

# Newsletter



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# ***Summer 2022***

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## Welcome to the ASWMC Summer 2022 Newsletter

Slightly later than advertised, this Summer's Newsletter has 38 pages, which I think may be a record. Of course it's not anywhere near the stature of the new Wiscombe hill climb course record that Alex Summers reduced to a stunning 32.94 seconds, breaching the 33 second mark for the first time ever at the British Hillclimb Championship meeting on the last weekend of July. My thanks – and much credit – are due to Ken Davies, who has contributed no less than six articles for this edition, but also to new contributors Ian Harden and Andy Bulpin for their South Hams MC reports, and Martin Moore, who updates the activities of Bath MC in each issue – see 'Around the Clubs'.

Bob Challacombe and James How write about their concerns for the future of 12-Car Rallies, and the issues deserve serious thought if the discipline – and indeed all Road Rallies – are to survive into the future.

Lastly, the Association's committee is still looking for a replacement General Secretary; Howard West stepped back into the breach early in the year but in all fairness Howard has done more than his bit for motorsport in the Westcountry so it's only fair that someone steps up to take his place.

I look forward to receiving your news and articles in the Autumn as the championships head towards their conclusion.

**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:** "A sliver under 70" ... Tom Williams (MWR Storm) lifts the offside front on his way to FTD in 69.99 seconds at Torbay MC's hot and sunny Clay Pigeon Sprint on 17<sup>th</sup> July (Image: Geoff Pickett).

## From the Chair ...

### Association Partners:



One slightly disturbing feature of late, and which appears to be increasingly prevalent, is dramatically rising costs for event organisers; it is unclear whether this is simply a form of 'post-Covid financial recovery' or whether there are other causes, increasing fuel costs being one obvious culprit. The unwelcome knock-on effect is whereas a short while ago event entries would fill very soon after the publication of the Supplementary Regulations, sometimes within minutes, events now seem to be less enthusiastically subscribed. A second feature is short-notice withdrawals as the date of the event draws near. Is this your club's experience? In the latter instance are you liaising with other organising clubs in the discipline to check whether there are some competitors who are making a habit of this?

The worry is that these factors can lead to a club postponing or even cancelling an event, and if the event is a round of an ASWMC, and even a number of other championships, this can 'upset a number of apple carts'. Please let me know what your recent experience is, and if you can pinpoint some of the issues and causes I would be interested to know.

There is now a module on the Motorsport UK Learning Hub for Event Secretaries; this is the starting point for our governing body taking a closer interest in what you do. Please take a look at it if you have not already done so.

Applications are now being sought for many Specialist Committees and Advisory Groups, and the sub-committees that are part of the Speed events and Autocross disciplines. There tend to be only two or three meetings each year (some of which may be held on Zoom) and travel expenses are paid for those held face-to-face. If you are interested, please take a look at the Motorsport UK website or go to page 24 of the July edition of 'Revolution'.

Lastly, pages 44 – 47 of July's Revolution feature Motorsport UK's new four-strong 'Club and Community Development Team' – reading this article would be time well spent for all member clubs' committees as those pages are aimed at YOU!

**Paul Parker, Chairman**

## **ASWMC General Secretary ...**

As announced in the Spring newsletter, Jim Bee, our General Secretary for four years, has 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](mailto: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**

### **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](mailto: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.

## ***Notes from the Executive Committee Meeting, 8<sup>th</sup> May ...***

**Street Car** classes - under discussion for several years - are being 're-launched' by Motorsport UK ... regional organisers/co-ordinators are being sought. It was agreed that the south west region is probably 'ahead' in terms of events with classes for beginners in road legal cars.

**ASWMC Championships** are enjoying their best registration numbers since 2019, across all disciplines except Autocross.

**The 'Marshals Pathway'** initiative may suffer from the lack of assessors – there are currently none in Cornwall, Devon, Dorset and Somerset ...

**Licensed Clerks of the Course** are to be re-assessed following the change from National A & B to the single 'National' grade ...

**General Secretary** - still urgently required!

**Motorsport UK's contribution** to regional associations for Yearbooks has been withdrawn. Most regions do not have a printed yearbook, relying instead on their websites ... a decision will be made at the next meeting whether to continue with our printed copy ...

**The Autosolo Timing Equipment** will soon benefit from a comprehensive user guide being written by our Championship Coordinator ...

**Stage Rallying** is showing a gradual resurgence in interest, although some events have run with less than full entries ...

**Car Trial registrations** have increased dramatically this year - ASWMC contenders were the best performers in all 3 classes over both days of the Windwhistle/Woolbridge MC's double header weekend ...

**Three Training Days** held at Mansell Raceway, Dunkeswell, have covered the rally, speed and karting disciplines, and attracted over 50 marshals ...

**Forestry Liaison work has produced** a glimmer of good news for the Cornish Trialling clubs, with local groundwork by Camel Vale MC persuading Forestry England to allow a multi-venue trial in December in some of their smaller woods ... there is also hope that 2023 will see a return other woodlands ...

**Forest rallying in the South West** remains limited to Targa Road Rallies, with the Exmoor Targa (October) likely to be the only event ... the Brendon complex will be unusable for two years due to large-scale timber felling and replanting ...

**The ASWMC News' Facebook page statistics** show that it now has 650 'followers' .. 96% are male, 27% are aged from 45 and 54 ... 640 are UK-based, 2 live in Paraguay, and one each in Laos, Japan, Slovenia, Cyprus, the Czech Republic, Kenya, Hungary and Canada ...

**Non-Compliance at scrutineering** is raising concerns, with the interpretation of differing Blue Book sections (the general principles in Section J and Speed event specific regulations in section S) potentially causing confusion ...

## 12-Car Rallies ...

12 car events have always been a major feeder stream into motorsport and the very life blood of rallying - most of the present-day competitors at international level started by participating on night events with their local motor club. So, these events are something that we need to treasure and support.

Post-Covid we have thankfully seen a major resurgence in these events which is most encouraging for the sport's future ... however with this growth we have also seen a number of less helpful issues which we need to consider and address - now - in order to protect the 12-car event and help them continue to grow.

Specifically there have been a number of high profile complaints, most of which could have easily been avoided by a better choice of route and planning consideration by the organisers in the form of PR. Many local residents are not 'anti' these events but they are highly likely to be unhappy if they are not informed in advance. Some organisers have not informed the Police of their intentions, so that when a complaint is received on the night it increases the complaint's 'profile', which could have been easily avoided. Having said that, we are aware that the Police do not always communicate effectively internally even when they are informed, but we are aiming to deal with that as a separate issue. The key point is to ensure that your club's intentions are logged with the Police (and you keep a record of that contact).

Route planning is key too and too often organisers are not paying enough attention to avoiding villages and hamlets whenever possible - given the flexibility you have with such events, this is a problem that is relatively easy to avoid and greatly reduces - literally house by house - the risk of a complaint. Choosing junctions that are used twice - especially in quick succession - is also an issue, and again one that is not too difficult to avoid. The important thing to remember here is that these events are there to test the crews' navigational skills and ability to think, and these are the keys to building experience and competence.

