

Newsletter



In this issue ...

*Secretary sought ... Executive Committee Notes ... Road Rallying
Resurgence? ... Monte Carlo or Bust! ... Around the Clubs ...
Championship Updates ... Obituaries*

2022 ASWMC Championships Sponsored by:



TYREMARKS
www.tyremarks.co.uk **TAVISTOCK**
ECU REMAPPING & DIAGNOSTIC SPECIALISTS
01822 611321



PRO TECHNIC
CASE SOLVED

Spring 2022

Contents: Page:

Editor's notes	2
From the Chair, Secretary Sought ...	3
Award Scheme, News in Brief	4
ASWMC Meeting Notes, Awards Images, Club Anniversaries	5-6
Reminders	7
SW Road Rallying	8
Monte Carlo or Bust!	10-11
Around the Clubs	12-16
Championship Updates	18 - 24
Obituaries	25-29
Contact details	30

Welcome to the ASWMC Spring 2022 Newsletter

The start of the 2022 season has seen the onset of the 'new normal', with many of the changes brought in under the Covid restrictions having either largely gone away – or been retained. For many clubs, paper event documentation is now firmly in the past (sparing many trees!), with digital entry systems taking details of licences, membership and championship cards, and payment all now on-line via clubs' websites or specialised software. Scrutineering has resumed as it was pre-pandemic, although many clubs, as part of the progressive digitalisation of event entry, are asking for documentary evidence of log-books/passports, and details of personal safety equipment as part of those systems.

Not everyone is finding this process easy, struggling to learn the new systems, and needing help to take the first steps towards this digital future. So if you have the know-how and find it relatively easy, please support anyone who needs a helping hand!

Motorsport recently lost one of its greatest 'all-rounders' – Vic Elford – and newsletter stalwart and 'historian-in-residence', Ken Davies has written a comprehensive 3-page obituary, plus one for long-time Castle Combe commentator, David George.

I look forward to receiving plenty of news on events for the Summer issue as we gear up for action once again!

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: 'Smokin' Stuart Beare in his Sherpa Indy, pictured on the Walsingham Sporting Trial, Sunday 6th March. (Image: Duncan Stephens).

From the Chair ...

Association Partners:



I am 'touching wood' as I type this, but it seems that as our 2022 season is underway there appear to be, at least for the time being, no limitations on events and how they are organised. And it's been two whole years since I have been able to say that.

The organisation of a Closed Road Rally in ASWMC territory in 2024 is underway and will be a major topic at the ASWMC Council's Special General Meeting on 8th May 2022, when more information will be available.

If you, your club or your club's fellow members are able to offer help and the benefit of your experience, then attendance at that meeting at the Exeter Court Hotel will be very welcome and valuable.

The event is planned to take place over two and a half years from now, which gives an indication of just how long it takes to organise an event of this complexity. It will be seven years since many of the major players in Special Stage Rallying came to our part of the country, and we are hoping that this event's future will be both fruitful and permanent.

Paul Parker, Chairman

ASWMC General Secretary ...

As many of you will know, Jim Bee, our General Secretary for four years, recently stood down due to a work promotion that has significantly increased his workload. He will be missed, of course, but his role needs a new volunteer.

I have stepped back into the role (one I held before for many years) temporarily, in parallel with my Vice Chairman role ... hopefully not for too long!

If you, or anyone you know, would be interested in taking on the General Secretary role, please contact me at secretary@aswmc.org.uk or on 01297 551375.

The ASWMC Executive Committee meets four times per year, at the Exeter Court Hotel; two of those coincide with the Annual General and Special General/Council meetings, so you would only need to leave home on four Sundays per year!

The main responsibilities are to be the contact for our member clubs and outside bodies, e.g. Motorsport UK, to prepare and issue meeting agendas and minutes, working closely with committee members, who will give you their full support and assistance.

This is an interesting position that keeps you up to date with developments in all forms of motorsport, both in the South West and beyond.

Howard West
General Secretary and Vice Chairman

ASWMC Club Award Scheme ...

Camel Vale MC have been presented with a cheque for £535.13 from the ASWMC Club Award Scheme, which has been combined with a Motorsport UK grant to purchase much needed replacement equipment for the club's Autocross events.

The club's 2022 Autocross – the penultimate round of the 1st Choice Finishes ASWMC Autocross Championship - will be on 10th and 11th of September.



News in Brief ...

Motorsport UK DBS Checking...

Motorsport UK launched the DBS checking scheme for volunteers in January; an integral part of the implementation of the safeguarding measures is ensuring that correct and satisfactory suitability checks are completed for those working or volunteering in roles that are defined as 'regulated' activity.

A full guide to the process, including a list of identified roles that meet government criteria for DBS checks, is available on the Motorsport UK website; this is non-exhaustive and if you are unsure whether your role meets the relevant criteria, please e-mail safeguarding@motorsportuk.org.

If you volunteer, and hold a Motorsport UK licence, it is mandatory for you to undertake a DBS check if you are planning to marshal at a kart or drag race meeting.

All licensed/registered volunteers will be fully funded by Motorsport UK. Non-Motorsport UK volunteers will be charged a fee of £21 GBP. Those who earn from their role will be required to cover the cost directly and this is charged at £65 GBP.

We thank you for your support in provide a safe, fun and fair environment for our sport and remain available to assist.

Self-Declaration & Documentation ...

Torbay MC has compiled a brief guide for competitors to combine their competition licence, club and championship cards and documentation into one file for uploading to event entry systems or e-mailing to Event Secretaries. The guide is available to download on the Torbay MC website - <https://www.torbaymotorclub.co.uk/events/>. 'Download information'

Notes from the Executive Committee Meeting, 13th February ...

Howard West reported that after Jim Bee's resignation he would be prepared to act as General Secretary ...it is important that a replacement comes forward in the near future ...

The Exeter Court Hotel will host all future Executive and General Meetings until further notice ...

The 2021 Annual Accounts will be presented for approval at the SGM planned on 8th May ...

