivers have scored points this season; this is a slight improvement on last season, but is still disappointing in that more entries, even with a more 'Somerset-centric' championship, have not materialised. As data is always useful, the contender numbers at each round have been:

Round 1 - Bristol Pegasus MC	1	Round 2 - Ross & District MSL	1
Round 3 - Windwhistle MC	7	Round 4 - Woolbridge MC	7 + C of C
Round 5 - Ross & District MSL	2 + C of C	Round 6 - Windwhistle MC	Cancelled
Round 7 - Minehead MC	tbc	Final – Woolbridge MC	tbc

If you consider that Woolbridge MC is one of the leading trials clubs in the country, with regular clubman event entries of about 30 to 40, it is disappointing that we cannot seem to attract more people to contest the ASWMC Championship.

I will continue in the same vein for 2022 and hope that as we move further out of the Covid restrictions this will encourage a few more contenders to join us.

My request to clubs who have previously held events to re-consider hosting a championship round has unfortunately been met with a 'deafening silence', with the 'Somerset-centric' calendar comprising events mainly organised by Woolbridge and Windwhistle MCs supported by Bristol Pegasus and Minehead MCs; Ross & District MSL host the other two rounds but these tend not to be well supported by ASWMC contenders.

Mark Hoppé (trials@aswmc.org.uk)



2021 DL Motorsport Parts Targa Road Rally Championship

Since the last report, 4 more rounds have taken place, the Hatsford Targa, Venta Silurum Targa, Kent Targa and the Targa in the Dark. There would have been another event, the Ilfracombe Targa, but unfortunately this was cancelled due to lack of entries caused by clashes with other events and COVID issues.

The **Hatsford Targa** is held near Ledbury on 25 acres of fields. Heavy rain leading up to the event made conditions very tricky in the morning, with the Ross and DMC organisers sensibly deciding to remove one narrow and tricky section through some trees.

Eighteen contenders took part, organising, marshalling and competing. John Davies/Nick Bloxham won the event by 1m 30s from an Austin Mini. A couple of minutes further back were Huw Morris/Geth Johnson, collecting a good points haul, while other contenders in the Top 10 were Ben Griffin/Peter Littlefield, Gavin Rogers/Keith Emery and Elliott Sharp/Michael Spicer.

The **Venta Silurum Targa** ran later in August, a new event for this year run by Forresters Car Club in Caerwent. It was very enjoyable and a credit to the organisers, with twelve tests run as four loops of three.

John Davies/Nick Bloxham led the field away; fastest times on four tests, plus consistent Top 3 times on the others, proved enough for them to score another overall win. The next ASWMC contenders were Jason and Dan Stone, almost 3 minutes adrift in 5th place, despite two broken wheel rims and another puncture caused by shaving the kerbs too closely. Next up were Keith and Martin Lane, who complained of "interesting" handling after bending the rear beam on a kerb, closely followed by Chris and Jamie Woolley in 9th.

The **Kent Targa** was another new event run by Weald MC using the MOD venue Mereworth Woods. A good entry all failed to catch – or match - John Davies/Nick Bloxham who comfortably won by nearly 3 minutes, their 4th ASWMC event victory this year. The nearest contenders were Huw Morris/Richard Crozier in 5th, and Elliott Sharp/Matt Clark in 7th, scoring their highest points so far this year. Just outside the top 10 were Chris Woolley/Jamie Woolley, who suffered with a slipping clutch.

The **Targa in the Dark** was a new event from Bath MC which used some familiar venues previously used on the Bath Festival. Based at Wincanton Racecourse, it started in the daylight on a rather gloomy day. There were five tests run twice with some overlap of the routes in the Alfred's Tower forest complex.

With John Davies not attending due to commitments on the Isle of Man, it was 'all to play for' and at the halfway point Jason and Dan Stone were lying 3rd, just 15s ahead of Huw Morris/Dan Pidgeon, closely followed by Gavin Rogers/Abi Haycock, Chris and Jamie Woolley, and Keith and Martin Lane. The tracks were in generally good condition but very slippery in some places, and this caught out some crews, with others struggling to pull away from Stop controls, giving the organisers some work to apply notional times.