Finally, whilst accepting we now live in age of social media, clubs need to do everything they can to discourage the publication of pictures of events, in particular those at junctions, which can lead to all sorts of assumptions about driving behaviour - there have been a number of recent instances where clubs have been asked to remove such posts. Whilst not wishing to censor anyone, please take a moment to ask yourself whether some of posts that are uploaded in your club's name are really adding to the good reputation built up by your club's volunteers over many years.

At this stage we, as RLOs (and competitors ourselves past and present), are keeping a watching brief and this note is merely asking you to work with us on these issues. We want to continue supporting you in running your events, to the mutual benefit of your existing members and many future participants in a sport we all love and wish to see grow and thrive.

**Bob Challacombe & James How**  
**Route Liaison Officers**

## ***McMurtry Fan Car conquers Goodwood Festival of Speed ...***

Former F1 and IndyCar driver Max Chilton, driving the innovative 'Batmobile'-like EV equipped with a pair of fans creating 2000kg of downforce, provided a sensational climax to Goodwood's mid-summer motorsport jamboree. Followed by a swirl of dust, the diminutive McMurtry's stealth-fighter-like profile - with a footprint about the same as a 1960s F1 car - might look intimidating as it whooshed along, but when the car's tiny dimensions are combined with carbon fibre bodywork and active-ride height suspension, it's little wonder the inventive EV captured Goodwood's long-standing hill record by almost 2 full seconds.

Given its rarefied motorsport atmosphere, visitors to the 2022 Goodwood Festival of Speed could be excused for forgetting the current political and global economic gloom as they became cocooned in UK motorsport's renowned microcosm of petro-escapism. With no shortage of blue-riband international companies clamouring to support this year's event, the festival again delivered its annual kaleidoscope of idiosyncratic British behavior!

Themed 'The Innovators', this year's event recalled the many 'Eureka' moment motorsport ideas, such as the twin cam engine (1912), supercharger (1922), centre-line single seater (1932), monocoque chassis (1962) and so on. Amongst the motoring icons celebrating birthdays was the Austin Seven, the doughty little car having first brought motoring within the reach of ordinary folk as far back as 1922.

More exotic marques also marking anniversaries were the sublime Ferrari 250, futuristic Mercedes Benz 300 SL, quintessentially British Lotus 6 and Bentley Continental, all of which became distinguished septuagenarians. BMW's M-Division was formed in 1972 by former Daytona 24-hr winner Jochen Neerpasch, himself a legendary part of the Bavarian company's motorsport history.



Since 1997, Gerry Judah's sculptures have become synonymous with the festival's central theme, built outside Goodwood House with hardware manufactured by an unpretentious Sussex engineering company. This year's 'tour de force' featured BMW's M cars; the examples mounted on the sculpture are very real, albeit with engines removed. The German manufacturer is reported to have paid a cool £1M for this 4-day homage to 50 years of the blue M motif.

World champions on 2 and 4 wheels are common sights at the festival, and this year Nigel Mansell and Wayne Rainey were featured for reaching their goals in 1992, Rainey's 3<sup>rd</sup> title. Sadly, Rainey was left paralysed from the chest down following a racing accident in Italy in 1993, and made an emotional return to the saddle at this year's festival for the first time since.

Adding to this heady recipe of iconic cars were motorsport personalities including Jacky Ickx, 6-time Le Mans winner, four of these victories for Porsche who unveiled their 2023 Le Mans challenger, the 963 LMDh (*right*).

Elegant motoring dinosaurs lurked at the Cartier Concours lawn, there was almost non-stop action on the 1.2 mile ribbon of narrow and sinuous tarmac that is the Duke of Richmond and Gordon's drive at Goodwood House and the simply brilliant Red Arrows did everything they do best against an azure-blue Sussex sky.



At the top of the estate, near the 'Glorious Goodwood' horse racing course, the popular rally stage provided spectators with non-stop gravel action, with a cornucopia of rally machinery representing cars from the 1960's to the present day. This year, the 1.5-mile stage ran in the opposite direction for the first time since it was designed in 2006 by the late, great world rally champion Hannu Mikkola, the popular Finn himself having been a spectator-favourite until his death in February 2021. Typically, the stage and paddock configuration needed to change to comply with the Fédération Aéronautique Internationale's ground profile requirements for the forthcoming Red Bull Air Race, to be held at Goodwood on 8<sup>th</sup> July.

On the dusty and slippery Sussex chalk stage, victory went to Ruairi Bell's well-driven Skoda Fabia R5 (on 7 mins 34.4) from Roger Duckworth's Subaru Impreza (7 mins 41.4) and the Ford Fiesta R5 of Ross Leach with a run of 7 mins :51.3.



Traditionally, the final hour of the four-day festival weekend features the exciting hill climb shoot-out between the fastest cars, with Nick Heidfeld's McLaren MP4/13 record of 41.06 seconds having stood since 1999. Proving that Goodwood not only celebrates the past and present but also encourages the future, this record was sensationally broken by Max Chilton's 1,000 bhp/tonne McMurtry Automotive Speirling fan car with an astonishing run to stop the clock at 39.08 seconds, 6 faster than the next quickest, Richard Lietz' Porsche 718 GT4 ePerformance on 45.50;

Ben Mitchell completed the podium in his petrol-fuelled March-BMW 782 with a final run of 45.64.

Ending the weekend on a green energy high, the 2022 festival, run in ideal weather, was considered to have been one of the best since Goodwood's inaugural event in 1993 and perfectly sets-up next year's contest for GFOS hill record bragging rights. Roll-on 2023, the festival's thirtieth anniversary!

**Ken Davies ©**

*All images; Ken Davies & Goodwood*

## 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.

### **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](mailto:newsletter@aswmc.org.uk) Thanks.

### **ASWMC Club Project Fund ...**

The deadline for applications to the fund in 2022 need to be made in writing to the General Secretary by 31<sup>st</sup> October 2022.

### **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>

### **2022/23 ASWMC Meeting Dates**

8<sup>th</sup> August 2022 Executive Committee (Exeter Court Hotel)

16<sup>th</sup> October 2022 Executive Committee and AGM (Exeter Court Hotel)

5<sup>th</sup> December 2022 Executive Committee (Exeter Court Hotel)

13<sup>th</sup> February 2023 Executive Committee and Awards Presentation (Exeter Court Hotel)

Please note: all dates and locations 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](mailto:brand@motorsportuk.org).

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

## ***“Oh Dear” - \$30m Ferrari icon damaged at the Le Mans Classic ...***

The charismatic one-off Ferrari ‘Breadvan’ became the most distinguished casualty of the 2022 Le Mans Classic at the La Sarthe circuit when the uniquely rebodied Ferrari 250 GT, conservatively valued at \$30M, crashed backwards into the tyre wall on the Mulsanne straight chicane. No other car was involved in the possibly brake-related accident but the car will now need to be comprehensively rebuilt, possibly at Ferrari’s Modena Heritage division.



*Above: the still-smoking ‘Breadvan’ after its accident (image – Le Mans Classic).*

The ‘Breadvan’ has always been raced hard by its Austrian owner, global telecommunications and service industries entrepreneur Martin Halusa, and in July 2021 the distinctive red GT scored an emphatic victory in the blue-riband RAC Tourist Trophy race for pre-1963 GT cars at the Silverstone Classic. Originating from events generated by Enzo Ferrari's often-fickle personality, in period the French media called the distinctive one-off ‘La Camionnette’ or ‘little truck’, but neither this nor its ‘Breadvan’ nickname given by the media told the true story.