Club Resignations ... The Cornish Leaf and Coil Club, and Cleeve Motorsport Club had not renewed their membership for 2022; Bexley LCC and Ecurie Cymraeg MC will not be renewing their ASWMC Membership in 2023 ...

Green Belt MC's August Autocross will be considered as an addition to the 1st Choice Finishes ASWMC Autocross Championship, even though it is outside our area

Round 1 of the DL Motorsport Parts Targa Road Rally Championship, run by Bath MC, had a full entry, plus reserves ... unfortunately the 2022 Somerset Targa has been cancelled due to the unavailability of Exmoor forestry venues; it is hoped that the event will run in March 2023 ...

Speed events Coordinator Roy Sims has issued guidance notes, with reference to the 2022 Motorsport UK Yearbook, on how to establish what modifications are, or are not, permitted ...

Venue Development Officer Kevin Moore has received requests to establish if certain MOD sites could be used for motorsport ... he is still awaiting further information from Motorsport UK regarding contact details and procedures ... it appears that clubs are only being allowed to use MOD venues for one day in 2022, whereas in the past venues were often available for a whole the weekend ... more information is expected at the upcoming Regional Committee meeting ...

Thirty marshals attended the first training day on February 12th at Dunkeswell, with the following training to be held at Dunkeswell a month later ...

Paul Parker reported that changes regarding the Dartmoor National Park Byelaws will not have any substantial effect on motorsport in the area ...

Forestry Liaison Officer Chris House reported that three applications for Forestry use in 2022 have been approved; these will be managed under the current Forestry Agreement extended into 2022. A new Agreement will be in place for 2023. The restrictions for Trials taking place in Cornwall forest areas remain in place ...

Forming a committee for the proposed 2024 South-West Closed-Road Stage Rally has made considerable progress and further meeting of senior officials will take place in a few weeks ...

Changes in Clerk of the Course Licences, and DBS Checking (necessary for all Officials involved with Junior motorsport competitors) were discussed ...

Notes from the Special General Meeting (by Zoom), 16th March ...

At the meeting on Sunday 13th February, the ASWMC Executive Committee agreed that the following amendment to Championship Rule no 21, Championship Fees, be put to Member Clubs for discussion and voting at a Special General Meeting:

That the schedule of fees payable by Competitors for registration as a Championship Contender be reduced from £15 to £5 for the following disciplines only:-

Autosolo, Classic Reliability Trial, Sporting Trial and Car Trial

The fees for all other disciplines are to remain as per the 2022 ASWMC Yearbook.

If this Proposal is agreed at this Meeting, then they will be retrospective back to 1st January 2022.

The reason for the proposed change is to bring ASWMC Championship Fees into line with other Championship Fees from other Organisations.

The Chairman (Bristol MC) proposed the Motion that the above Proposal be agreed, seconded by Howard West, Wiscombe Ltd, and votes in favour were cast by fifteen club representatives present; with one abstention, the motion was carried.

Any higher championship fees for the relevant championship disciplines that have been already paid will be refunded down to the £5 registration fee agreed at this Meeting.

Howard West, Acting General Secretary

Awards Presentation Images ...

Many thanks to Paul Morris Motorsport Photography for taking the photos at the 2021 Awards Presentation on the 13th February ... these are available to download from Paul's Facebook page, here: <https://www.facebook.com/media/set/?set=a.1640367686308978&type=3>

Club Anniversaries ...

The ASWMC's record of its member clubs' formation dates is rather 'patchy', and also confused by the differences between a club's original formation, any later versions, amalgamations, and affiliation to governing bodies (The RAC, the MSA and Motorsport UK). As far as we can tell, the following clubs will reach significant milestones this year ...

Club:	Formed:	Anniversary:
Cirencester Car Club	1952	70 th
Classic Sports Car Club	2002	20 th
Minehead MC	1962	60 th

Please send any information and history on your club's formation date to the Newsletter Editor (newsletter@aswmc.org.uk) and we will update the ASWMC archive. Thank you.

Reminders ...

Event Regulations ...

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

ASWMC Club Project Fund ...

The deadline for applications to the fund in 2022 need to be made in writing to the General Secretary by 31st 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>

Marshals ... if you haven't already, don't forget to update your registration for 2022 via the Motorsport UK website ...

2022/23 ASWMC Meeting Dates

8 th May 2022	Executive and SGM (Exeter Court Hotel)
8 th August 2022	Executive (Exeter Court Hotel)
17 th October 2022	Executive and AGM (Exeter Court Hotel)
5 th December 2022	Executive (Exeter Court Hotel)
13 th February 2023	Executive Committee and Awards Presentation (Exeter Court Hotel)

Please note: all dates and locations are provisional.



Recognised
Club

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>

Road Rallying Resurgence ...

Navigational Road Rallies - back on the maps in 2022?

Following nearly two years away from the lanes, with the exception of Exmouth MC's Memorial Rally, night time road rallies are making a comeback, with at least five scheduled for 2022 in the Southwest. South Hams Motor Club has put on two such events for decades – The Primrose (formerly 'The Nightmare') in March and The Harvest (occasionally known as 'The Guy Fawkes') in the Autumn.



Above, l-r: Iwan Davies/Andrew Lowe (1st o/a, 2021 Harvest Rally), Simon Heywood/Andy Ballentyne (2nd o/a 2021 Harvest Rally) and Elliot Dale/Ms H Ryall (2nd Novice, 2022 Primrose Rally). Images: Brian Gilbert Photosport.

The club also runs about ten 12-car events on Friday evenings throughout the year. These 30 - 40 mile events are a great training ground for those wanting to be involved in the sport and such is their success that crews travel from far and wide to gain experience and learn from club members – many of whom are 'Masters' with more years of experience than they care to declare. Some even remember OS maps in inches! Fifty years on, the lanes offer the same challenge for both driver and navigator, albeit with quite a few more potholes....