As the rain had stopped just before the start, the second loop was drier, but darker and rougher. Chris and Jamie slid off on Alfred's Tower and could not get back on the road so retired, and a few other crews were held up by other cars getting stuck.

At the finish, the top ASWMC contender was Huw Morris in 2nd, 13s ahead of Jason and Dan Stone, with Gavin Rogers 1m 34s behind in 4th, just 1s ahead of Keith and Martin Lane, with Elliott Sharp/Liam Carfrae having another good run to 9th.

Despite John Davies scoring 4 maximum scores in the Driver's Championship, with two events left, and five scores to count, there are four drivers who could catch him if the results go their way.

The Navigator's Championship is a lot more open, with Dan Stone just 6 points ahead of Steve Conner and Jamie Woolley who are tied for second place.

Gavin Rogers (targaroadrally@aswmc.org.uk)

2021 Autosolo Championship

This year has produced the closest Autosolo championship fight ever, with David Fooks and Philip Turner, both driving in class B with their Ford Puma's, swapping ASWMC championship class wins all season. Currently Philip has four to David's three and, if you add the total time for all 56 scoring runs, the difference in total elapsed time for the pair is just 2.1 seconds. In my view this is absolute proof that we need an electronic timing system, and five events this year ran using the 'demo' kit, which I'm pleased to report the ASWMC have now purchased with the help of Motorsport UK. The ASWMC plans to rent the system next year so it is available to all clubs at an affordable price. The demo timing kit has just been back to Sports Timing Systems for a full service and 'health check'. As the Camel Vale events did not run due to venue issues, the last outing this year was on the 17th October at Cheltenham, which David won by 2.3 seconds with Philip second. This means that the final championship scores are:

1st Philip Turner 76 points; 2nd David Fooks 76 points and 3rd Geoff Bromfield 63.8 points (Mazda MX5) after some solid performances.

The championship is decided on countback by regulation 18b; both David and Philip have four wins each, but Philip has four second places to David's three.

The 2022 championship will be sponsored by Protechnic who are manufacturing a bespoke flight case for the new timing system. Protechnic manufacture custom flight cases for a wide range of hi-tech industries to ship power units around the world, including F1 teams, the FIA and supercar manufacturers. See www.protechnic.com.

Philip Turner (autosolo@aswmc.org.uk)

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2021 Southern Counties 1st Choice Finishes Autocross Championship

Just a brief few lines for this newsletter ... so I can fill out the Winter edition more easily!

Unfortunately, Witney MC were unable to secure a suitable venue for their August event due to the weather delaying the harvest so, after a prolonged break, a healthy number of competitors attended the Green Belt MC event near Bishops Stortford with Simon Ford taking FTD.

Camel Vale MC returned to Autocross and ran a successful event near Lostwithiel at the start of September. A couple of roll-overs at the same corner added to the weekend's excitement but failed to stop the enjoyment, one of those being Oliver Foord who missed out on his maiden FTD by 1.2secs to Simon Ford!



The season finale saw the largest number of starters for the year and the longest/widest track allowing for another 4 abreast event hosted by Torbay MC.

With new drivers still coming to try Autocross, it was a very encouraging end to the year. A few cars had moments, some bigger than others, but all seemed to be enjoying themselves.

Rob Hingston (pictured above) put the grunt of his V6 Fiat Seicento to good use and took a comfortable FTD (*Image courtesy of Paul Morris Motorsport Photography*).

A big thank you goes to EVERYONE who has given their time, in any shape or form, to put on this year's events.

And special thanks are due to our loyal sponsors 1st Choice Finishes.

If you need anything blasting and powder coating, from the smallest bracket to a complete chassis or a set of wheels, please give Mike or Dave a call.

