

Newsletter



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Autumn 2022

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Welcome to the ASWMC Autumn 2022 Newsletter

With some championships resolved, and champions crowned, the season wends its way towards Christmas with the trialling and rally series holding their last rounds through November and into very early December, so the championship updates will still have more to report in the Winter issue.

A new club – the Gilbern Owners Club – has joined the ASWMC (see page 13) and as I write there are two other clubs in the process of applying to join; this will bring the total of member clubs to 97, more than any other regional association I believe.

Another club – the mysterious T.R.C.M.R.C. (see page 11) - has surfaced in our region, although apparently it has no intention of seeking ASWMC membership. You may be ‘ambushed’ at some point next year and your wallet made that little bit lighter, but as it’s in a good cause that’s ‘close to our hearts’ (hopefully not literally) I would urge you to succumb gracefully, pay up and join. You receive a very smart, small green card (not the type that allows you to stay and marry in the USA though) and they then leave you alone.

Jenny Coxon has stepped up to multitask the dual roles of Secretary and Treasurer, and for that the committee are duly grateful, not least Mr West.

I look forward to receiving your news and articles in good time for the Winter issue.

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: North Devon MC's Barry Rogers kicks up the dust for the last time in 2022 as he speeds his way to the 1st Choice Finishes ASWMC Autocross championship at Torbay MC's concluding round (Image: Paul Morris Motorsport Photography).

From the Chair ...

Association Partners:



Most of our events appear to have escaped the ravages and aftermath of the Covid19 pandemic, fuel price inflation and the current state of our economy (although I am touching wood as I write this!). As winter approaches we must hope that our sport does not suffer in the same way as many other sports disciplines.

We successfully filled the vacancy of General Secretary at our recent AGM, Jenny Coxon, which is a great relief. To those whose memory is far more accomplished than my own we are returning to where we were 20 years ago, with the General Secretary and Treasurer roles taken up by the same person. The previous holder of both roles at the same time was Dick Mayo.

We also welcome back Mark Chater to an active executive role, as Minutes Secretary, in support of Jenny at committee, AGM, SGM and Council meetings.

We have to consider ourselves fortunate that the ASWMC's Executive Committee members are such an active group - there are many other Regional Associations who are less fortunate, having many vacancies on their committees.

The decision has been taken that the ASWMC Yearbook will not be printed in the future, continuing in digital format on the website, from where it can be downloaded to your home computer or digital devices. We are also working on producing your 2023 Championship Registration Cards in digital form, which will make it much simpler to upload your 'card' to accompany on-line event entry systems.

In order to reduce travel and fuel costs, there will be some changes to the ASWMC meetings from the start of 2023. The SGM will now precede the Awards Presentation in February, and there will no longer be a separate SGM in May.

Lastly, the ASWMC is ready to support individuals undertaking training for an official role, for example Clerk of the Course or as a Marshals Pathway Assessor, that requires travel away from their local area. Please let us know how we might help financially.

Paul Parker
Chairman

ASWMC General Secretary ...

As announced in Paul's piece on the preceding page, Jenny Coxon has taken over the role of General Secretary, in tandem with her responsibilities as the Association's Treasurer.

I have temporarily adopted the 'Assistant' secretarial role, supporting Jenny as she combines her twin roles, in parallel with my roles as Vice Chairman and one of our Championship Stewards.

Howard West
Vice Chairman & Assistant General Secretary

ASWMC Contacts ...

As usual, the table of contact information for ASWMC committee members and others is on the last page of this newsletter, but you will notice that all personal postal addresses have now been removed. They were very rarely used, and as this publication is visible to the public on the website, and in line with GDPR principles, it was felt that continuing to print them was an unnecessary step that could easily be avoided. In the unlikely event that you need to post something to an official, please contact them by email or telephone to arrange this. There is one address in the table, the 'ASWMC Office', which is likely to be used only by those outside the Association, and letters will be forwarded from there if necessary.

Rupert Barker
Media Officer

Motorsport UK DBS Checking...

A full guide to Motorsport UK's DBS checking scheme for volunteers, 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 providing a safe, fun and fair environment for our sport and remain available to assist.

Executive Committee Meeting notes, 14th August & 16th October ...

Marshal's Pathway & Upgrading ... Jay Brown is working to establish which marshals in our area are at the top grades and whether they could take on the role of a Marshals Assessor ...

The Gilbern Owners Club's application to become a member club from 1st October 2022 was unanimously agreed on 16th October ...

RTA Licence Disqualification ... the meeting was reminded that anyone who has had their driving licence suspended is barred from acting as a Clerk of the Course, Deputy C of C or Event Steward; any other Official who has a suspended licence must not have any driving role in an event ...

Environmental Sustainability ... a few member clubs have achieved full approval for Sustainability, and others are going through the process ... all Clubs need to consider allowing for sustainability offsets in their event entry fees ...

Event Steward and Event Secretaries' Webinars have been advertised by Motorsport UK and the details have been circulated to all member clubs ...

Camel Vale MC, South Hams MC and Woolbridge MC are all now approved 'Streetcar Friendly' clubs ...