One such 12-car debutant some years ago is SHMC member Shaun Layland who recently guided driver John Considine (pictured, left) to his first win on the 2022 Primrose Rally. Shaun was selected for the Motorsport UK Academy a few years ago which helped him raise his game - and profile - hugely. In fact he is rallying most weekends - in the lanes, in the woods and now on closed roads. The recent Primrose saw 32 crews take on the challenge of Map 201 with a return to the Cornish lanes

for 140 miles of competitive rallying. The event was overseen by a small army of enthusiastic marshals – without whom these events could not take place – and we thank them all. They keep everyone on their toes at the many passage and time controls along the route, and all for the reward of a 'full English' at the finish!

This November 5th sees the 50th Anniversary of the Harvest Navigational Rally, running on OS Map 202. Starting at the Passage House Hotel at Kingsteignton, South Devon the club would love anyone who has enjoyed this rally over the last half century to come along and catch up - keep an eye on our website www.shmc.co.uk for details. Maybe it's time to dust off your 'Poti' and 'Roamer' and see how (little) things have changed!

Andy Bulpin

SPITFIRE CIRCUIT

PERRANPORTH AIRFIELD

TRACK DAY

18 APRIL 2022



REGISTER AT: WWW.TRACKDAYSCORNWALL.COM

**TESTING ALSO AVAILABLE 7 DAYS A WEEK
FROM £50**

**PLEASE CONTACT
INFO@TRACKDAYSCORNWALL.COM**

Monte Carlo or Bust – By Charabanc! ...

While recently researching, how, if, or why we could persuade the 'Monte Carlo Classique' to start, or at least have a checkpoint, in Doncaster, I unearthed various snippets of fascinating information. As you might know, I like buses and coaches, as well as the 'Monte' and had recently watched a Monte film on YouTube with grainy images of competitors reversing onto the *MV 'Lord Warden'* car ferry at Dover ... but there was also a SUT (Sheffield United Tours) AEC coach shown carrying an official ACM '*PRESSE*' rally plate ... so I just had to investigate a little closer as Sheffield United Tours (SUT) is now long gone.

In fact, the SUT business in its original form was started by Arthur Kitson at the end of WW1, with the incorporation date of 31st December 1926. Because so many 'start up' businesses failed in the early years after the war, he took over many small companies within the Sheffield conurbation and surrounding areas and helped to form the 'United Motor Services Pool'.

Kitson centred his own business on offering private hire and excursions and in 1933, the company moved to premises at Pond Street, Sheffield and later, as by then coach travel was becoming big business, to larger premises on Charlotte Road,. Kitson also concentrated on prestigious work when it was available, often running to London and returning empty to secure this high-quality work.



Despite his various involvements with other companies, Kitson concentrated on his business which became 'Sheffield United Tours' in March 1935, although the new name wasn't widely used until after WW2 hostilities ended. Between the war years the main trading name was 'Hancock's Motor Tours' and with excursions still being offered in 1939/40, the company still had a good business, albeit with tours to the southern parts of the country discouraged because of the risk of imminent enemy attacks.

In 1941 German air raids reached Sheffield and business was suspended, leaving the majority of coaches standing idle. The MoD then requisitioned a large number of passenger and goods vehicles, so another eight coaches were loaned to Crosville to transport munition-factory workers. Finally, in 1945, peace returned and although too late to commence a tour programme that year, 1946 was a busy year with vehicles refurbished in readiness and newly acquired coaches, normally AEC or Bedford OB's, as available.

By 1949, SUT were operating popular tours to Europe including a 14-day tour of Switzerland and a 16-day tour of the French Riviera. One coach was even entered into the first ever Montreux Coach Rally by its driver and courier while away on tour and came home with 'Le



Grande Trophy! The business thrived and became a prestigious operation, offering high quality tours, with plenty of continental work at a time when most operators were still very parochial.

After a few years, SUT was broken up, the business then being absorbed by the 'British Electric Traction Bus Group' which was itself nationalised by the government in 1969 and became part of 'National Travel'.

SUT's large fleet was totally unique within the group, as it did not operate stage carriage work but instead specialised in express coach services, British and European tours, together with prestigious events like Miss World competitions, the 1966 Football World Cup, and of course the annual Monte Carlo Rally.

The General Manager of SUT was a gentleman by the name of Ben Goodfellow, and the accompanying picture hung in his office, illustrating a coach named 'Gay Consort' which was part of the AEC Reliance fleet fitted with a Windover body, with the word 'Gay' used very much in its original post-war context.



As I write this, I recall what the driver was told: "*Oh, tomorrow you are taking Gay Consort on the Monte*". In fact, Gay Consort, probably one of the first 'Executive' type

coaches, was used for several years because it conveniently had a rear entrance door, an efficient heater and importantly, the 'navigator' could sit alongside the driver to provide route instructions. Inevitably, competitors' luggage - including the all-important dinner-suit for the post-rally awards banquet - would also form part of 'Gay Consort's' payload.

Passengers carried to the principality were usually Monte Carlo Rally officials based in the UK, media personnel and the press corps. I have been told that the first BBC filming of the Monte was done from the coach near Monte Carlo and the reel of film was rushed back to the UK by motorbike courier. The familiar International Rally Drivers Club (IRDC) badge on the near side of the coach originally belonged to the 'Monte Carlo British Competitors Club', formed in 1931 and renamed the British International Rallies Club in 1961, before the club evolved into the IRDC in 1969.

There are a couple of surviving SUT coaches still in existence; fleet number 322 is in the Rotherham Bus Museum and Russell Andrews has fleet number 374.

Richard Ward

Around the Clubs ...



Bath MC's Festival Targa Rally started a very busy year for the club with our full calendar of events continuing with the Spring Autosolo early in April and then the Kemble Targa Rally equally early in May. Details of all the club's events can be found on the club website at <http://www.bathmotorclub.co.uk> or on its Facebook page.

The Stonier Hobbs and Elkins Ford Festival Targa Rally ran successfully on Saturday 19th February with Clerk of the Course, Dave Whittock at the helm. The event was based at Castle Combe race circuit and 86 crews started the event which would keep them busy for around 100 minutes of competitive action.