When the car first appeared for the 1962 Le Mans 24-Hour, Ferrari had just progressed from the 250 GT SWB to the 250 GTO SWB race car, but "Il Commendatore" refused to sell any GTOs to Count Giovanni Volpi after he took on several key employees' that Ferrari had unceremoniously sacked! Enzo's actions fuelled Volpi's into a burning desire to destroy Ferrari on the racetrack using his new Scuderia Serenissima racing team and car company.

So, the Venetian multimillionaire nobleman commissioned Piero Drogo and Giotto Bizzarrini to design the exclusive car based on a 1961 Ferrari 250 GT SWB chassis, which Volpi acquired from a third-party. The enormous engineering and design effort devoted to the iconic Kamm-tailed 'Breadvan' resulted in it being faster than Ferrari's 250 GTO, but it retired with a broken driveshaft in the 4<sup>th</sup> hour while running 7<sup>th</sup>, driven by Colin Davis and Carlo Maria Abate.

Almost sixty years on, the 'Breadvan' was driven to within an inch of its £20M life by Lucas Halusa to score the emphatic Silverstone TT victory.



*Above - racing at the 2021 Silverstone Classic.*

Commendably, the charismatic Ferrari has continued to race some 60 years after its first appearance at Le Mans and this isn't the first time it has been crashed. In 2015, the 'Breadvan', then estimated to be worth \$23m, collided with a \$12m Shelby Daytona Cobra Coupe during the Goodwood Revival, although that incident wasn't as severe as at Le Mans, with the car only suffering relatively superficial front bumper and headlight damage.

31-year old Lucas Halusa was again behind the wheel at the Le Mans Classic accident in which the 250's passenger-side and elegant rear-end slammed into the barrier, ripping off the door and briefly lifting the car onto two wheels. The son of the car's owner escaped uninjured and climbed over the tyre barrier to safety unaided but the car will need significant repairs before it can make a return to the racetrack. How much damage has been done is unclear until a detailed assessment is carried out, but the front quarter panel and bumper are badly mangled and it's likely that both front and rear passenger side suspension and chassis members will have sustained damage.

Given that the car's discerning owner is willing to race his \$30 million investment, there's no doubt he will have the means – and possibly the insurance cover – to make successful repairs. In this era, nothing is irreparable as history proves with even the most severely damaged cars reappearing on the track better than new. Historic motor racing enthusiasts the world over send their encouragement for a swift repair and the 'Breadvan's' much anticipated reappearance on the world historic GT racing stage.

**Words & Images Ken Davies ©**

## **'Mr Motor Racing' - Sir Stirling Moss - honoured at Silverstone ...**

Perhaps the most popular and successful British F1 driver never to have won the world championship, the late Sir Stirling Moss OBE, was honoured on the first day of practice for the 2022 British Grand Prix when the British Racing Drivers Club unveiled a sculpture at the entrance to its Silverstone Clubhouse.

Moss died in April 2020, aged 90, and his bronze life-size statue, partly financed by generous contributions from BRDC members, was specially commissioned by the club just nine months ago and finished in record time by renowned Hampshire sculptor Amy Goodman in time for Silverstone's British Grand Prix weekend.

Amy said: *"It was a great privilege to be asked by the BRDC to produce the sculpture of Stirling, who I met 10 years ago. Such a statue would normally take in excess of 12 months to form and then cast but this one was done in record time because of today's July deadline".*



Unveiling the statue, David Coulthard, current BRDC president, said that Moss had been a valued club member and a great international ambassador for over 70 years, during which time he was rarely photographed without the iconic BRDC badge on his powder blue racing overalls. During his distinguished 12 year driving career and in retirement he had become synonymous with sportsman-like behaviour both on and off the track.



*Left: Sir Stirling & Lady Suzie Moss, Silverstone 2014.*



*Right, the familiar Moss wave from trademark Maserati 250F, Silverstone pit-lane, 2014*

**Words & Images Ken Davies ©**

## **Around the Clubs ...**



**Bath MC's** busy year continued with their Spring AutoSolo, which had 49 starters under the guidance of a new C of C, Jamie Short. The event was well received and we were fortunate that the weather held off for the day. FTD was set by Bala's Neil Jones (again!) in his MX5, 13 secs clear of Jamie Yapp in his Renault Clio 172 Cup, and the interclub event was won by Aaron Sharp, also in an MX5 ... just two of the 26 MX5's on the entry list!

May's Kemble Targa Rally was confined to the outer area of the airfield, with the capacity entry of sixty cars organised so that the same car could be shared by both crew members, each driving all six tests totalling nine competitive miles. With the format allowing seat-swapping, the battle for the top four places was contested by just two crews; Gary and Bradley White shared their BMW 318Ti, and Steve Conner (Mazda MX5) was navigated by Ben Griffin before taking to the wheel of his Peugeot 106 with Connor guiding him through the tests.

Gary and Bradley White were fastest by one second from Connor/Griffin on Test 1, which the latter pair regained on Test 2 to tie for lead; on the longer Test 3, Gary and Bradley stopped the clock six seconds faster than their rivals and took a lead that they held to the end of the event.

James Griffiths/Matt Venables broke into the battle for the top places, holding third o/a after Test 3, but, at the finish of the next test their Astra's gearbox lost all its oil, seizing the gears and putting them out.

*Right: Kemble Targa runners up,  
Bath Motor Club members Steve  
Conner & Ben Griffin  
(Image: Jack Flash Photography)*



The focus over the second half of the event moved to the battle for second place; whilst 'Gary and Bradley' established a fifteen second lead, their alter ego, 'Bradley & Gary' were hunting down the Connor/Griffin MX5. The Whites took second place on Test 5, but fastest time on the final test saw Connor/Griffin reclaim the position on the final test and secure the runner up spot.

Griffin/Connor in their Peugeot 106 couldn't quite match the pace of the three cars in front but finished in a clear fourth place.

It was a good day for the White clan as Adrian White/Ellen White (BMW E36 318Ti) were clear winners of the Clubman Rally, which ran alongside the Inter Club event, and would have been classified sixth in a combined result of the two rallies.

At a more sedate speed, Sunday 10<sup>th</sup> July saw the running of the club's annual classic tour, the Aquae Sulis Tour. The event returned to its normal area with 66 classic cars enjoying a leisurely 110 miles on the roads around Somerset and North Dorset. Starting south-west of Bath, the route took crews across the Somerset Levels to a lunch halt at Sherborne Castle, before returning to near Frome for the customary carvery meal. This 9<sup>th</sup> running of the event was well received and enjoyed very warm weather which paradoxically didn't help some of the entrants. Event entrants are asked to donate to the Great Western Air Ambulance, and around £3000 has been raised so far.



Above: Aquae Sulis Tour entrants at Sherborne Castle (images courtesy of mandhphotography.co.uk).