The ASWMC Forestry Liaison Officer reported that Forestry England were persuaded to give the Wyedean Rally forestry access and this iconic rally took place on 15th October; the Exmoor Targa is due to run in the Brendon hills on October 29th.

Motorsport UK and Forestry England are working on a new policy on which to base a new Master Agreement. The results of consultations are awaited; in the meantime an extension of the old agreement is in place and next year's charges will probably rise in line with inflation ...

A Safeguarding Officer is now required to be present at all Rally Judicial Hearings if the competitor is under 17 years of age ...

The 2023 Committee Meetings at the Annual Awards, SGM and AGM will be held in person whilst the August and December meetings will be held on Zoom ...

A 'Mailerlite' account has been opened to distribute e-mail notifications to clubs and registered contenders e.g. the ASWMC Newsletter, to avoid the increasing restrictions imposed by Microsoft's anti-spam software ...

The ASWMC Yearbook will be published in digital format only in 2023, and will be available to download from the ASWMC website ...

Initial organisation of the proposed Closed Road Rally is moving forward slowly ... Somerset County Council are expected to agree a date in 2024 which will allow the event planning to progress ...

The ASWMC 'Club Development' fund will be renamed the 'Development Fund' in 2023 to allow it to cover other forms of support, such as assistance with officials' training (e.g. C of C, Marshals' Assessor) ...

Changes Ratified at the AGM, 16th October ...

REVISION OF ASSOCIATION RULES AND REGULATIONS:

The following changes are for inclusion into the 2023 ASWMC Yearbook Championship Rules. All references relate to the 2022 Yearbook texts, and paragraph numbers.

Targa Road Rally Championship.

Proposed by Gavin Rogers

Revised Rule 3:

On each event, points will be awarded to registered contenders only, according to the following table:

	Relative position of championship contender						
	1	2	3	4	5	6	
Points scored	18	15	13	12	11	10	to 15 th place

Points will be awarded to Drivers and Navigators.

Championship awards will be given to the drivers and navigators, who have scored the highest number of points in the qualifying events, according to the following table.

Events Run: Results to Count

14 or over Best 8

12 or 13 Best 7

10 or 11 Best 6

7, 8 or 9 Best 5

5 or 6 Best 4

Less than 5 All results to count

In the event of a tie between two or more competitors, Championship placings will be awarded to the competitor scoring:

- The highest number of maximum scores, continuing down the table of scores including dropped scores until the tie is resolved.
- The highest number of event class wins followed by event positions (2nd, 3rd etc.)
- Their Championship score in the fewest number of events.
- Where appropriate, the competitor who has achieved their score by beating the highest number of competitors will be the winner.
- If a tie still exists the position shall be held jointly.

Reason: As the number of rounds increases, so does the cost of competing in the Championship. This amendment is designed to keep the costs down.

Proposed: Gavin Rogers; Seconded: Burnham-on-Sea MC

Hillclimb And Sprint Championships. Proposed by Roy Sims

After **Note 6** of Para 3 on page 18 of the 2022 Yearbook, add the following :-

Note 7: Timing for all Championship Events will be carried out in accordance with MSUK Regulation S3.2.1(a), which states as follows:

“When start timing is activated by a light beam, the vehicle must be stationary with the part which operates the timing apparatus 10 cm behind the starting line.”

Any Championship event that does not comply with this Regulation will not qualify as a Championship event.

Proposed: Roy Sims; *Seconded:* Torbay MC

Car Trials Championship. Proposed by Mark Hoppé

Para 2.d. The season finale will run classes as designated by the host club in conjunction with the Championship Secretary.

Proposed: Torbay MC; *Seconded:* Salisbury & Shaftesbury CC

Autocross Championship. Proposed by Colin Anderson

For class F, add: Shock absorbers may be uprated but must be of a fixed rate and not adjustable.

Proposed: Colin Anderson; *Seconded:* Camel Vale MC

Rally Reunion and Recreation Motor Club

It has come to the Committee's attention that this member club is no longer affiliated to Motorsport UK, and consequently its membership of the ASWMC has had to be cancelled.

Please note the following received from Motorsport UK:

... Rally Reunion and Recreation Motor Club that were/are organising the Lombard Festival events are not a Motorsport UK Club. The Lombard events are not run under any Motorsport UK Permit or Motorsport UK Insurance or Authorisation.

As with any such motoring event I would advise any entrant, spectator or official to check the safety arrangements and that adequate insurance is in place. All Motorsport UK events held under permit are covered by £100m of public liability insurance and Competitors and Officials are protected by Motorsport UK personal accident insurance.

Kind Regards

*Simon Fowler,
Competition & Clubs Manager.*

Jenny Coxon, Secretary

Goodwood Revival ...

Successfully blending motor racing with theatre in perfect harmony!

Sublime, late summer days usually end in cold, misty nights followed by dew layered mornings which is exactly what greeted Friday visitors to the Duke of Richmond's annual Goodwood Revival meeting, held at the former RAF Westhampnett. But although the WWII airfield's first distinguished incarnation as Goodwood circuit lasted from 1948–1966, since the Revival opened in 1998 most visitors dress to its former era, with styles that range from elegant and chic to downright bizarre. Where else would you find a 5-star US Army general spectating with a Japanese admiral, two char ladies and a BOAC airhostess?