Colin Anderson (autocross@aswmc.org.uk)

Book Reviews ...

'Fatal Weekend' - by Tom Rubython

Fatal Weekend tells how those four unhappy days – the 30th April to the 1st May 1994 – unfolded from several perspectives and Tom Rubython's hard-hitting and painstakingly researched book leaves no stone unturned, rationalising how Senna's death was a combination of several issues which conspired together on that fateful spring afternoon, resulting in the death of arguably the world's finest F1 driver. The accident was not simply a result of the broken steering column which at first appeared the most obvious cause.



But that ill-fated weekend at Imola also saw the death of Roland Ratzenberger, paradoxically one of the least successful F1 drivers, in an accident like Senna's high-speed crash at almost 200 mph. The Austrian's Simtek-Ford was run by the small, newly formed F1 team and the integrity of its construction and efficiency of the governing body's chassis crash-testing process is questioned. Amazingly, this San Marino Grand Prix weekend – which sent shockwaves through international motor racing – also witnessed Rubens Barrichello miraculously escape a similar accident with only minor injuries when his Jordan 194-Hart became airborne off a high kerb and smashed into a debris fence at around 140 mph.

Among factors interposing and unsettling Senna that ominous weekend was disappointment with his new Williams team. Although their indifference to its drivers was well-known, the contrast with his former team at McLaren surprised Senna in only his third appearance with the Oxfordshire team. So much so, he'd met Ferrari principal Luca Montezemolo earlier that weekend and tacitly agreed to join the Italian team for 1995, after breaking free from his Williams contract. From his first experience, Senna was very uncomfortable with the handling of his Williams FW16-Renault, a passive version of the 1993 championship winning FW15C, but devoid of the crucial electronic driver aids in line with new FIA regulations.

Close rival Michael Schumacher's Benetton B194 was suspected of running illegal launch control, a view shared by many within F1 although the FIA was unable to prove this was being used. Senna had failed to finish the first two 1994 grand prix and was forced to drive over his safe limit to have any chance of success against Benetton's unfair advantage. Another factor was Adriane Galiseu, the 20-year-old Brazilian model Senna had met and fallen in love with 12 months earlier, a liaison of which his family unfathomably disapproved, leading to an acrimonious dialog with his brother Leonardo that very weekend.

The book tells how some respected F1 protagonists did themselves no credit by the way they behaved at Imola and also some key evidence which mysteriously disappeared without trace. *Fatal Weekend* is a fascinating book arranged in logical bite-sized chapters that readers can randomly dip into or read sequentially. Author Rubython is an accomplished investigative journalist with a successful history publishing business journals', as well as eight books including *The Life of Ayrton Senna*, a best-seller with 250,000 copies already sold globally and continuing sales of 12,000 annually. The author also produces the unmissable monthly

magazine *BusinessF1*, reporting some of the more dubious activities within international motor sport with no attempt to sugar the pill or ingratiate himself to the guilty.

Although published in 2015, I received my copy of *Fatal Weekend* only recently after subscribing to *BusinessF1*. I read it cover to cover in just 4 days and there's already a long list of future borrowers. Published by The Myrtle Press and priced at £20, the hardback tome contains several great images, some previously unseen and there are candid accounts from almost everyone involved, including Senna's teammate Damon Hill. I would recommend this book as essential reading for any fan of F1.

'*Fatal Weekend*' - Hardback ISBN: 978-0-9934731-0-4 Softback ISBN: 978-0-9570605-93

Ken Davies ©

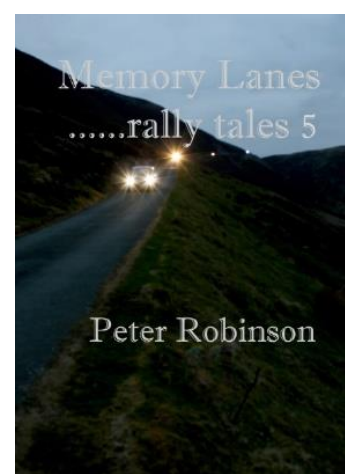
Memory Lanes ... Rally Tales 5 - by Peter Robinson

Without doubt, the '60s and '70s were the most evocative eras in rallying and the latest book in Peter Robinson's popular pentalogy arranges another series of ripping rally yarns in a series of 8 easy-to-read chapters, written from recollections of those at the sharp end of the story.