Bath Motor Club apologises to all competitors for the cancellation of their Autocross; this was scheduled for the newly-introduced Bank Holiday weekend, but the numbers of people needed to run the event, in a way with which the club would be comfortable, proved impossible.

The clubs 'Targa in the Dark' was also cancelled, with the decision taken to give the land a year's break; planning is underway for this unique event to return in the Autumn of 2023 and C of C, Dave Whittock, has promised it will contain some new ideas.

At the time of writing 48 of the 50 entries for the Summer AutoSolo at Kemble Airfield have already been taken, which means that by publication of the newsletter it's highly likely to be full!

Lastly, the club is looking for marshals and radio operators to help with the running of the rally stage at Rallyday (see *the advertisement on page 'n' – Ed*) based at Castle Combe on Saturday 17<sup>th</sup> September. Please contact Dave Whittock at [whittock@talktalk.net](mailto:whittock@talktalk.net) if you can commit to helping for the day.

Keep safe and enjoy your motorsport.

**Martin Moore, Competition Secretary**



**Salisbury & Shaftesbury Car Club's** Autosolo on the 18<sup>th</sup> September has unfortunately had to be postponed due to date clashes with other events.

The club hope to revive the event in the future and a further announcement will be made.

**Dick Appleton, Secretary**



### ***South Hams MC's Carl Sorenson Stages - Event Report:***

Craig Fleming and co-driver Paul Rumary (Subaru Impreza) continued their recent run of good form by taking their third win in succession, after a titanic battle at Portreath with rally returnees Steve and Yvonne Furzeland (Subaru S12 WRC). The two crews locked horns throughout the Carl Sorensen Rally's nine stages, swapping fastest times whilst being hotly pursued by third-placed Dan Gibson/Shawn Layland (Darran T90).

Fleming took a 12s lead on SS1 but Furzeland immediately hit back on SS2 and SS3, climbing from fourth to challenge for the lead. From then on both drivers made full use of the power advantage their four-wheel drive cars gave them on Portreath's high speed tracks, trading fastest times until SS7 where Fleming broke the tow, stopping the clock 20s faster than everyone else as the Furzeland's lost a minute with a wrong turn. The difference created a sufficient gap for Fleming to hold off his rival's inevitable fightback and capped off the win with his fifth fastest stage time on SS9. Furzeland's herculean efforts were rewarded with victory in Class E.

Dan Gibson is on an equally strong run of form this season, proving his undoubted pace by taking 3<sup>rd</sup> place o/a and Class D victory. Dan and co-driver Shawn Layland, back for the first time since the Phil Collins Memorial Stages in August 2021, had a typically event-filled day that included several spins, with one high-speed pirouette destroying the flying finish boards. James and Ben Harvey (Subaru Impreza) set a consistent pace all day to finish 4<sup>th</sup> while immediately behind, Mark and Nic Clayton (Toyota Starlet) took 5<sup>th</sup> and Class C honours after a massive battle with Nigel Swan/Andrew Hamlyn (Ford Escort Mk2). The two protagonists were never more than seven seconds apart on individual stage times, but Clayton secured the win with third fastest overall on SS9, relegating Swan to sixth. This class contest was one of attrition, with early leaders Dave Parnell/Pete Bold retiring their Escort Mk2 on SS5 due to driver illness, while potential class winners Joshua Davey and Michael Windsor took the proverbial early bath when their MG ZR's windscreen broke on SS6.

Danielle Furzeland/Marc Johnson brought their Subaru Impreza B13 home 7<sup>th</sup> o/a and 3<sup>rd</sup> in class E, while eighth placed Barry and Matthew Warman took a well-deserved 2<sup>nd</sup> in Class D in their Escort Mk2.

Darren Pool/Tom Jones (Vauxhall Corsa) dominated Class B and finished 9<sup>th</sup> o/a, setting several top ten times to pull ever-further clear of Paul and Richard Tappin's Sunbeam Talbot to win by 1m 59s. Tony Palfrey/Trevor Disney rounded out the top ten and finished 3<sup>rd</sup> in Class C in their Peugeot 205 Maxi.

Further back in 23<sup>rd</sup>, Chris Bird/Harriet Wilson took top Class A honours in their venerable Rover Mini Cooper, 2m 26s ahead of Robin Bolt/Sophie Buckland's Peugeot 206.

***Ian Harden***

## Totnes Show and South Hams Motor Club Autotest:



SHMC was invited to put on an event at the annual Totnes & District Show on the 31<sup>st</sup> July, and with the prospect of a whole new audience and a grass field on offer, the club jumped at the chance to organise an Autotest with the new 'StreetCar' brand firmly in mind.

The one-day country show on the outskirts of Totnes attracted thousands of visitors enjoying the warm summer weather and featured livestock shows, dog racing, agricultural stands and a wide array of other crafts and pastimes stalls and displays. Live music and the beer tent were popular too! The South Hams MC stand and Autotest were a new direction for the show organisers and went down very well. Many visiting the show called in at the marquee to find out more about the club and how to get involved in motorsport, and it was great to see some who were returning to the sport after many years away.

The Autotest was held in the adjacent field in full view of the main show field, with eleven entries competing in seven cars; VW Golf, Peugeot 205 & 206, Ford Fiesta, Vauxhall Astra, MX5 and MGZR.

It was a family affair in the MX5 and MG ZR, with both double driven by father and son pairings. Modbury resident Richard Field (*pictured, right*) returned to competition in his son James' MX5 after 40 years away from the wheel - "*Brilliant fun*" he said, grinning from ear to ear!

And in the MG ZR (*pictured, below*) it was nip and tuck all day with great rivalry between Simon (father) and Luke Ashley ... Luke eventually beating Simon and taking 3<sup>rd</sup> o/a. Luke's Mum was over the moon with the day... "*bringing the family together for so much fun*".



Look out boys ... apparently Luke's sister can't wait to get her licence next year so she can add some girl power to Brixham-based "Team Ashley" in 2023!



The club's static display included Autocross "specials", road rally and stage rally cars with club members chatting with the diverse crowd, with the ex-Petter Solberg Subaru Impreza S12 WRC unsurprisingly attracting many new fans. The day proved invaluable PR for the club with at least one new member as a direct result of the StreetCar branding. And a number of old and new contacts were established, including landowners with potential new venues for club events.



Thank you to everyone who supported the club with this event!

**Andy Bulpin**

Website - [www.shmc.co.uk](http://www.shmc.co.uk)



**Weald MC** have announced their 2022 – 2023 Weald 12 Car Rally Championship, supported by Utting Estates Limited

The series comprises nine 12-Car rallies, running from 7<sup>th</sup> October 2022 through the winter months to the final round on 31<sup>st</sup> March 2023.

The events are open to all fully paid up members of Weald Motor Club Limited (which incorporates all members of CDMC, 7Oaks, B18, Blackpalfrey, Eastbourne, Bexley, Guildford, Maidstone and Southern and all other Weald member clubs – Census, Chelmsford, B19, Tunbridge Wells and North West Kent).

Six of the nine rounds will count, and competitors must marshal or officiate on at least one round for their points to count towards the championship.

Full championship regulations will be available on the Weald MC website and Facebook page and entries to the championship open on 19<sup>th</sup> August.