Four tests were run at Castle Combe using the race circuit (sometimes anticlockwise), the perimeter roads and the rally school circuit, with the longest test being 6.3 miles.

As well as Castle Combe the event also included tests at Kemble Airfield, Charlton Park and a first visit for many years to MOD Lyneham, with a total of 44 miles across nine tests.

The early pace was set by 2021 ASWMC Targa Champion, John Davies and Nick Bloxham in their Ford Puma, which they maintained throughout the event to win by a margin of around 2½ minutes ahead of Gavin Rogers/Georgina Clark in their Ford Escort, with Gary and Bradley White (BMW) third overall.

*Right: 2022 Festival Targa winners - John Davies & Nick Bloxham
(Image: mandhphotography.co.uk).*



Some notable top crews had issues on the event; Owen Turner and Rachel Vestey (MG ZR), seeded at 2, missed a PC which proved very costly, Ethan Davies and Dafydd Evans (Ford Puma), seeded at 3, had an altercation with a tree (and lost!) and Dan Morris/Geth Johnson (Ford Puma) struggled with the maze of roads at MOD Lyneham.

James Appleby/Nath Perks (Ford Fiesta), in the drivers first rally for several years, set excellent times (equivalent to 13th o/a in the Interclub event) to win the Clubman event; James' father was a previous winner (and sponsor) of Bath Motor Club's Azimghur Stages which ran for many years at Colerne Airfield.

There were more notable performances from Paul Freeth/Mark Dunkerley who brought their 1400cc Rover 214 home in 14th place, and Jon & James Crook (1400cc Vauxhall Astra) who took 3rd o/a in the Clubman Rally, setting times equivalent to 16th o/a in the Interclub event. Sixty-three crews made it to the finish after what had been a tough but very enjoyable event. A big 'thank you' should go to nearly 200 marshals who braved the horrible weather conditions in the aftermath of Storm Eunice.

As part of the club's Environmental Policy, our Environmental Champion has calculated that the club needs to contribute a £3 levy for each competitor on the Festival Rally to offset the carbon produced by the competitors and officials during the event. This levy will be added to those applied to the club's other events in 2022 and the total will fund tree planting in partnership with Co-Forest.

The next major event on the calendar, the Spring AutoSolo at Kemble Airfield on Sunday 10th April, had a full entry within a few hours of opening, such is the popularity of these events.

The Kemble Targa Rally, based at Kemble Airfield, will revert back to a single-venue format, with double-driven vehicles permitted. An early entry is advised as this event, like other Targa events, tends to fill up very quickly. Keep safe and enjoy your motorsport!

Martin Moore, Competition Secretary



Following its successful running in 2021, and after detailed discussions with the landowners, **Salisbury & Shaftesbury Car Club's** Bustard Rally will be rested in 2022; it will return in November 2023 with the promise of even better tests.

The club will be promoting its first Autosolo at Thruxton race circuit in September 18th, and further details will be posted on the club website (see below) as they become available.

Lastly, the club will be launching its new website very soon, with news of club events, activities and features – go to <https://sandscc.co/>

Dick Appleton



Torbay Motor Club has decided to extend its Junior Driver scheme, and the £65 award can be used to offset an entry fee to their first TMC event in 2022. Eligible junior drivers are those entering a TMC Sprint, Hillclimb or Autocross for the first time, and current TMC Junior autocross members who enter a sprint or hillclimb for the first time.

To qualify, you will need to be a TMC Junior Member (i.e. at least one parent or guardian will be a full member) and be aged between 14 to 16 at the time of your qualifying event.

The relevant regulations are S.7.1.9, 7.1.9.1, 7.1.9.2 and S.9.4.2, on pages 351/352 of the 2022 Motorsport UK Yearbook. Please apply in writing e-mail (comps@torbaymotorclub.co.uk), giving your full name, date of birth, your parent or guardian's name and the TMC event you intend to enter.

Roy Sims, Competition Secretary



Stellar Support for Castle Combe Media & Trackday

With the green shoots of COVID recovery clearly visible throughout the UK, and unusually balmy spring weather abounding, the motor racing calendar started with a bang at Castle Combe on Saturday 26th March when the Racing Club organised a well-supported Media and Track Day for competitors in the club's 2022 races and championships.

Remarkably, given the Wiltshire circuit's distinguished 72-year history, this was the first time that this sort of publicity event had been arranged to preview championship competitors to the national motorsport press. The day also provided a great opportunity for club members to track-test cars before the white-hot-heat of competition kicks-off in earnest with Howard's Day, the circuit's season opening race meeting on Easter Monday, named in honour of the circuit's late owner – and saviour – Welshman Howard Strawford, a former genial chairman of Swansea MC.

Cars representing Castle Combe Racing Club's four resident championships ran on track during the busy day, arranged in four 15-minute sessions each running six times between 9am and 4pm. Saloons, GTs, Formula Fords and Hot Hatches which included a few Mighty Minis, joining CCRC's portfolio of races for the first time this year although they have been 'guesting' at the circuit's races for many years.



Anniversaries being celebrated at Combe this year include the Circuit's 72nd birthday, 70 years sponsorship from Avon, 60 years since a BMC racing Mini first raced at the

circuit, 54 years of the Formula Ford, 47 years of the GT and 27 years of the Saloon Car championships. A popular Hot Hatch series was added 5 years ago and has proved a great success with its low-cost and competitive racing format. This year commemorates 40-years since the great Ayrton Senna won a FF2000 race at the circuit in the works Van Diemen RF82, prior to winning three F1 Championships.

The 2022 season also sees Castle Combe Racing Club strengthen links with the prestigious historic racing series GT & Sports Car Cup, a four-event endurance-racing style series for cars that competed in the golden 1950s/60s era of international racing, pitching iconic Sports & GT cars including AC Cobra, Jaguar E Type, Healey 3000, Lotus Elite, MGB against one another in a multiclass one or two-driver pit-stop format. The GTSCC will provide the feature 90-minute race at this year's Autumn Classic meeting which has its 10th anniversary in September.