Universally acknowledged as a fast circuit, Goodwood follows the sinuous 2.4-mile perimeter outline of the former airfield. With just seven corners, slender run-off areas and one infamous chicane, the track is uncompromising, and frequently punishes driving errors with a swift visit to its unyielding tyre barriers.

This year as well as 16 quality historic motor races, the 'Revivers' help celebrate 100 years of the quintessentially British Austin Seven that brought motoring to the masses in 1922.

Developed with funding from Sir Herbert Austin's own pocket, it helped extract the company from the financial 'poo'. Then there were parades to mark 75 years of Ferrari and 60 years



since one of the most popular British drivers, Graham Hill, won the first of his two F1 world championships at the wheel of an iconic, British-built BRM. In fact, the Hill family were present with 1996 F1 Champion Damon and son Josh driving some of Graham's cars.



Of the 16-race card, perhaps one of the most iconic – and exciting – was the RAC TT Celebration, a one-hour, two-driver race for GT cars in the spirit of races held at Goodwood in 1963/64. Among the distinguished drivers competing was 2009 F1 world champion Jenson Button, paying his second visit to the Sussex circuit, this time co-driving in Red Bull Racing design-guru Adrian Newey's well-prepared 1963 Jaguar E-type.



When the union flag fell, Button streaked into the lead and was 14 seconds clear when the safety car intervened. Undeterred, at the restart he built another lead, breaking the GT lap record in the process. When he pitted to hand over to Harrison Newey, Adrian's son, after 20 minutes of the one-hour race, the 15-time grand prix winner was more than 20s ahead but after just one lap, Newey Jr was forced to retire with gearbox gremlins. The race was won by the 1964 AC Cobra of Gordon Shedden and Andrew Smith with Fred Wakeman and 9-time Le Mans winner Tom Kristensen, in a Lister Jaguar, third.

Other notable international drivers competing included five-time Le Mans 24-Hr winner Emanuele Pirro, two-time winner Romain Dumas and German GT champion Frank Stippler. Former BTCC champions Matt Neal, Andrew Jordan Gordon Shedden are regulars as is the four-time IndyCar Champion and three-time Indy 500 winner Dario Franchitti. New to Goodwood and historic racing was Craig Breen, enjoying a rare weekend after the Acropolis dust in his M-Sport Ford Puma. Driving his first circuit race, Breen learnt quickly and with Michael Cullen finished fifth on aggregate in the St Mary's Cup in a Lotus Cortina. Just to underline the Revival's international reputation, the St Marys Trophy included 7-time NASCAR Cup Champion Jimmie Johnson making his very competitive Goodwood debut in Gregor Fisken's Ford Galaxie 500. He'll be back!

Providing a huge attraction to fans of British-built iconic race cars was the recreation of the BRM's 1950s behemoth Type 15 V16, the first one – chassis number IV – of three being built by acknowledged marque specialists Hall & Hall at their Lincolnshire workshops. The stunning recreation was making its racing debut in the hands of talented historic racer Rob Hall, a partner in the family firm. The three-car run of evocations has been commissioned by John Owen, son of the late Sir Alfred Owen, a renowned British engineer and industrialist, who was largely responsible for financing BRM during its successful history, including the 1962 F1 world championship won by Graham Hill. Sadly, the V16 recreation retired after 9 of 13 laps in the Goodwood Trophy race for 1930–51 grand prix cars, ironically won by a BRM predecessor, a 1934 ERA R3A!



Two-wheel races always provide close Goodwood contests, and this year's Barry Sheene Memorial Trophy featured 2 twenty-five minute, 2-rider races for bikes that raced up to 1954. Popular British champion Barry Sheene won his final race, the Lennox Cup, at the 2002 Revival and the race was renamed in his honour from 2003. Among those

racing 70-year-old motorbikes with great gusto were John McGuinness, Peter Hickman, and Steve 'Stavros' Parish. The two-part, Le Mans start race was won on aggregate by Hillier and Thomas on a 1954 Matchless G80 CS, from a 1954 Vincent Black Shadow and 1952 Norton International.

Sublime weather, good racing and exemplary driving standards, all interwoven with some of the best theatrical costumes seen yet - something for everyone and nothing not to like about this year's Revival. And I've not even mentioned the brilliant aviation exhibition or the sandy tomb of Tutankhamun ...in Sussex? September 2023 sees the Revival reach its 25th anniversary, so historic race car preparers and theatrical costumiers have time to come up with something extra special – I wonder if Liberace ever visited Goodwood?

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 2023 event 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 Thanks.

ASWMC Development Fund ...

The deadline for applications to the fund in 2023 need to be made in writing to the General Secretary by 31st October 2023.

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

4th December 2022 Executive Committee (Exeter Court Hotel)

12th February 2023 Executive Committee, SGM and Awards Presentation (Exeter Court Hotel)

13th August 2023 Executive Committee (on Zoom)

15th October 2023 Executive Committee, AGM & Council (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.

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

The Roger Coote Memorial Racing Club (T.R.C.M.R.C) ...

... Don't panic – he is still with us!