**Brighton & Hove MC** need volunteers to help with the Frosts Brighton National Speed Trials on 3<sup>rd</sup> September. On Friday 2<sup>nd</sup>, Armco, tyre walls and viewing staging all needs to be installed and on the Saturday a few early morning enthusiasts will be needed to put up paddock race numbers and the infrastructure at the west end of the paddock. Also on Saturday the event will need as many paddock marshals as possible to ensure the event is safe and runs smoothly. If you can help with any of the above please email [lencob427@live.co.uk](mailto:lencob427@live.co.uk) with your address and 'phone number so that you can be sent entry tickets. If you cannot help with any of the above functions then please come along to watch this great event. You can buy advance tickets at [www.bhmc.club](http://www.bhmc.club) at a discounted price (from the gate price on the day) and PayPal payment is available.



There will be a 70 metre raised viewing platform running past the start line and a 21 square metre LCD screen showing the whole run and, with live timing provided by TSL.

An exhilarating action-packed day for spectators and competitors alike, the historic Frosts Brighton Speed Trials features over two hundred cars and motor bikes, with spectators watching the timed runs close to the action on Madeira Drive itself or from the main road above.

The numerous classes include road cars, racing cars and motorbikes, all competing to win the award for fastest in their class, and a Top Six run-off brings the day to a dramatic close.

This historic event needs your support ... and it's a great day out on Brighton seafront!



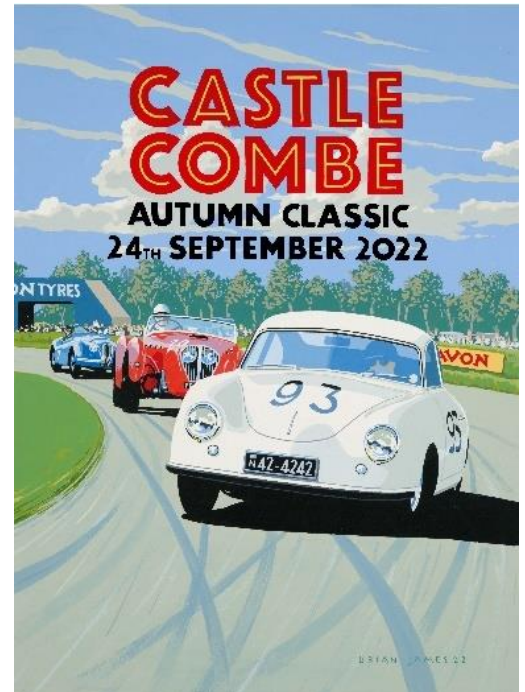
**Truro & District, Plymouth, Newquay and Camel Vale MCs** will run their closed-road Watergate Bay Sprint on 17<sup>th</sup> and 18<sup>th</sup> September on the B3276 coast road between Newquay and Padstow. Discounted advanced tickets are now on sale at £10 per day, saving up to £4 on the weekend gate price; under 14s are free.





## Castle Combe Racing Club diary notes ...

The Autumn Classic - 24<sup>th</sup> September



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## 2022 Championship Updates ...



### **TyreMarks 2022 ASWMC Hillclimb Championship**

Championship registrations now number 111, up by nine compared to 2021, with 94 of those scoring points so far.

The Championship scores are very tight at the top, and it looks likely to be fought out between Ben Bonfield, Andrew Forsyth, Ian Ingleheart and Stephen Wareham; the top 3 are separated by just 0.53 and Stephen Wareham is only another 0.79 behind. All competitors in the top ten will be dropping scores at the next event, Castle Hill Climb on the 6<sup>th</sup> and 7<sup>th</sup> August, and this is then followed by the 5 Clubs meeting at Wiscombe on 3<sup>rd</sup> and 4<sup>th</sup> September.



### **TyreMarks 2022 ASWMC Sprint Championship**

The registrations for this championship are also up on 2021 numbers, eight more bringing the total to 79, with 58 currently having scored points. The championship is currently being fought out between Martin Prescott, Paul Harvey, Dave Greenslade and Paul Arberry, although it's not as tight as the hillclimb championship as they have each competed on a number of different events.

### ***Regulatory Change to the Start Procedure for Sprint & Hill Climb:***

My thinking is that we should not adopt the new optional start procedure published by Motorsport UK – this was apparently sent out for consultation although no-one appears to have seen it.

The new procedure permits cars to align their timing strut up to 400mm behind the start line; the current distance is 100mm. The new procedure would make a mockery of both existing records and 64 ft launch times; it will probably not affect events using Southwest Timekeeping.

My proposal is that start procedures remain as they are at present (alignment at 100mm behind the start line) for the 2023 ASWMC Speed Championship regulations.

Clubs will be notified at the end of the current season.

**Roy Sims** ([speed@aswmc.org.uk](mailto:speed@aswmc.org.uk))

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## **Protechnic 2022 ASWMC Autosolo Championship**

With a great entry in the championship for 2022, it has been a cracking year so far. At the half way point in the championship, it is looking close at the top with three different FTD winners in the first five rounds.



Alex Tunbridge in his rapid Caterham and Gary Ridgeway in his supercharged MX5 have taken one win apiece, while Jamie Yapp has muscled his Renault Clio to FTD in every round he has entered.

*Left: Jamie Yapp (Renault Clio)*



*Right: Phil Oliver (Mazda MX5)*

Kieran Belcher leads the under-25 championship class from Ian Kent in his nifty Micra. With the sixth round at Kemble Airfield on the 14th August, the top five contenders will have all completed six rounds and will then have to start dropping their worst scores.



*Left: Steve Conner (Mazda MX5)*

The current leaders are Gary Ridgeway, Steve Conner (Mazda MX5/ Ford Puma), Phil Oliver (Mazda MX5), Jim Bryant (Mazda MX5) and Dave Fooks (Ford Puma).

Don't forget - the golden rules of motorsport are (i) never be beaten by someone who is spending less than you, and (ii) - and equally hard to swallow - don't build a car and sell it to someone who then goes on to beat you in it. Alan Wakeman forgot about rule (ii) when he sold Chris Kent his old Micra!

**Philip Turner** ([autosolo@aswmc.org.uk](mailto:autosolo@aswmc.org.uk))



## **1<sup>st</sup> Choice Finishes ASWMC 2022 Autocross Championship**

The 2022 season is definitely going to be a test for everyone. The financial strain on households will certainly have an impact on the hobbies that we all enjoy so much, but luckily we have a superb number of motor clubs with willing and enthusiastic VOLUNTEERS to make the events happen.

April saw the 1<sup>st</sup> round of the championship held at Kilmington hosted by Torbay MC. It was very 'touch and go' with entry levels whether the event would be viable, with almost all the resource costs escalating massively from 2021, but they pushed ahead with what transpired to be a quality event with plenty of track time for all. Simon Ford took the overall win despite doing his best to convert the special into a 3 wheeler!



*Above: Simon Ford (Honda Special), FTD at Torbay MC's Spring Autocross.*

It was also nice to see, and a testament to the sport, new Junior drivers coming through and some of the existing Juniors progressing into the Modified classes.

