



In this issue ...

***Executive Committee Notes ... BHP Fuel Fest gallery ... Training News ...
Show Reviews ... Around the Clubs ... Championship Updates ... Book
Reviews ... Craig Breen***

2023 ASWMC Championships Sponsored by:



Summer 2023

Contents: Page:

Editor's notes	2
From the Chair,	3
Motorsport UK Registration; DBS Checking	4
Meeting Notes, 17 th May	5
Reminders	6
BHP Fuel Fest	7-8
Q & A with PP	11-12
Festival of Speed	13-14
Bath MC Anniversary	15-16
Championship Bulletin	17
Around the Clubs	17-19
Stage Rally Gallery	21
2023 Rallyday	22-23
Championship Updates	25-28
Book Reviews	30-33
Obituary – Craig Breen	34-35
Contact details	36

Welcome to the ASWMC Summer 2023 Newsletter

I hope you will all enjoy a holiday at some point during over the summer period, whether that's in the cauldron of Southern Europe or the more traditional English version involving the odd burst of sunshine in between unpredictable downpours! More seriously, if the recent pattern is a template for the future, the dramatic swings from record temperatures to monsoon-like conditions will be a challenge for our events, perhaps leading to many more events cancelled or even abandoned on safety grounds.

In this issue we have all the usual news items plus Ken Davies' regular contributions (this time reports on the Festival of Speed and Castle Combe Rallyday, three book reviews and an obituary) and some new features. Two galleries – one from the BHP Fuel Fest and one from South Hams MC's TSH Stages - showcase our member clubs' members' cars. And the Chair of the ASWMC, Paul Parker, agreed to be the first contributor to a new series of 'Q & A' interviews with members of the committee. If you would like to write something, or just send images of yourself in action, don't hesitate.

I look forward to receiving plenty of news on events for the Autumn issue as our championships approach the sharp end and the winners begin to become clear.

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: Close action on the first day of the 1st Choice Finishes ASWMC Autocross Championship at North Devon MC's Sugworthy venue as John Rigden and Steve Hawkins contest the best line (Image - Paul Morris Motorsport Photography).

From the Chair ...

Association Partners:



I am delighted, as I am sure many competitors are, to see RMB Chivenor back in use as a sprint venue in the South West of England. Rounds of the ASWMC Sprint Championship are widely spread, unlike their Hillclimb championship cousins, so to have a weekend of events at a venue more centrally placed within the region is great benefit. It is in my diary to visit and my accommodation is already booked!

Autocross is a motorsport discipline that isn't well represented across the country, and our own region is one of just a couple that still holds events and runs a championship. The ASWMC has gone to great lengths to ensure that the discipline both continues and thrives here in the Westcountry. This year we have successfully sought and won the agreement of Motorsport UK that the organising clubs of our Autocross events, which in the majority run under an Interclub permit, would only have to pay a per capita permit fee equivalent the Clubman permit fee.

In order to keep the discipline in good health and encourage further growth, particularly from new entrants and junior drivers, the intention is that a 2024 Autocross Championship will be formed that will see events running solely under Clubman permits, which will enable competitors to take part using a RS Clubman Licence.

I visited Clay Pigeon Raceway in May for the first time in very many years and, in conversation with the owner, was surprised to learn that so few of its karting events are now run to Motorsport UK

regulations. I understand that Motorsport UK is looking into the issue as this venue is not alone in taking this step and our governing body has made changes "*move its goalposts*" to facilitate retrieval of this situation.

This year, rather than a 'Motorsport Month' as we have had in the past, the recruitment efforts of the ASWMC and its member clubs were focused on the 'BHP Fuel Fest' at Westpoint, just outside Exeter, in July. This proved to be a successful venture and is likely to be repeated in 2024.

Paul Parker, Chairman



(A gallery on the ASWMC Motorsport Paddock at the BHP Fuel Fest is on pages 7 to 10 – Ed)

Motorsport UK Club Annual Registration ...

Our Secretary recently received a list of thirty-one clubs nationwide that had not renewed their registration with Motorsport UK for 2023. Please note the association recommends that all our clubs renew their registration before Christmas each year to ensure that they are fully compliant when applying for event permits etc. It is a requirement that a member club of the ASWMC is a recognised Motorsport UK club, and vice versa (GR A 4 and 4.4, page 49).