Some of the GT and Sports cars equipped with two seats were present and provided white-knuckle passenger rides, providing proof of just how fast these well-developed historic cars can lap the 1.85-mile circuit on relatively skinny wheels and tyres as well as demonstrating the challenging and uncompromising nature of the former WWII airfield.



This year the Autumn Classic will present a race for pre 1983 historic Group 1 Touring cars, titled the Vince Woodman Trophy race, in memory of the Bristol driver who competed in the international saloon racing arena and was a regular race winner and firm spectator favourite at Castle Combe before his retirement in the 1990s. Woodman passed away May 2021.

Other significant Circuit anniversaries include:

- Race Circuit – 72 years July 1950
- Avon – 70 years as sponsor starting with the Circuit's footbridge 1952
- Jim Bamber's famous motor racing cartoon mural in Circuit Café 28 years – 1994
- 60 years since the first appearance of racing Mini 1962
- 40 years 1982 Ayrton Senna won FF2000 race Rushen Green Van Diemen RF82
- CC Formula Ford Championship – 54 years 1968
- CC GT Championship – 45 years 1977
- CC Saloon Car Championship – 27 years 1995
- CC Hot Hatch Championship – 5 years 2017

For those wanting to lap Castle Combe's challenging circuit without risking their insurance policy, Wiltshire College, resident on the site, had set up their Caterham race simulator in the relative safety of the Kay Thomas Centre, encouraging a steady stream of aspiring and more experienced drivers, eager to test their skills all through the day. Quickest lap of the day was rewarded with a trophy at the awards ceremony.





Among competitors' taking part was 2021 Castle Combe GT Champion Tony Bennett in his Caterham 300, who said: "A very enjoyable day. Great, well-organised and fun, rounded off with the 2021 awards party in the evening, hosted by Chris Dawes, himself the worthy recipient of Spirit of Castle Combe award. I was deeply honoured to receive Driver of the Year trophy. A huge thank you to all at Castle Combe Racing Club."

Also using the pre-season test day was Wayne Poole Racing – WPR. Team owner Wayne Poole had three Formula Ford cars taking part and said: "Don't change anything for next year, leave the format of the day exactly the same, including this great weather!" Also running FF cars at the event was Souley Motorsport, a professional racing team based in Stroud, Gloucestershire and operated by former competitor Brian Soule who said: "We've enjoyed a useful and productive day testing before the season starts and like the format."



Based on positive feedback from participants following the inaugural event, the preseason Media & Trackday could now become an annual feature on Castle Combe Racing Club's sporting calendar.

All Images: Michael Stokes

Ken Davies ©

TYREMARKS **TAVISTOCK**

ECU REMAPPING & DIAGNOSTIC SPECIALISTS

HydroFlow

www.hydro-flow.co.uk

THE COMPLETE INTERNAL ENGINE CLEANING SOLUTION

SPECIAL OFFER £100 + VAT



BENEFITS OF ENGINE CARBON CLEANING

Improves Fuel Economy & Performance

Lower Emissions & Reduces Smoking

Works On All Engines Petrol & Diesel

Cleans Your Engine, Turbo, EGR, DPF, CAT

& Emissions Sensors, All At The Same Time

0% Finance Available

www.tyremarks.co.uk

01822 611321

5 Westbridge Ind. Est. Tavistock Devon PL19 8DE

RAC

Approved Garage

info@tyremarks.co.uk

Official  Stockist

2022 Championship Updates ...



TyreMarks 2022 ASWMC Hillclimb Championship

Registrations for the Hill Climb Championship are up on the 2021 end-of-season total. The first hill climb of the season is at Gurston Down on the weekend of 26th and 27th March, but will have run by the time you read this. The next weekend will be Woolbridge's Wiscombe event - entries filled very quickly for this event. Werrington follows on the 30th April/1st May entries appear to be full. Regulations for Torbay Wiscombe open on the 6th April and Wildlife Wiscombe will probably open on the same day.



TyreMarks 2022 ASWMC Sprint Championship

Registrations for the Sprint Championship are a little down on the 2021 end-of-season total. The first sprint of the year was at Clay Pigeon Kart track on the 20th March, run in cold, but sunny, conditions. The next scheduled event is Portreath over the weekend of 2nd and 3rd April, providing the MOD 'play ball'. This will be closely followed by the Abingdon Long Course event.

I'm expecting registrations to pick up a little now that SRs are being published.

Roy Sims (speed@aswmc.org.uk)

2022 Classic Trial Championship

The 2022 championship is well under way with four events having taken place so far, with full entries in most cases and the trials running smoothly. The results, however, have been very variable, with some contenders doing well on one event and then not so well on the next.

January's Clee Hills Trial had an excellent start venue, with plenty of parking and a garage and Travel Lodge next door but the trial had to use only the eastern loop due to Forestry permission issues. The Longville restart caught out all but three class 8 cars, all ASWMC contenders, whilst Paul Merson went on to win the class and trial overall; disappointingly for the family, son Charlie and Stewart Green had to retire. Brian Hampson took 2nd place in the very competitive X90 class.

The very popular Cotswold Clouds in early February filled, and had 20 reserves, within three days. The Clerk of the Course feared it would be too dry but rain on Saturday night made it muddy and tricky, with lots of points lost across the hills. Only three out of the 79 starters finished with single figure totals. Dave Haizelden won the trial overall, losing only 6 points on the near flat Climperwell after having cleaned all the more challenging hills, and winning one year after son Aaron won the trial in his green Scimitar.

Holsworthy MCs popular Chaiman's Trial also attracted more entrants and was very well received. Aaron Haizelden in the green Deere Special won the trial beating all competitors with

his clean climb in Linton Fields 1. Keith Sanders won class 5 and Brian Hampson was once again well placed in the X90 class.