North Devon MC hosted the next two 2-day events. In May, the Sugworthy venue looked at its best after a huge amount of work put in by the members, and a revised track layout and great weather made for another top weekend. It is the first time I can remember the course being run anti-clockwise but that didn't stop Mark Tredwell from claiming FTD and son Leo Tredwell, out in his reworked Peugeot 106 for the first time, finishing 5<sup>th</sup> overall. Last year's A2 top man, Barry Rogers, continued his winning ways having moved into the modified classes but will he be as dominant as he was 2021?



*Above: Left, Mark Tredwell (Mini Special) and right, Leo Tredwell (Peugeot 106), FTD and 5<sup>th</sup> o/a at North Devon MC's Sugworthy Autocross.*



*Left: Barry Rogers*

*Right: Luke Ashley (MG ZR)*



*Left: Terry Rooke (Ford KA)*

With Bath MC electing to cancel their June Jubilee event, the return to Sugworthy in July saw the clocks reversed, so to speak, with the track going back to a conventional clockwise rotation and even more of the venue being used. Unusually, it was another dry weekend which contributed to a very successful event. The driving standards of the Juniors is great to see and this also extends to their comradeship in the pits. Simon Ford collected his 2<sup>nd</sup> FTD for the season with Terry Rooke, Barry Rogers and Luke Ashley remaining unbeaten so far.

**Colin Anderson** ([autocross@aswmc.org.uk](mailto:autocross@aswmc.org.uk))

*All Images courtesy of Paul Morris Motorsport Photography.*

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## ***DL Motorsport Parts 2022 Targa Road Rally Championship***

The 3rd round of the 2022 Championship saw Bath MC's Kemble Targa return to its original format of a single venue Targa with double driving allowed, all at Kemble Airfield near Cirencester.

There was a full entry of 60 cars with 15 registered Drivers taking part together with 12 registered Navigators, and 4 contenders marshalling.

The highest ASWMC registered driver was Gavin Rogers who finished 4<sup>th</sup> overall, closely followed by Chris and Jamie Woolley in 7<sup>th</sup> overall.

Just outside the top ten, but picking up useful points, were Robert and Andy Fields in 11<sup>th</sup>, with Steve and Tilly Burles in 12<sup>th</sup> place.

Chris Woolley and Jamie Woolley currently lead the Drivers and Navigators standings respectively, but with another 6 rounds to go there is still plenty of time for the leaderboard to change.

**Gavin Rogers** ([targaroadrally@aswmc.org.uk](mailto:targaroadrally@aswmc.org.uk))



## ***DL Motorsport Parts 2022 Stage Rally Championship***

After the Carl Sorenson Stages, Sam Perring leads the Drivers' Championship on 123 points, with Dan Gibson second on 108 and James Brady not far behind on 94 pts.

In the Navigators' Championship, Paul Rumary has a healthy lead (138 pts) over second-placed Yvonne Furzeland on 60, with Rupert Barker (*Who? – Ed.*) in third place on 36 pts.

The remaining scheduled rounds are the Forresters MC's Patriot Stages in September and the final round at Bovington, Bournemouth & District CC's Challenger Stages in November.

**Vic Fancy** ([stagerally@aswmc.org.uk](mailto:stagerally@aswmc.org.uk))



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## 2022 Car Trial Championship

We are now 7 rounds into our championship and have seen good attendances at some of the rounds.

With just three rounds needed to be eligible for the double-points final in November, there are already 10 qualifiers, so we seem set for quite a potential battle for the crown.

Mark Hoppe and Tim Dovey are yet to be beaten this year, whilst young Charlie Dovey only slipped up once so is very much still in with a strong chance in the dominant Clio.

Last year's Champ Simon Harris is still in with a shout and the Golf is certainly very able to pick up a win when it counts. Peter Hilleard and Phil Thomas have a good tally so far and Phil's new Melos is running well and threatens to be out again to top up his tally for the final.

Mike Dore, Andy Webb and Gary Morris are strong Woolbridge contenders and will be on home turf come final time, so they too have a chance to get into the mix. Eileen Hilleard is putting some good results together and we hope she will be there or thereabouts come final time.



*Images:*

*all at Silverton and Mid Devon MC's Cotton Trial ...*

*Above, left - Andy Webb in his Saxo VTR,*

*Above right - Mike Dore 'aiming for the stars', and*

*Left - Gary Morris negotiating the undulations*

All in all a good season so far and with the cost of travel a regional championship could well be the place to be in '23!

**Mark Hoppé** ([trials@aswmc.org.uk](mailto:trials@aswmc.org.uk))

## Book Review ...

### The Yorkshire Rallying Mafia – by Jonathan Pulleyn

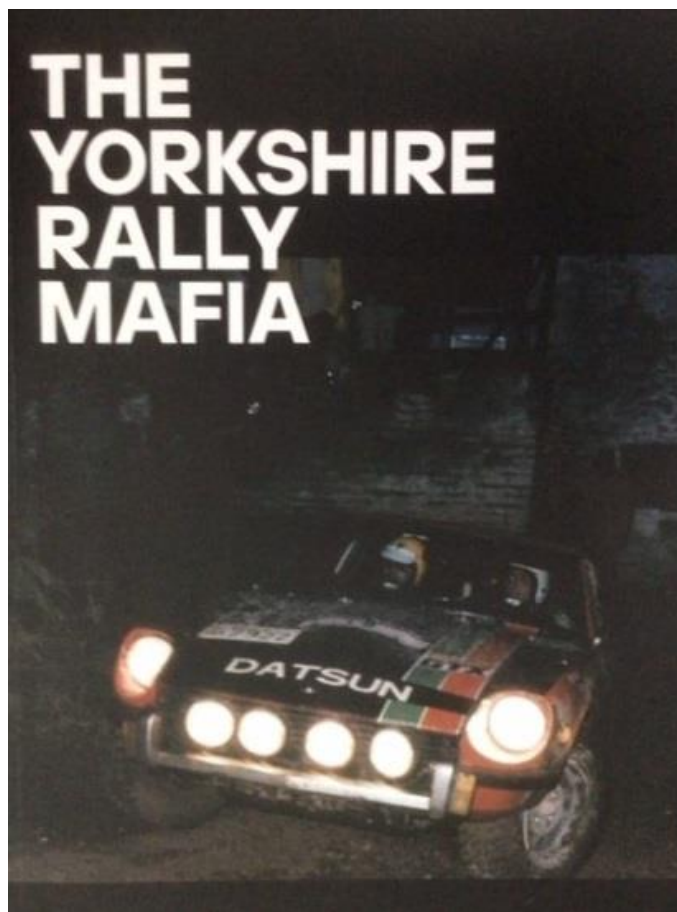
I've recently reviewed several authoritative books recalling the golden 1960s/70s era of road and stage rallying, all written by authors who were active in the sport and Jonathan Pulleyn is no exception. Having joined York Motor Club aged 12 years, Jonathan enjoyed his rallying from the tender age of 8 when family friends who competed visited. He started marshalling from that early age and first rode in a lightweight Ford Anglia rally car, driven by the late 'Mad Dan' Grewer on Wombledon airfield following marshalling duties one dark night.