Tales include Supersport Engines and the Cooper brothers, and the talented Kevin Gormley who carved a successful career co-driving with several front running manufacturer teams in over 250 rallies. There's a fascinating chapter on BMC's inter team Healey 3000 v Mini Cooper rivalry to win the 1965 RAC rally. Then the redoubtable Martin Holmes follows the first 6-months of 1974, post oil crisis and political winter of discontent. Road rally doyen Don Barrow quite rightly deserves his own chapter as the most successful Motoring News navigator, followed by the history of Bob Beale's enduring rally VW Beetle – 'Bertie'. There's even a chapter on perhaps the worse MN rally – ever - and lessons learnt from inherent mistakes.

Peter's collaborators in recalling this golden period of rallying include John Davenport, Rauno Aaltonen, Andy Dawson, Paul Easter, Terry Kaby, Kevin Gormley and Don Barrow and the ten-chapter layout of the easy-to-read book makes it possible to dip in and out at will, one chapter at a time.

There's really nothing not to like about this latest collection of rally tales and the tome provides great reading. Published in 2020 by Peter Robinson Publishing, this 127-page A5 size soft-back book carries a number of hitherto unseen B&W rally images. The book doesn't have an ISBN number but can be ordered direct from Peter at memorylanes@live.com, priced at a modest £12.50 including U.K. postage.



Ken Davies ©

***'Blue Lemon – Rallying for the Buzz'* - by Phillip Haslam**

This rather elegant coffee-table book tells the fascinating story of Phillip and Yvonne Haslam's induction into historic rallying, a hobby that subsequently beguiled and converted them into seasoned and serial competitors on some of the most exotic and daunting historic endurance rallies on the calendar. Some 100 rallies through 58 countries totalling over 200,000 hard-fought miles to date. The Haslam's world map carries a truly enviable portfolio of international destinations – and they're not done just yet!



Released in October 2020, the book is professionally written and well-illustrated with some atmospheric images. Extravagantly presented, the high-quality, hard-back tome is amusing and self-deprecating, as despite the considerable rallying experience that Phillip and Yvonne have gathered, they never take themselves too seriously and remain refreshingly light-hearted and self-critical throughout.

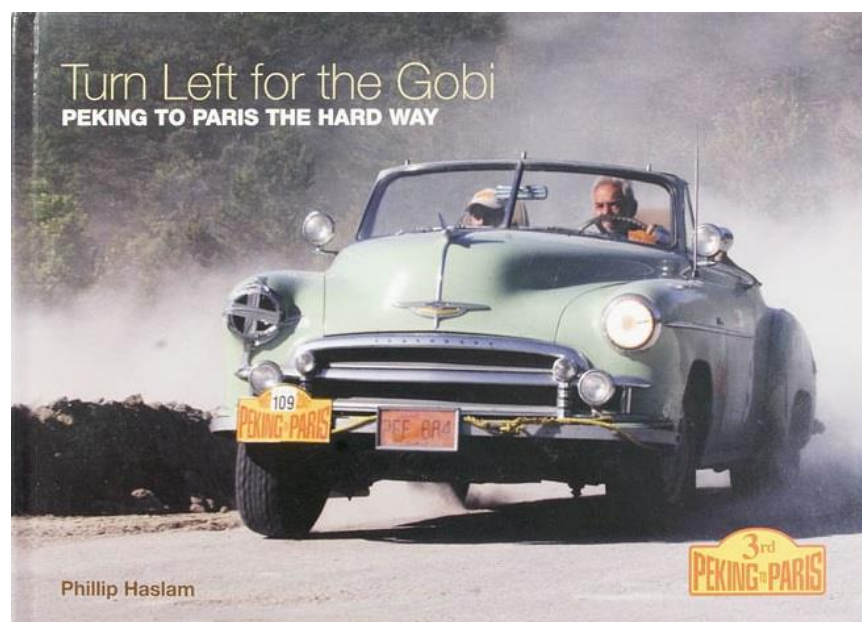
Following a successful career as principal of an architectural practice, Phillip's grand retirement plans eschewed the local bowls, bridge and ferret clubs and expanded into a far more hectic – but fulfilling – way of life in the fascinating world of classic cars and historic rallying on a 'who's who' of blue-riband global events to countries not appearing on the average travelogue. From lush green UK countryside, the Haslam's adventures see them traverse arid deserts, thick forests, chaotic cities and cross almost every major mountain range and continent.