Clubs are also reminded to add their fixtures online to the Motorsport UK Fixtures and Permits National Calendar at the start of the year, and apply for their Permits within the specified timescales in the Motorsport UK Yearbook (D4.1.2). Draft copies of Supplementary Regulations are acceptable at this stage and do not need to be final before making an application. Events may only be publicised and entries opened once a Permit has been issued.

For events requiring a Motorsport UK Steward this is particularly important as it allows sufficient time to appoint someone to the event. If any details on the Permit need to be changed after the Permit has been issued the Competitions & Clubs team will be able to assist.

Permits can be added by logging in as the club at members.motorsportuk.org, clicking Fixtures and Permits, and following the instructions on screen. Login details are often kept by the Secretary or Competition Secretary; however the Competitions & Clubs team can reset the password if required.

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; 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.

Self-Declaration & Documentation ...

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

Notes from the Executive Committee Meeting, 17th May ...

The Mansell Kart Racing Club has not renewed its membership and has been removed from the Association's list of member clubs ...

Regulation Changes for consultation that are available on the Motorsport UK website are at <https://www.motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation/>. It is suggested that member clubs 'sign up for alerts' so they are received directly ...

Motorsport UK and Forestry England have reached a new agreement for 2023 to 2028 that encompasses all motorsport events (not only rallying as previously) ... the biggest impact will be for Trials and 4 X 4 events, as they will have to follow the same rules as rallies ... the costs have risen considerably ... applications will have to be made directly to Forestry England 9 months in advance ... Chris House, the Association's Forestry Liaison Officer has a copy and it is suggested that clubs intending to use forestry for any motorsport should contact him for a copy of the application guidance and flow chart ... events already underway this year may continue under the old system ...

Paul Parker, ASWMC Chair, attended the AGM of LARA and can be contacted for details ...

The Association's official address has been changed and the website updated ...

A new Marshals Grading Scheme started on the 1st January, with all grades reclassified into a new structure ... training modules have also been overhauled and updated with new requirements for attendance to maintain or upgrade a status ...

A new version of the Association's Aims has been added to the Yearbook and an extended version sent to member clubs ...

Autocross Championship ... the first round had to be cancelled due to the weather and safety concerns ... the second round attracted 50 entries, NDMC's biggest entry since 2011 ...

Autosolo Championship ... the 2023 Championship has attracted seven new competitors ... Phil Turner, ASWMC coordinator, is working to resolve some intermittent issues with the timing equipment ... Phil has a new mobile number (*now in 'Contact Us', page 36 – Ed*) ...

Car Trials Championship ... the championship has attracted new entrants from as far afield as North Wales, Yorkshire and Stroud ...

Hillclimb and Sprint Championships ... concern was expressed about the noise levels created by high-revving 'Cross Cars', and the attendant risk of complaints and compromising venue access ... environmental testing is to be re-assessed ...

Stage Rally Championship ... entries are averaging about 60 cars, with crews selecting events depending on their finances, especially the cost of tyres ...

Targa Road Rally Championship ... all rounds are attracting healthy, if not full, entries ... a new round at Portreath was held in July ...

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 Thanks.

ASWMC on FaceBook ...

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

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

ASWMC Club Project Fund ...

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

2022/23 ASWMC Meeting Dates

16th August 2023 Executive (Zoom)

15th October 2023 Executive and AGM (Exeter Court Hotel)

3rd December 2023 Executive (Exeter Court Hotel)

11th February 2024 Executive Committee and Awards Presentation (Exeter Court Hotel)

Please note: all dates and locations are provisional.

Entry Forms and Entry Lists ...

Event organisers are reminded that GR D 22.1 and GR 23.1 mandates the provision of an entry list to Stewards, Senior Officials and Competitors. Although an event programme isn't mandatory (GR D 23.1), if one is published it has to include an entry list with competitors' names and the invited clubs of which the competitors are members (GR D 23.1.9).

It is recommended that entry forms – digital or paper – request that competitors specify the club under which the competitor wishes to enter and score points for the ASWMC Club Championship, to cover both the mandatory list and a programme, if published.

The BHP Fuel Fest ...

held at Westpoint Arena, Exeter on June 11th, saw eleven ASWMC members clubs and West Country Rescue display in a new-for-2023 feature, 'The Motorsport Paddock'. Held in continuous sunshine, the day proved a great success with large numbers of spectators visiting the clubs' gazebos, looking at the wide variety of cars on display and talking to club members ...