At the beginning of this season a number of us who are committed to promoting the true spirit of racing (plus Gary Dawkins) decided that we would like to form an official racing club. As Roger Coote was one of that number and in view of the high esteem in which he is held within the motor racing community it was obvious that the club should bear his name.



Our first thought was to name the club 'The Roger Coote Racing Club' and that the 'Memorial' element would only be added at some time hopefully many, many years hence. However, when we realised what the re-printing costs would be at that time it was decided that we could not justify the expense and therefore it was far more financially prudent to include 'Memorial' at this stage.

There are seven founder members, who have now adopted the following roles:

Roger Coote – President

Steve Hill – LGBTQ & Equal Opportunities Officer

Ian Harrison - Head of Catering

Trevor Parsons - Chief Mechanic

Rupert Ryall – Rally Class Representative

Ian Chambers – Videographer

Gary Dawkins - Non-Racing Representative

Once the club was formed it was suggested that we use it - and Roger's popularity - as a means to raise money by offering general memberships at an annual cost of £10.00. To his credit, Roger was enthusiastically in agreement with this idea even after members corrected his initial assumption that the money would be going to him. It was therefore decided that all monies raised would go to West Country Rescue who provide such a great service and enable us to partake in the sport we all enjoy. Our original target was to try and sell 100 memberships but unfortunately, we set our sights a little too high for the first year. Nevertheless, although it is now clear that Roger is 48% less popular than we had assumed, we were still able to raise, through the generosity of many drivers, and others, the sum of £520.00. We would like to thank everyone who was kind enough to take up a membership and contribute towards the donation.

Apart from the obvious attraction of belonging to a club which bears Roger's name, there are many other benefits of belonging to T.R.C.M.R.C. that are too numerous to mention here; we hope to have our website up and running soon, so please check out www.lootforthecoote.co.uk. On the website you will be able to listen again to recordings of a range of Roger's racing anecdotes which I am sure all of you have enjoyed hearing from him in person so many times before. There will also be the opportunity on the website to purchase a range of racing memorabilia which Roger has personally signed including tyres from his most successful season in 1962.



The cheque presentation to West Country Rescue (pictured, left) was made at the recent Clay Pigeon Sprint.

A prize draw was also held, and the winning membership number was 87. If you have that number, you have won £50.00 and you can claim your prize by contacting Trevor Parsons on 07802 394201.

Many thanks again to everyone who contributed to the donation to West Country Rescue by buying a membership and we look forward to you renewing your membership again next season.

Trevor Parsons

Boconnoc Motorsport Events Donation ...

Boconnoc Motorsport Events originated in 2012, co-promoted by five motors clubs as a single venue tarmac stage rally, run on a Sunday in July. In 2013 a grass Autotest was added on Saturday afternoon, to fill the gap after finishing the set-up, and in 2014 a Friday evening 12-car rally completed the weekend's activities, with teams from each club starting and finishing on the Boconnoc Estate.



The events last ran in 2018 after which the Estate changed the focus of their activities. The organisers decided that if a replacement event wasn't established within the next three years then the remaining funds would be donated to the Air Ambulance (we had occasion to use it) and West Country Rescue, whose unpaid volunteers attend speed and rally events, both in the South West and further afield. We have donated £2,051.28 to each of these worthy causes.

Pam Hartill

On behalf of South Hams, Camel Vale & Plymouth MCs

Welcome to the Gilbern Owners Club ...



Gilbern Owners Club was formed in 1969, while the factory was still making new Gilberts (1959-74). The founding member was our current president Martin Ingall, who has hill climbed many times in the past at Wiscombe Park. During the Seventies, and Eighties there was a small, but successful group of Gilbern hill climbers, who were regular competitors in South West events.

The club has a membership of just over 400 members in the UK and across the world, including members in France, Belgium, America, and New Zealand. Although the club does not run competitive events itself, we currently have around 14 regular competitors, mainly in hillclimbing and circuit racing, with more Gilberts being prepared for competition. It does have a strong spares department, with the club inheriting much factory equipment, including some body moulds, and also owns the copyright to the Gilbern, Genie and Invader names.

Chris Dennis
Competition Secretary

Around the Clubs ...



Bath MC has been reasonably quiet on the organising side since our Summer newsletter report.

On Sunday 14th August the Summer AutoSolo took place at Kemble Airfield; with very hot weather in the run up to the event, the organising team decided to reduce the number of tests so that competitors could be on their way home, and allow the organising team to clear up, before the heat of the day. This was probably not a popular decision before the event, but on the day everyone seemed happy to finish early as the temperatures soared to over 35°C on the exposed airfield.

The event was a round of four championships, including the ASWMC, which meant a good entry. A few weather-related withdrawals in the run up to the event meant that on the day we had 46 entries, with one 'no-show' leaving us with 45 starters. No less than 20 Mazda MX5s took part, confirming that this seems to be the vehicle of choice for an Autosolo nowadays.

Three classic tests, using the large area, gave test times between 65 and 75 secs, and FTD fell to Dave Greenslade in ... an MX5.

Eddie Martin (MX5), Steve Conner (MX5) and Kieran Belcher (Renault Megane) were the top ASWMC contenders, taking 3rd, 4th and 5th O/A.