The North Devon Exmoor Trial had good start and finish venues within a few miles of each other and had returned to using the more easterly sections. Conditions were muddy and the odd shower added to the challenge. There was a good mix of byways and private woodland sections although the Holdridge sections were perhaps more suited to the motor bike competitors as most cars lost most of their points here; one of the three hills was finally cancelled for cars. Paul came second in the Specials class behind Josh Moss who also won the trial outright. Keith Sanders just beat Dave Haizelden in the 'fight of the Scimitars' to take class 5.

Carlie Hart (classictrials@aswmc.org.uk)

2022 Car Trial Championship

Our championship kicks off at Bristol on 24th April and we currently have a good number of registered competitors which shows promise for a good season's competition.

Thanks to our hosts for stepping forward - we are excited to be heading to a few new places and some excellent trials in 2022.



Left: John Kirby - hill climbing expert and now signed-up for the Car Trials Championship

Image: Mark Hoppé

You only need to enter three championship rounds to qualify for the final, so it's not too late to sign up - for just a fiver!

Fit in those three events, from eight rounds, between April and October and you'll qualify for double points in November's championship final.

The Top 3 in 2021 have all signed up again, so now is your chance to knock them off the top spot!

Mark Hoppé (trials@aswmc.org.uk)

2022 Sporting Trial Championship

Round Two of the championship, the Walsingham Sporting Trial, was held on Sunday 6th March Queen Elizabeth Park near Petersfield, on a clear and partly-sunny day ...



Left: New Sporting Trial championship contenders George and Victoria Watson in their Hamilton

Images: Donuts Photography

Duncan Stephens (sporting@aswmc.org.uk)

!!! Attention all Trials Competitors and Organisers !!!

DEFRA Consultation on the Landscapes Review ...

An earlier LARA Mailchimp circular suggested that members wait for further advice before making and submitting their responses to Defra's consultation on the Landscapes Review, and the Government response to the Review, which was published by Defra.

Please note this link to [LARA's advice on how to respond to the consultation](#).

Because of the serious threat posed by this consultation to the future of green lane motoring, it is vital that as many members as possible submit a response.

The consultation closes at 11:45pm on 9th April 2022.

1st Choice Finishes Powder Coating
Paint Spraying
Shot Blasting
Metal Refurbishment
01392 468086
www.1stchoicefinishes.co.uk

... specialise in shot blasting and powder coating both new and old metal items such as car pedal cycle frames, garden gates, furniture wheels, chassis, motorcycle or, and railings – essentially, we can restore anything metallic to a virtually ‘as new’ finish.

We have 70 plus years of combined experience within our trained staff to complete work to a high standard and your complete satisfaction.

**For a quality finish you can trust ...
make us your 1st Choice**

Unit 6, Exhibition Way, Exeter, EX4 8JD.

**1st Choice Finishes are proud sponsors of
the 2021 ASWMC Autocross Championship**



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

Parts range from Classic, Bugeye, Blobeye, Hawkeye & Hatchback

We also stock Electric Motorbikes & Scooters

Please visit our showroom & Website www.cityebikez.co.uk



CITY EBIKEZ



Unit 3 Richmond Place, Lee Mill Industrial Estate, Lee Mill, Plymouth, PL21 9RL

Tel: 01752 276166 Email: dlmotorsportparts@hotmail.com



DL Motorsport Parts 2022 Targa Road Rally Championship

The 2022 Championship got underway with the **Bath Festival Targa** in February, based at Castle Combe with 45 miles spread over nine tests using Castle Combe, Charlton Park, RAF Lyneham and Kemble Airfield, that attracted a bumper entry of 90 cars, 86 of which started the event. The organisers did well to set up most of the tests on Friday during 'Storm Eunice'; as the venue was closed by the MOD during the storm the Lyneham tests had to be set up in just a few hours on Saturday morning.

31 championship-registered drivers and 18 registered Navigators competed, with another 5 contenders scoring points for marshalling.

The first dozen crews had dry but cold conditions for the opening test, but then heavy rain fell for the rest of the morning and continued with showers for the remainder of the event. The marshals all did a great job in the difficult conditions.

John Davies/Nick Bloxham (Ford Puma) were fastest by 25s on the first 6.3 mile test around Castle Combe, with Ethan Davies/Dafydd Evans (Ford Puma) second fastest, followed by Dan Morris/Geth Johnson (Ford Puma) who collected two line faults, adding 40 seconds to their test time, tied with Gary White/Bradley White (BMW 318Ti). Davies/Bloxham beat Davies/Evans again on Test 2, and left Castle Combe for Charlton Park with a 42 second lead. They extended their domination of the event by setting the fastest time by 33 seconds on Test 3, but Davies/Evans' rally ended there, damaging their Puma beyond repair when they slid into a tree, blocking the track and delaying the next three cars, who were given a notional time for the test.

Davies/Bloxham now led Morris/Johnson by 1m 37s, while Gavin Rogers/Georgina Clark (Ford Escort) were in third just 6 seconds behind the second-place Puma. Huw Morris/Dan Pidgeon (Ford Focus) lay fourth, but had White/White just one second behind. RAF Lyneham hosted Tests 4 and 5, 6.9 miles long and run twice, the first time this venue had been used for a Targa Road Rally. While Davies/Bloxham extended their lead with fastest time by 11 seconds, Morris/Johnson had a nightmare, getting lost in the maze of the base roads, dropping over two minutes and falling from second to seventh place.

Crews returned for a mid-event halt at Castle Combe, with fastest time on all five of the opening tests giving Davies/Bloxham a lead of 2m 28s over Morris/Pidgeon, with Rogers/Clark just 4 seconds adrift. Jason Stone/Dan Stone (BMW Compact) withdrew here with a holed exhaust manifold.

The second half consisted of a 4.7 mile test at Castle Combe, then a repeat of Test 3 at Charlton Park and a single 1.9 mile test at Kemble Airfield, before finishing with a repeat of the 4.7 mile Castle Combe test.



Above: Rogers/Clark (Ford Escort) on their way to 2nd o/a in very wet and windy conditions.