Jonathan progressed to buying his first rally car, a Mini Cooper S, and compete in night and stage rallies, before later changing to Escorts. When he gave up driving, he occasionally co-drove for others, including Ian Oldfield, Ian Jemison, Yuk Hodgson, and Peter Smith, and even won a rally with Dick Rowland. He also serviced, organised events, fulfilled the role of Press Officer, and provided commentary and radio interviews.

His first book was '*Yuks Fast Book*' in 2014 and after being encouraged by various people, and meeting Chris Sclater on a 1970s RAC Rally, they together wrote: '*Chris Sclater - Memories of a Rally Champion*', published in 2017. Profits from Yuk's book went to Yorkshire Air Ambulance and Chris Sclater's to The Royal Marsden Cancer Charity.

The dramatis personae of '*The Yorkshire Rally Mafia*' are twenty-four of the most successful and well-known stage and road rally stars of the era, all proud Yorkshiremen and household names in that iconic period of rallying: Tony Fall, Bob Bean, Eric Jackson, John Millington, Phil Short, Ron Beecroft, Jack Tordoff, Tony Drummond, Piggy Thompson, and Yuk Hodgson to name but a few. But these talented guys were also resourceful, versatile, and successful businessmen, including a few multimillionaires!

Arranged in 24 fascinating chapters, each covering a star name, the unabridged stories freely flow as told by the author and protagonists themselves, supported with factual accounts from those involved in preparation, servicing, or co-driving. Fact is shown to be stranger than fiction with inventiveness and resourcefulness sometimes essential qualities required for our heroes to win, combined with skill behind the wheel or map. But the strong bond of friendship and



camaraderie among the close fraternity of Yorkshire crews is a strong thread throughout this informative, well-written and compelling book.

Originally, the idea for book came after Pulleyn talked to fellow enthusiasts at scrutineering for the 2018 Malton Rally, during which they agreed that many of Yorkshire's great rally drivers and co-drivers were at an age where potentially, unique stories of derring-do from the 1960s, '70s and early '80s would soon be lost forever. Pulleyn was also aware that his final choice of characters would be controversial, so he worked on an inclusion criterion based around results from National and International events and interest value of the available stories - but such a book has to stop somewhere!

Hardback versions of the well-presented book are priced at £50, and £30 in paperback, plus £6 P&P. The self-published book has 296 pages containing over 340 great images, many taken professionally and some previously unseen. Forewords by David Richards and Mike Nicholson, together with an introduction from Don Barrow, add a certain rally-establishment credibility to the tome. Once all costs are covered, profits will go to three chosen charities: Bernardo's Children's Charity, The Royal Marsden Cancer Charity, and Ukraine Appeal. To quote the author: "This book is purely a labour of love, for the sport!"

Copies of the limited-edition: *The Yorkshire Rallying Mafia*: ISBN 978-1-3999-1734-6 are available direct from the author email: [j.pulleyn@yahoo.com](mailto:j.pulleyn@yahoo.com)

© Ken Davies

## ***Ceilings and Walls Review ...***

In truth, there can be few similarities between *Café & Bar H* at Castle Combe and the awe-inspiring Sistine Chapel at the Vatican in Rome, except perhaps one extremely tenuous link. The ceilings of both these very different establishments have frescoes painted by famous artists, albeit 500 years apart and using very different genre and styles!

The papal chapel ceiling fresco - painted by genius Florence-born sculptor, artist, architect, poet, and intuitive engineer Michelangelo di Lodovico Buonarroti Simoni over a four-year period from 1508 to 1512 - depicts biblical scenes. On the other hand, the mural in the Wiltshire circuit's *Café & Bar H*, portraying circuit scenes and personalities, was painted by celebrated British motorsport artist and cartoonist Jim Bamber, and took just a couple of days in February 1994! The lesser known of the two, Jim Bamber, was a talented artist and cartoonist specialising in motorsport and is best known for caricatures incorporating distinctive racing driver designs. Jim's cartoons adorned the pages of *Autosport* magazine as well as an annual compilation of funny drawings taken from this magazine called *The Pits*.

Born in Lancashire 1948, Bamber studied at Preston's Harris College of Art before moving to London to pursue his career, where he worked for well-known publications and would soon be freelancing for 'Car' magazine, leading to a spell at the publisher of the renowned annual international motorsport review *Autocourse*. It was during his time as an illustrator, while studying a picture of rally champion Stig Blomqvist dressed in racing overalls and helmet, that Bamber began drawing cartoons of drivers in race-suits and full-face helmets. But instead of drawing faces, he simply drew a ball as a helmet – with eyes – and added names above their

visors, and he continued caricature drivers in this style while working as an illustrator and later as Art Editor for the 'Rallycourse' yearbooks. By 1988, Bamber's driver caricatures had evolved from lanky goggle-eyed characters to dumpier versions, a style he used from thereon.

Bamber's first commission in 1983, "*Yumping Yarns*", came while working as cartoonist for the monthly magazine *Car & Car Conversions*, to which he contributed material on World Championship Rallying. This was followed by a stint for *Autosport* with a cartoon known as "*Bamber's View*", specialising mostly in F1 current affairs, which eventually became a regular feature by 1994. Bamber also created a short-lived comic strip in the weekly *Auto Express* in 1991/92 called "*Bumpa the Bear*".

Stirling Moss was the only driver to be given his own distinctive helmet design in 1998, differing from Bamber's standard full face helmet style by incorporating the distinctive Moss pudding-basin helmet with goggles and powder blue overalls, synonymous with Moss's professional career. That particular cartoon incorporated a Damon Hill fan being asked a question by a F1 journalist: "*Who's the greatest driver?*", while being threatened at gunpoint from behind by a Michael Schumacher caricature, who in turn is threatened at gunpoint from behind by a Moss caricature who says: "*Moss – pass it on!*". Bamber claimed the cartoon wasn't as funny with just Schumacher, so he added Moss to increase the humour!

Other F1 personalities to be given their own caricatures included Bernie Ecclestone, incorporating his familiar suit and sunglasses, often with \$ symbols on the lenses, and the late Max Mosley. F1 team managers included Jean Todt, Frank Williams, and Ron Dennis and drivers 'sans helmets' such as Mika Häkkinen and Michael Schumacher, as well as international sports celebrities such as 'Posh & Becks' in 2007.



Bamber also designed limited edition motor racing models in his own unique style (*left, a Maserati 250F*), and the winged-lady statuettes that were presented to winners at the annual BRDC-Autosport Awards. This particular trophy is designed to be grasped, with one hand around the legs/torso region, allowing them to be held aloft in celebration and triumph akin to motor racing podium presentations.

Sadly, Jim Bamber died of cancer on the 20<sup>th</sup> June 2014 at the age of just 65 but his unique style and great legacy of drawings, models and cartoons lives on.

Back to Castle Combe, where the impressive 32' x 2' cartoon mural was commissioned by the late circuit owner Howard Strawford in 1994 and painted on the west side of the main ceiling-divide in what was then known as *The Tavern*



(Image: Castle Combe Archive).

This is the circuit restaurant and bar, created from one of the original RAF Mess buildings and progressively modified, and with a newly profiled roof added around 1993. Bamber was given a flexible remit to use his wit and ingenuity but asked to include various key racing drivers and personalities who had been involved or featured during the circuit's history up to that point; these figures are identified in JB's usual style with their first or nicknames on helmet fronts.