In class A, the Nissan Micras of Alan Wakeman and Chris Kent continued their battle for ASWMC points, closely followed by Chris's son, Ian in the Micra.

In class B, the Pumas of Dave Fooks and Phil Turner traded times for both class and ASWMC points, with Dave coming out on top this time.



Left: Chris Kent, Nissan Micra, and right, Simon Clemow, Mini (Images courtesy of Jack Flash Photography)

With just a couple of rounds left for points to be scored and allocated, Bath MC members are doing very well in the ASWMC AutoSolo Championship with Steve Conner 2nd o/a, and both Dave Fooks and Alan Wakeman 2nd in their respective classes.

At the Castle Combe Rallyday, on Saturday 17th September, the club ran the Legends Stage, with a full team of marshals and radio operators to run the two stages.

With all events for 2022 completed, the team at Bath Motor Club are forging ahead with a full calendar of events for 2023 and plans to celebrate their 60th Anniversary. If you have any memories or information of past Bath Motor Club events, we would be very interested to hear from you. Contact details can be found on the club's website (www.bathmotorclub.co.uk).

Details of all our 2023 events will be available on the club's website or Facebook page nearer the time.

Keep safe and enjoy your motorsport.

Martin Moore, Competition Secretary



Woolbridge MC's Manor Farm hillclimb awards were presented by Motorsport UK's CEO, Hugh Chambers, who was on a 'whistle-stop tour' of several motorsport venues in East Devon and Dorset.

Andrew Forsyth (OMS CF04) gave a stellar demonstration of how to progressively improve run times, starting with a practice time in 25.94 seconds, first and second timed runs in 25.08 and 24.92 respectively, before topping this off with an FTD-winning run at 24.63.

Dave Pearce

Left: Andrew receiving his FTD trophy from Hugh Chambers (Image courtesy of Dave Pearce).





Castle Combe's Rallyday has established itself as the 'Go To' event for rally fans in the UK since its inauguration in 2001. This year the organisers of Europe's biggest one-day rally show were mindful of the passing of our inspirational and much-loved monarch, Her Majesty Queen Elizabeth II, and a minute's silence and black armbands were some of the discreet marks of respect shown by participants during the day.



For 2022 the Wiltshire event joined forces with Dirtfish Rally, the Seattle-based rally school and global marketing empire, as headline sponsor. Dirtfish owner Steve Rimmer had previously loaned Rallyday several cars from his fabled collection and this year there were seven of his stunning cars on show. In addition, this year's show paid tribute to the World Rally Car Era from 1997 to 2021, during which the same three letters were printed against every entry in the World Rally Championship: WRC - World Rally Car. The event also gave a nod to 50 years since the launch of the Mk II Ford Escort and Vauxhall Chevette HSR.

Star personalities included former works Ford, SEAT, MG, and Mitsubishi driver Gwyndaf Evans, the 1996 British Rally Champion, together with legendary Welsh co-driver, Nicky Grist, himself a perennial Rallyday spectator's favourite. Ebbw Vale-born Grist famously competed in the world rally championship from 1993 to 2001 as factory co-driver for Juha Kankkunen and Colin McRae, during which time Grist scored 21 WRC wins.

Other Rallyday regulars included Manxman and 11-time rally title winner David Higgins, synonymous with Subaru, with whom he won ten SCCA rally titles in the USA, and Ryan Champion, also an international rally winner, including the gruelling 2017 East African Safari

Classic in a Tuthill Porsche 911. As well as an acknowledged motorsport historian Champion is a busy media presenter, versatile driver-coach, and test driver for Mitsubishi. They were joined by North Walian Matt Edwards, the only driver to have won 3 consecutive British Rally Championship titles, two with Ford and one with VW. Matt has recently been competing in the British Historic Rally championship in an Escort-eating Fiat 131!

Ian Gwynne of BGM brought several rally cars to Castle Combe's paddock, some driven in anger to the delight of spectating rally fans amongst nineteen cars running on the Select Legends Rally stage laid out around the circuit.



Gwyndaf Evans drove the M-Sport Ford Focus used by McRae/Grist to score 4th place on the 2002 Monte Carlo Rally and David Higgins the fearsome 600 bhp Audi Quattro S1 Hannu Mikkola bought from the works (*pictured, left*), now valued at over £1M. Ryan Champion pedalled Ford's stillborn RS 1700 T, one of only 5 surviving from 18 built at Boreham, only to be abandoned,

unused, in favour of the 4WD RS 200. Champion also demonstrated the Prodrive-built BMW M3, the only one built for a privateer, Frederick Dor, the late 1980s BMW being completely original and untouched.

Meanwhile, on the infamous Rallyday stage, the amusing and sometimes pithy stories flowed as the irrepressible former international co-driver and S4C TV presenter Howard Davies worked alongside Castle Combe's circuit commentator, Chris Dawes, to interrogate unsuspecting rally drivers and co-drivers, including Davies's former driver at Ford, Gwyndaf Evans.



Add into Rallyday's tried and tested formula – trade stands, Motor Club displays, food outlets to satisfy rally-sized appetites and the excitement offered to drivers and passengers by the tarmac rally stage around the venerable 72-year-old circuit for those of a more adventurous spirit – it's a successful mix.