With concerns that their Puma was developing gearbox problems, Davies/Bloxham eased off, taking only one fastest time on the event's last four tests, but still securing victory by 2m 36s. Fastest time on the remaining three tests was taken by Gary White/Bradley White, moving them up from fourth at halfway to just 2 seconds adrift of runners-up Gavin Rogers/Georgina Clark; fourth place fell to Huw Morris/Dan Pidgeon, whose challenge was dented by a line fault on Test 6. The top four crews were well clear of the rest of the field, with a three minute gap back to Owen Turner/Rachel Vestey (MG ZR) in 5th place. Sixty-three crews were pleased to finish what had proved to be a very tough event.

Gavin Rogers (targaroadrally@aswmc.org.uk)

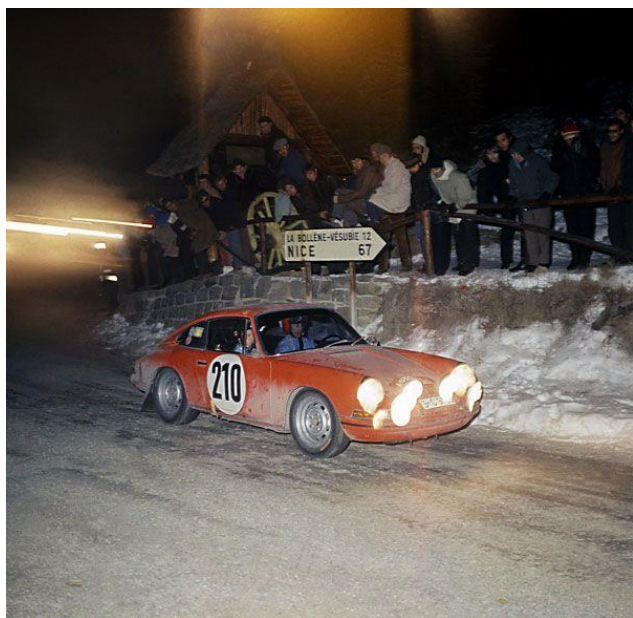
Obituaries ...

Victor 'Vic' Elford, 1935-2022

The death of Vic Elford in Florida on 13th March at the age of 86 robbed Great Britain of one of its finest and most versatile endurance sports car drivers of the 1960s and '70s.

Victor Henry Elford was one of the most versatile and intuitive drivers of his era, driving in 13 World Championship F1 Grands Prix between 1968 and 1971, scoring a total of 8 championship points ... but this was merely the tip of Elford's sizeable iceberg. He truly lived up to the sobriquet "Quick Vic", bestowed upon him by his peers, and became synonymous with Porsche, particularly in endurance sports car racing.

Born in Peckham, London, Elford's stellar racing career started in rallying, co-driving for David Seigle-Morris in a Triumph TR3A, before purchasing a race-tuned BMC Mini which he rallied as a privateer with limited success in 1961. In 1962 he rallied a works DKW Junior with more success, and the following year joined Triumph and impressed with his pace in the new TR4 before mechanical unreliability blighted his results, followed by a more successful 3-year stint with Ford and the GT Cortina in 1964. *(Above: Elford/Siegle-Morris, Ford Cortina GT).*



Left - the Elford/Stone 1968 Monte Carlo winning Porsche 911 at the top of the Col de Turini; above - victorious in Monte Carlo.

Elford then moved to Porsche, winning the 1967 European Rally Championship with a 2-litre 911 before achieving an extraordinary string of successes in 1968, first winning the Monte Carlo Rally with co-driver David Stone in a 911T in January and then, a week later, one of five drivers sharing the victorious long-tailed Porsche 907 in the Daytona 24 Hours, Porsche's first ever win in a 24-hour race.

But that wasn't all - in May he scored a win that he later described as his sweetest victory. After losing 18 minutes with a puncture and a lost wheel, Elford annihilated the lap record to win the Targa Florio, sharing a Porsche 907 with Umberto Maglioli.



Above: Left, the 1968 Targa Florio winning Porsche 907; right, official Elford Porsche poster.

Elford's photographic memory of Sicily's daunting 45-mile Circuito Piccolo delle Madonie, together with the Nürburgring Nordschleife and Spa circuits, were unparalleled and contributed to his success. To underline his supreme versatility, he took fourth on his world championship Formula 1 debut at the French Grand Prix at Rouen Les Essarts in a Cooper-BRM just two months later.



In May 1968 he won the Nürburgring 1000 Km with Jo Siffert, his first of three successes in one of the toughest endurance events on the calendar, each scored in various iterations of Porsche's 908. It was perhaps no surprise that his incredible memory, combined with experience gained from contesting and winning the gruelling 84-hour Marathon de la Route in 1967, made Elford a true 'Nürburgring Meister'.

Left: In the Porsche 908-3 at the Nürburgring in 1971.

Surprisingly, Elford's single-seater career never really took off and out of 13 championship GPs, fourth place was his best result. Undeterred, he became one of the world's leading sportscar drivers, forming a strong relationship with Porsche Development & Motorsport boss Ferdinand Piech, the architect behind the 917. Elford became fond of the legendary 917 behemoth, even the formative wayward 1969 version, and described it as: "the ultimate Le Mans car" and in 1969 Elford and Richard Attwood almost won at Le Mans on the 917's debut. And, once the JW Automotive Gulf team had taken over Porsche's factory world sportscar programme, Elford proved a constant thorn in their side, driving a Porsche Salzburg and later Martini version, often using JWA's latest discarded development ideas to good effect! In 1970 he took pole at Le

Mans in the latest long-tailed 917LH and could have won alongside Kurt Ahrens Jr but for engine failure. Ironically, the race was won by Attwood & Herrmann in the red and white Salzburg car and Elford had to wait for his first 917 victory which came alongside Gerard Larousse in the 1971 12-Hours of Sebring. Although outright success in the French classic endurance race eluded him, Elford won his class twice at Le Mans - in 1967 with a Porsche 906 and again in 1973 with a Ferrari 365 GTB/4.