Capturing life at Castle Combe in a series of humorous scenes, featuring caricatured racing drivers and cars, the fresco shows saloon cars being checked by perplexed scrutineers with the circuit's distinctive Race Control building and Avon Bridge in the background while another group of drivers including Damon Hill, Ayrton Senna, Nigel Mansell, Barrie 'Whizzo' Williams and Bristol racer Roger Orgee, pose for a group photo.



Close-by is a podium presentation featuring perennial FF champion Bob Higgins followed by a Group C car and a group of drivers taking instruction at the racing school.



The centerpiece of the collage is a sign saying 'Welcome to Castle Combe, Britain's friendliest Racing Circuit' (above) in dereliction to the circuit's long-held sobriquet. Behind this sign are Gerry Marshall, Ron Fry, Alo Lawler, Roger Orgee and Vince Woodman. The far right features a racing school kart, a TVR Tuscan, and a wayward group of FFs, one being stretchered away by two jovial first aiders. But the fresco also includes various subtle sub-stories and readers are encouraged to look carefully to avoid missing Jim's clever pictorial humour.

Sally Bamber, Jim's widow recalled: *"I remember Jim was chuffed to be asked to do the wall cartoons. I found an old diary for that year, and it took him two very long days to do it on 8th & 9th [February 1994] and he was pleased with the end result, but I've no idea what he was paid I'm afraid, or anything else about it!"*



Above: The entire 32' X 2' Castle Combe Fresco in Café H (Image: Jeff Bloxham).

It is now 28 years since JB painted his Castle Combe mural and in common with the works of some of his contemporary wall art illustrators – including the redoubtable Banksy – Bamber's distinctive Wiltshire frieze miraculously survives in good condition. For sure, it's uniqueness and idiosyncratic British humour makes this irreplaceable piece of wall art worthy of a visit to Castle Combe circuit in its own right. We all dream of finding some hidden work of art, so the next time you're enjoying coffee at Castle Combe's *Café & Bar H*, simply look up - I guarantee you won't be disappointed!

© Ken Davies

## Obituary ...

### **Patrick 'Paddy' Barron Hopkirk MBE, 1933 – 2022**

The motorsport world was saddened to hear of the death of legendary rally and race driver Paddy Hopkirk, who passed away 21<sup>st</sup> July aged 89. Paddy first hit the headlines in January 1964 when he and Henry Liddon won the Monte Carlo rally, starting from Minsk, in a red and white British Motor Corporation 1071 cc Mini Cooper S. Paddy later made 'Car #37' and the '33 EJB' registration well-known marketing logos.



Paddy capitalised on his Monte success and the Mini's emergence as a '60s winning race/rally steed by forming Paddy Hopkirk Motor Accessories, specialising in all things associated with the BMC Mini. He wrote a weekly Sunday Mirror cartoon column, illustrated by Nick Faure, to help make people better drivers and at the 2000 launch of the 'new' MINI he was appointed as brand ambassador by its perceptive German manufacturers, BMW.

Born in Belfast in April 1933, Paddy learnt car control at the age of nine, after a local clergyman left him a motorised invalid carriage in his will which Paddy drove on closed estate roads! Mercifully, this primitive vehicle, with only rear brakes, was followed by a more stable motorcycle and sidecar, and then the comparative luxury of an Austin 7 tourer. In the early '50s Paddy dropped out of Trinity College Dublin and worked for a VW dealer while hill-climbing, rallying and auto testing a series of Beetles.



By 1955 Paddy was almost a professional driver employed by the Standard Motor Company driving TR2

and Standard Eight saloons. Results included 3<sup>rd</sup> o/a on the Tulip Rally, his first international before moving to the Rootes team, 3<sup>rd</sup> o/a and a class win on the Alpine Rally and several other podium places in a Sunbeam Rapier, including Circuit of Ireland wins in '61/'62. He also successfully raced a Rapier in the British Saloon Car Championship GP support race.

By 1962, the mechanical frailty of Rootes cars steered Paddy to BMC, initially driving an Austin Healey 3000 in which he scored a good 2<sup>nd</sup> o/a on the RAC Rally, despite driving with a tyre-shredding puncture. In 1963 he drove Mini Coopers to 6<sup>th</sup> on the Monte, 2<sup>nd</sup> on the Tulip, 6<sup>th</sup> on the tough Sofia-Liege-Sofia and 4<sup>th</sup> on the RAC, and also displayed his versatility to finish 3<sup>rd</sup> o/a on the multi-discipline Tour de France, race, rally, and hill climb event.



The breakthrough came early in 1964 with the victory in Monte Carlo that changed Paddy's life forever, making his name synonymous with the Mini. BMC's proactive PR man Tony Dawson helped it to happen by flying the winning Mini Cooper and its crew back from Monaco to appear that weekend on the most popular TV variety programme of the era, 'Sunday Night at the London Palladium', to universal national acclaim.

Following that epic Monte Carlo win, Paddy's BMC career continued with several appearances at the Le Mans, Sebring, and Daytona endurance races in Sprites and MGBs, and at Bathurst where he drove a Cooper in the 1965 Mount Panorama Armstrong 500, co-driven by Finnish rally driver Timo Makinen. Just to emphasise his virtuosity, Paddy also scored victories on the Circuit of Ireland in '65 and '67, the '66/'67 Alpine and the gruelling '67 Acropolis.

Famously, on the 1968 London to Sydney Marathon, Paddy and co-driver Tony Nash eschewed their chance of victory in BMC's 1800 Landcrab by helping rescue badly injured Lucian Bianchi from his burning Citroen DS 19 after a violent road accident, before eventually finishing 2<sup>nd</sup> o/a behind the Hillman Hunter of Andrew Cowan. In 1970, Paddy finished 4<sup>th</sup> on the World Cup rally in a Triumph 2.5 PI, again navigated by Tony Nash.

Paddy stepped back from full time driving to concentrate on his business interests but made several cameo appearances on events that captured his imagination, whilst also driving as competitively as ever! These included 3<sup>rd</sup> o/a on the Singapore Airlines London to Sydney re-run in a Citroen CX 2400, winning the 1982 RAC Golden Fifty Rally in a Mini Cooper co-driven by Brian Culcheth and victory on the tough 1990 Pirelli Classic Marathon with fellow Irish racing and rally BMC teammate, Alec Poole, in a Mini Cooper S Poole had prepared – just to remind everyone that Hopkirk's in-period successes were no fluke!

In recognition of his achievements, Paddy was awarded an MBE in 2016 and elected a full member of the BRDC in 1967, rising to become a board member, Vice President and then Club President from 2017-19, during which time he helped to renegotiate the British Grand Prix contract with F1 owners, Liberty Media.

Unfailingly courteous, friendly, polite, and approachable, Paddy was a consummate communications professional. The full details of his real-life adventure story is captured in; *'The Paddy Hopkirk Story'*, published by Haynes in 2005. His Monte Carlo victory some 58 years ago inspired many schoolboys' interest in motorsport, myself included, and it's impossible to do justice to his motorsport successes in this short appreciation.

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