Each year Rallyday organisers try to base their date on a weekend free of WRC and BRC events in order to attract premier international personalities and this year there were some overlaps - nevertheless, the 2022 event was another great success, albeit respectfully subdued.

Ken Davies ©

All Images courtesy of Rallyday

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2022 Championship Updates ...



TyreMarks 2022 ASWMC Hillclimb Championship



The championship had 111 registered contenders, (nine more than in 2021), 100 of whom scored. All 19 events ran as planned on their permit dates, which is a bit of a novelty in comparison to recent years.

The top three in the championship are:

1st - Andrew Forsyth;

2nd - Ben Bonfield;

3rd - Ian Ingleheart.

Above: Andrew Forsyth at the Wiscombe 5 Clubs meeting (Image: Nigel Cole).

Records were broken by both the top three in the championship and five other contenders.

Awards will be made down to 10th place due to the high number of scorers.



TyreMarks 2022 ASWMC Sprint Championship

The registrations for this championship were slightly up on 2021, with 79 registered contenders, 59 of whom scored, one less than in 2021. There were 15 rounds in the re-programmed calendar; three rounds at Treloy were cancelled due the loss of the venue, seemingly permanently.

The final championship top three are:

1st - Martin Prescott; 2nd - Dave Greenslade; 3rd – Ian Chambers.

Eleven competitors broke records, some of them multiple times.

I'm currently working on finalising the 2023 calendars for both Championships and there are potentially a couple of new sprints that are currently at the negotiating stage.

I would like to thank Mark of TyreMarks for sponsoring both our championships and hope that he will join us again in 2023.

Roy Sims (speed@aswmc.org.uk)



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Protechnic 2022 ASWMC Autosolo Championship

The Protechnic 2022 Autosolo championship attracted 26 competitors, 22 more than 2021, so clearly the change of entry fee has made a significant difference, contribution to, rather than costing, the ASWMC as last year.

Before the last round on the 16th October there were mathematically four possible winners, but Jamie Yapp took the championship win, with Gary Ridgeway the runner-up and Eddie Martin third. Kieran Belcher won the under-25 award. Congratulations to all award winners!

Overall it is fair to say 2022 has been a success, despite a significant slowing of entries to events. The faster and more popular events, Kemble and Wroughton, filled within days in the past whereas now they are only just filling a few days before the event. Only the Silverton and Mid-Devon championship event was cancelled, because of a low entry, which raises another question. None of the competitors, bar of Dave Fooks and Wayne Grimshaw, live in Devon or Cornwall and it appears, with the exception of a very few seasoned competitors, that many don't want to travel very far to events.

Sixty & Worcester MC appear to have lost the use of Cheltenham racecourse and may have to move their events to Defford, which is not really in the South West. Currently I have six dates in the diary for 2023, with the negotiations over dates completed early.

Use of the ASWMC timing gear is a 'mixed bag', Marmite springing to mind - some people really love it and others really don't. In my view, it ensures the correct person wins, especially as the margins now are becoming much smaller. It has been to two Bristol MC events and they have not been able to make it work either time, perhaps due to only reading the user instructions on the day of the event.

Trying it out beforehand, as recommended, does allow you iron out any problems without time pressure on the day. I had hoped we would now be in credit but the return on investment has just proved a bit longer than I expected.

Philip Turner (autosolo@aswmc.org.uk)



1st Choice Finishes ASWMC 2022 Autocross Championship

South Hams & Exeter MCs hosted rounds 7 and 8 at the familiar Zeal Monachorum venue in mid-July, with a healthy entry of 43 over the weekend. Again, good weather was both a blessing and a hindrance, leading to single car runs due to the dust and a long day for the hardy marshals. There seemed to be the usual names taking the class honours with some close times throughout, but it was Rob Hingston who claimed FTD by the smallest of margins – just 0.1 sec - over the two days!

After the summer break, we were greeted by the much-welcomed return of the 'Witney GP' at Bucknell, near Bicester, which delivered yet another extremely hot weekend for those in their nice cool race suits and helmets. A wide and long flowing course on a stubble field held up exceptionally well and seemed to suit the Yacar Crosskarts as they took the top two overall positions. Barry Rogers, Terry Rooke and Luke Ashley all continued their unbeaten form, keeping the top of the points table as close as could be.



Camel Vale MC found a new venue for their September event and did a superb job considering they were running a Trial the same weekend. To say the location was spectacular would be an understatement with the whole course looking down over the estuary near Wadebridge.

Mark Tredwell made the most of his light and nimble Hayabusa Mini to claim a comfortable FTD from Simon Ford, while in Class C Jamie Raymond fended off

very stiff competition for a 1st class win with less than 4 seconds covering the four drivers in the class. It looked as though Luke Ashley not only dented his championship run but also his car after a slow roll on Sunday's 2nd run, but with some quick work from Dad he was back out for the final run and still claimed the class win.

And so to the final two rounds of the year and the culmination of the 2022 championship. Torbay MC had been given the use of another superb grass field, in yet another picturesque setting, with plenty of undulations to keep everyone on their toes. The wide and flowing course seemed to put a smile on everyone's face even before they had completed practice. With 54 drivers signed on, it was always going to be a tough ask to get through all the timed runs and as the dust forced the runs to be progressively reduced to single cars, it proved to be another long day! John Rigden was making the most of the track's width, and the Subaru's power and traction, by going fastest on Saturday.