He raced for five years for Porsche, and also for Lancia, Alfa-Romeo, Ferrari, Chaparral, Shadow, Cooper, Lola, Chevron and Subaru, drove a McLaren in both F1 and CanAm, and a Chevrolet in Trans Am in 1970 at the height of the American championship before finally retiring to Florida in 1973.

Universally regarded as one of motorsport's greats, Elford also raced in the British Saloon Car Championship and won the first ever rallycross at Lydden Hill, all in Porsche GB's much-used 2-litre 911 – 'GVB 911D' - in 1967.

Right: Some spirited 'elbows out' driving in 'GVB 911D' at Lydden in 1967.



Although the absence from his CV of that elusive Le Mans win, after eight attempts, was one of Elford's enduring regrets, he is still regarded as a Le Mans legend and one of the few drivers capable of taming the fearsome Porsche 917 and even relished the early version, complete with erratic handling, dodgy aerodynamics and a 386 km/h top speed!



We are unlikely to see a more rounded and versatile racing driver than 'Quick Vic' Elford again, wearing that familiar red crash helmet, bedecked each side with union flags.

RIP Vic. We extend our condolences to his family and many friends throughout the world.

Ken Davies ©

Images courtesy of the Vick Elford Archive, Ford, and Porsche GmbH.

David George, 1938-2022

The Voice of West Country Motor Racing for 45 Years

For 45-years David George was probably the Westcountry's best known motor racing commentator, synonymous with Castle Combe Circuit where for 22-years he served as number-two to Richard 'Dickie' Davies, in a role 'DG' relished. Always strangely uneasy about being cast in a lead role, DG initially called the action from a garden shed perched precariously on a scaffolding tower at Old Paddock corner, the most daunting on the circuit before the Esses appeared over the winter 1998/9 to reduce lap speeds.

His enthusiastic commentary style was fuelled from a passion developed by racing his own Mini, before swapping it for microphone. He won on his 1962 debut at Combe, sprinting his much-used road/race 970cc Mini Cooper S built and prepared with the help of friends. Up to 1969 he scored 3 wins and 13 podiums from 36 race starts at Combe. Remarkably, he also won on his Goodwood debut in April 1966 at the 69th Members' Meeting and returned again that July for what would be Goodwood's final real-time race meeting, but a loose wheel torpedoed his chances of another victory. DG was also a regular winner and up to 1000cc class record holder in the Cooper S at the now defunct Dyrham Park speed hill climb east of Bristol.



Left: DG's Cooper S en-route to another Castle Combe race victory ... Right: He built a Mini for Autocross too

But in 1973 DG's commentary career started almost by accident when Castle Combe supremo Howard Strawford offered him the opportunity to assist the circuit's regular voice, Richard Davies at short notice and the rest became history, interrupted only by a serious motorcycle crash in 1991. At the end of 2018 David finally handed over his mic' but continued his successful association with the circuit's racing school.

A quantity surveyor by profession, DG was fastidious and painstaking in his commentary preparations and walked the paddock gathering information from competitors before broadcasting. As well as a devoted family man, among his other eclectic interests were motorcycles, golf and flying radio-controlled model gliders. He was ever the clubman and a founding member of the White Horse Motor Club in Bristol.

On March 2nd over 150 of DG's family and friends, accompanied by a Castle Combe Racing School FF and racing Mini Seven race car, joined a standing-room-only funeral service in south Bristol to listen to fitting eulogies, including one from Castle Combe's current lead race

commentator Chris Dawes, who explained how as a small boy, he had listened to DG's distinctive tones over the Tannoy which had inspired him to take up race commentating himself.



Left: David was a popular host to Castle Combe Racing School pupils

Down to earth, easy going, approachable, personable, and very professional, David will be a great loss to national motor racing, and we offer our condolences to his family and many friends. Race in Peace DG.

Ken Davies ©

Images courtesy of the David George Archive

Contact Us:		
Chairman: Paul Parker 52 Brendon Road, Portishead, Bristol, BS20 6DH	E: chairman@aswmc.org.uk T: 01275 843478	
Vice-Chairman: Howard West 'Letaba', 2 Sellers Close, Colyford, EX24 6PB	E: vicechairman@aswmc.org.uk T: 01297 551375	
Acting General Secretary: Howard West 'Letaba', 2 Sellers Close, Colyford, EX24 6PB	E: secretary@aswmc.org.uk T: 01297 551375	
Championship Registration Secretary: Pam Hartill 17 St Leonards, Bodmin, PL31 1LA	E: registration@aswmc.org.uk T: 01208 73676	
Treasurer: Jenny Coxon 51 Twickenham Road, Newton Abbot, TQ12 4JF	E: treasurer@aswmc.org.uk M: 07980 061772	
Training Officer: Jay Brown	E: training@aswmc.co.uk T/M: 01752 662043; 07867 860984	
Forestry Liaison Officer: Chris House Brindham Farm, Wick, Glastonbury, Somerset BA6 8JR	E: forestry@aswmc.org.uk T: 01458 833348	
Development Officer: Kevin Moore 'Sunnyside', Frogmore, TQ7 2PF	E: development@aswmc.org.uk M: 07790 429791	
Newsletter Editor; Media & PR Officer: Rupert Barker	E: newsletter@aswmc.org.uk T/M: 01392 490848; 07594 584129	
Webmaster & Yearbook Editor: Nigel Hewett 41 Trematon Drive, Ivybridge, Devon, PL21 0HT	E: webmaster@aswmc.org.uk M: 07858 387270	
Championship Secretaries & Coordinators:		
Autosolo: Phillip Turner Southview, Quarry Road, Frenchay, Bristol, BS16 1LX	E: autosolo@aswmc.org.uk T: 01179 701594	
Autocross: Colin Anderson 35 Haydons Park, Honiton, EX14 2TA	E: autocross@aswmc.org.uk T/M: 01404 41535; 07813 769213	
Car Trials: Mark Hoppé (Telephone only after 6 pm w/days please)	E: trials@aswmc.org.uk T/M: 01935 816827; 07395 029090	
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	