Four cars share starring roles in the book. First, a 1948 Allard M Type in which the Haslams first honed their rallying skills; a 1950 Chevrolet Bel Air, acquired especially for the formidable Peking to Paris rally; the ex-Sir Malcolm Campbell 1933 Aston Martin Le Mans reg: ALR 1, and a 1950s Jaguar XK120 roadster, used for the majority of the Haslam's events, reminding us of the doughy breed of world class cars Sir Williams Lyons' company produced at Browns Lane, Coventry almost 70 years ago.

Written in a pleasant, easy to read style, Phillip's almost encyclopaedic power of total recall make this unusual and niche volume a thoroughly enjoyable read. Bad points? None really – except perhaps the 300mm X 210mm X 25mm dimensions of the heavy book are not conducive to easy reading in bed.

Blue Lemon is a great book for those interested in historic rallying mixed with extreme foreign road travel and the Haslam's press-on-regardless, style of competing is commendable. I imagine a copy of Rudyard Kipling's immortal poem '*If*', available in the glove compartment of their cars to use as inspiration in times of tribulation – which have been plentiful.

Multitalented Haslam wrote the book, designed the layouts, organised the printing and self-published. So far, 200 copies are printed with half already sold. *Blue Lemon – Rallying for the Buzz* is available directly from [http://: www.blue-lemon-book.com](http://www.blue-lemon-book.com) or haslamfoo@yahoo.com: ISBN 978-1-5272-6693-3 good value at £30.00 plus P&P.



In 2009, the same author published '*Turn Left for the Gobi*' – *Peking to Paris the hard way*.

Another graphic and enjoyable account of the Haslam's many character-building adventures in the Chevrolet on the 2007 historic version of the original 1907 P2P endurance rally.

This epic story is another Haslam production requiring reprints in 2011 and again in 2015, totalling 500 copies to date, of which just 30 remain available for sale: ISBN: 978-0-9564326-0-5

Ken Davies ©

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Classic Reliability Trials: Carlie Hart Tile Barn, Church Road, Doynton, Bristol, BS30 5SU	E: classictrials@aswmc.org.uk T: 01179 372611
Targa Road Rallies: Gavin Rogers	E: targaroadrally@aswmc.org.uk T/M: 01454 414128; 07733 234942
Speed (Hill Climb & Sprint): Roy Sims Rohan, Totnes Road, Ipplepen, Newton Abbot, TQ12 5TN	E: speed@aswmc.org.uk T: 01803 814322
Sporting Trials: Duncan Stephens Ty Gwyn, Coxpark, Gunnislake, Cornwall. PL18 9BB	E: sporting@aswmc.org.uk M: 07801 281053
Stage Rallies: Vic Fancy 5 Robin Close, Weymouth, DT3 5SG	E: stagerally@aswmc.org.uk M: 07836 389726
U-21, All-Rounders & Club: Pam Hartill 17 St Leonards, Bodmin, PL31 1LA	E: registration@aswmc.org.uk T: 01208 73676