The surprise at this point was the driver lying 2nd overall, Leo 'Kaleb' Tredwell, in his very rapid 1600cc Peugeot 106, just 0.9 second in arrears. After some small adjustments to the course overnight, the pace remained frantic at the top and it was Simon Ford who made best of the conditions to clinch FTD by 0.4 sec from John Rigden with Leo Tredwell taking a much-deserved 3rd overall.



With Terry Rooke, Barry Rogers and Luke Ashley all taking maximum points, the championship had to be decided by a tie-break and meant that the 1st Choice Finishes 2022 ASWMC Autocross champion would be Barry Rogers, by just 1 pt, from Luke Ashley.

2022 1st Choice Finishes ASWMC Autocross Champion - Barry Rogers



2nd – Luke Ashley



3rd – Terry Rooke



4th – Leo Tredwell



5th – Brett Townsend



6th – Stuart Holton



The 'Drivers' Driver – Leo Tredwell

Over the weekend drivers also cast their votes for the 'Drivers' Driver' trophy and it seemed fitting that the two most votes went to Luke Ashley and Leo Tredwell, both setting some exceptional results during the year; unfortunately for Luke he was just 1 vote short ...again!

Thank you and congratulations to every competitor in the 'Class of '22' (below), the host clubs, officials, marshals and the superb Paul Morris Motorsport Photography for making the 2022 season a success ... not forgetting, of course, our very good friends and sponsors at 1st Choice Finishes for supporting the championship.



Colin Anderson (autocross@aswmc.org.uk)

All Images courtesy of Paul Morris Motorsport Photography.

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DL Motorsport Parts 2022 Targa Road Rally Championship

Forresters CC's Venta Silurum Targa at Caerwent attracted a full entry of 70 crews, with 21 registered drivers and 12 registered navigators taking part, with a few contenders marshalling.

The highest ASWMC driver was Ethan Davies, who finished 2nd overall, closely followed by John Davies/Nick Bloxham in 3rd and Huw Morris not far behind in 4th.

Also in the top 10 overall were Lewis Clarke, Chris and Jamie Woolley, and Zak Linham navigating for Lucas Redwood.

September's Kent Forestry Targa at Mereworth Woods, organised by Weald MC, also attracted a full entry, this time of 60 cars, including 18 ASWMC Drivers and 11 ASWMC Navigators.

The highest ASWMC crew were John Davies/Nick Bloxham in 2nd overall, whilst Ethan Davies had to be content with 4th overall. Gavin Rogers/Suze Endean were not far behind in 5th place, Robert and Andy Fields were 6th, Chris and Jamie Woolley 9th and Elliott Sharp rounded off the top ten.

North Devon MC made good use of Chivenor Airfield for their Ilfracombe Targa in early October although it only attracted an entry of 33 cars; despite this everyone reported a good day out.

Congratulations to Chris and Jamie Woolley who reinforced their position at the top of the Drivers and Navigators Championships respectively with their first Targa win, securing the titles for 2022.

Paul Gillard/ William Light were 5th overall, Ryan Harris/Darren Stevens 6th while Zak Linham picked up some good navigator's points, this time with Luke Quinnell driving. Also in the top ten were Gareth Andrews/Steve Cox, who came home 9th overall.

The last round of the 2022 Championship, the Exmoor Targa Rally, is running at the end of the month and currently has a full entry with Reserves.

Gavin Rogers (targaroadrally@aswmc.org.uk)



DL Motorsport Parts 2022 Stage Rally Championship

Just one round in the championship remains, Bournemouth & District CC's Challenger Stages on November 13th at Bovington.

Vic Fancy (stagerally@aswmc.org.uk)

2022 Classic Reliability Trial Championship

After the summer break the championship was well under way again in September; starting with Minehead MC's 'Exmoor Clouds', featuring a new organising team of experienced car trialists and back once again as a full road trial. This was very well published and attracted a full entry of bikes and cars, including a very competitive specials class. The 17 sections, including the return of some old favourites, and some very challenging hills were all very well received.

The event was won by Dean Partington in his very successful car who just beat Charlie Merson on Observed Test Times. Their only failure was Churchtown which caught out all of the cars. Dave Haizelden climbed highest and managed to pass the one marker but then retired at Pin Quarry. Karen Warren and Brian Hampson came second in their respective classes.

Holsworthy MC's Taw and Torridge Trial came just a fortnight later, and this was also well thought out and received. The entry, however, was dominated by bikes with a slightly smaller entry of cars. Charlie went one place better this time, winning both his class and the trial outright whilst Dave won his sports car class.

There are another five rounds to go, but at the moment Brian is the clear championship leader, with a reliable car and a consistent set of second places in his class.

The 2023 schedule will be similar to this year, with just a few clubs changing their dates.

Carlie Hart

2022 Car Trial Championship

Nine rounds of the 2022 championship have been held so far, with 15 contenders, of 17 registered, scoring points.

Minehead MC's event was the last round of the qualifying phase, and we now move onto the grand finale, hosted by Woolbridge MC, on November 6th.

With three scores counting towards the end of season finale we have 12 qualifiers to date, and a good proportion are in with a shout of the trophy places, with the final offering double points.

After the penultimate qualifying round Tim Dovey (Toyota MR2) and Mark Hoppe (Suzuki Alto) were tied for the top slot on a maximum score, with Charlie Dovey (Renault Clio) just a point behind. Phil Thomas (Dutton Melos), Gary Morris (Vauxhall Corsa) and Simon Harris (VW Golf) are also in strong contention,, with Phil and Gary likely to increase their scores.



Above: Joint championship leaders – left, Tim Dovey and right, Mark Hoppé

The last round looks very likely to be the closest run final for several years, with multiple potential winners in contention.

As we look to 2023 it is clear that regional championships may have the edge over national championships as we allow a lower number of qualifying rounds and thus reduce the total cost of a championship campaign. I will endeavour to gain new championship hosts – ideally in Cornwall / Devon to try and bring some of the more western triallists into play.

Mark Hoppé (trials@aswmc.org.uk)

Obituaries ...

Norman Lackford (1944 – 2022)

One of club racing's greatest stalwarts, Norman Lackford, died peacefully at home with wife Rachel at his side on October 6th. He had battled cancer since 2017 but competed stoically while undergoing every possible treatment to complete a 50-plus year career.

Norman's enthusiasm and drive were infectious. Racer and sports car engineer brother Robin, 13 years his junior, recalls him "dragging me to Crystal Palace as a six-year-old. That day 'ruined' the rest of my life ..."

Electro-mechanical engineer Norman was working for PA company Tannoy when he started racing a one-litre Ford Anglia in 1969. He subsequently built an Escort around its MAE engine, but it was for his unusual Fiat 850 coupé – Imp, then 1300cc BDA, powered - that Special Saloon fanatics will remember him.

"He bought a single-seater (an F3 Chevron B9), threw the chassis away (!) and we built a spaceframe centre section to take its corners" said Robin. "It wasn't good, but after it caught fire, we rebuilt it and got it going well. We'd started with a body from Derek Walker's molds, then went on a Strand Fibreglass course and made our own. It was all funny shapes".

In the '90s Norman - who ran the Greater London Council's school security department - and Rachel relocated from Orpington to St Just, Penzance, in West Cornwall. There they built their Saxon sports racer, which they debuted in 1996 and, with Castle Combe now their local circuit, won its Special GT class title three times.

"Rachel was the backbone of Norman's racing," said Robin. "If the car wanted something she'd go without shoes!"

They ultimately switched to Radicals, campaigning a Pro Sport and a PR6 at Castle Combe and in 750MC Bike Sports and OSS events until 2021.

There was an emotional send-off at Castle Combe last year when Norman raced there for the final time.



Marcus Pye

Above: Norman Lackford in his Radical PR6, Castle Combe Sports Racing Championship 2014

Brian Culcheth (1938 – 2022)

Duly inspired by a proactive Harrow Car Club, Brian Culcheth became one of the most successful factory drivers with more than 125 national and international rally starts to his credit and he remained at the forefront of rallying for two decades during which time, the sport was perhaps at its global zenith.



Versatile, capable, dependable, and determined, Brian spent most of his career with BMC/British Leyland and Triumph, scoring 7 outright rally wins and 21 class victories, including . one on Finland's 1000 Lakes Rally, the first non-Scandinavian driver to do so and, driving a Morris Marina, an unlikely rally car he spent time engineering and developing into an international class winner.



After joining Opel, Brian became the 1978 British Rally champion, winning his class, against fierce international competition, on all 7 rounds of the championship in a Kadett GT/E. Opel's Teutonic efficiency, and the instant success it brought 'Culch', just confirmed that he had spent too long driving flawed and mechanically unreliable competition cars – read Dolomite and TR7 – and what could have been if he had switched teams sooner?



Also ranking among Brian's high-profile rallies was 24th overall on the gruelling 1968 London to Sydney Marathon with Mike Wood and Tony Fall in an unloved Morris 1800 Mk2 and second overall on the 16,500-mile 1970 World Cup Rally in a British Leyland Triumph 2500 PI, with regular co-driver Johnstone Syer. These achievements should not be underestimated as the events were considered the toughest rallies ever run and unlikely to be repeated again.

Brian's vividly recalled the capricious nature of major motor manufacturer's competition budgets and unfathomable team management instructions, including disconnecting anti-roll bars and using slick tyres in wet weather – without consulting the drivers! Brian accumulated many stellar results on his CV during an illustrious career that began as co-driver on the 1959 London Rally in a VW Beetle and ended as a works Opel driver on the 1979 RAC Rally.

Right: Brian Culcheth reunited with his 1970 World Cup Rally Triumph 2500 PI and old friend the late Barrie 'Whizzo' Williams, at Castle Combe Rallyday 2016.

Brian's distinguished rally career is perhaps summed up in his own words: *"It was frustrating that after a fourteen-year association with BMC/BL, I never won a championship, but after just one year at Opel I became a champion."*



Report & images Ken Davies ©

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