'Q & A' with ... Paul Parker ...

The ASWMC's Chair takes the first stint in the Editor's spotlight ...

Ed: So Paul, what did you do to support your motorsport?

PP: I retired a couple of years ago from a career in accountancy, having at one time been an HMRC Inspector of Taxes ... and along the way I was also involved in property management - blocks of flats for example.

Ed: And how did you become involved in motorsport?

PP: I started marshalling at the age of 15 on a forest rally just outside Stroud, but then quickly decided I wanted to drive so I moved on to track days – 'in at the deep end' in a Royale S2000M Sports 2000 car! I then started competing in sprints and hill climbs, at first with a Rover V8 engined Mallock Mk16. My first event was at Curborough where you leave the start line and, after a short straight, what is essentially a double left ... except I took the first element, missed the second and found myself going the wrong way up the finish straight! At Gurston I once made it to the bottom of the hill after the start only to discover what the start line marshals had been trying to tell me - that my nearside rear tyre had lost pressure; instead of turning left, the car turned sharp right into the trees (which are no longer there) – result, car totalled - the only retrievable part was the engine.

I replaced that with a Royale Sports 2000 chassis powered by a 6.2 litre all-alloy Chevrolet engine. I competed in hill climbs at all of the venues which now constitute the British Hillclimb Championship but eventually concentrated on sprints.

Ed: And your best result?

PP: I finished 9th in the 1996 British Sprint Championship, ahead of six Formula 3000 chassis powered by 3.5 litre Formula One V8 engines. I took two years off from the car while the engine was developed and in that time took shared drives in a Caterham BDG, a Cosworth GAA-engined Reliant Scimitar, a Megapin single seater powered by a Suzuki GXR engine - my first experience with 'flappy paddle' gear changes - and a Van Diemen RF82 FF1600 car. Then back to the Royale in 1999 for my final year in Supersprint - each run consisted of an out-lap, a flying timed lap and an in-lap – these events took me to venues I wouldn't otherwise have been able to access - Mondello Park and the Silverstone National circuit for example.

Ed: Did you try any other types of event?

PP: I had a go in all the various Trials disciplines ... 5 years in the passenger seat of a Sporting Trials car until my back cried "that's enough". I have a handful of finishers certificates as a passenger in various cars in Classic Trials over a 7 year period, and two outings on Car Trials – once in a Renault R8 Gordini at the age of 15 when I was persuaded into the passenger seat having only turned up on my pushbike to spectate! Many years later I shared a friend's Hillman Imp and would have done much better had I not hit an "11" gate on one section – without that I think I would have finished 2nd overall – one of those 'might have been' moments.

Ed: So what then drew you into organising and officiating?

PP: After my competition career I thought it was time I put something back into the sport, which eventually led to various roles - Championship Coordinator of the British Sprint Championship for 20 years, a Committee member of Bristol Motor Club for 10 years, Chairman since 1996 and currently a Vice President and Company Secretary. I've been a National Speed Clerk of the Course for the last 25 years – about 130 events at the last count – and Chair of the ASWMC for the last 15 years.

I was a member of the Motorsport UK Sprint & Hillclimb sub-committee for 25 years and the Motorsport UK Speed Events Committee for 10 years, and then a member of the Motorsport UK Regional Committee for the last 15 years and a member of the Motorsport UK Motor Sports Council for the last 5 years – the 'Home Country Representative - England West Region'. I became President of the Hillclimb & Sprint Association in 2011 and also its Chairman in 2019, at the time it took over the franchises from Motorsport UK of the British Sprint & Sprint Leaders Championships.

Ed: I think you've successfully 'put something back' ... anything else?

PP: I created the discipline of AutoSolo and was Clerk of the Course for the very first event in May 2002. I'm a Championship Steward for half a dozen different Speed Championships and an Assessor for Speed Clerks of the Course seeking to upgrade their licences. And on a completely different tack, I'm also a TMG Criminal Records Bureau verifier!

Ed: I think everyone in motorsport has some particularly memorable experiences – what are yours?

PP: Running out of brakes on my way home from a F2 meeting at Thruxton (with 'L' plates on!) in 1970, aged just 17! And, similarly returning home from the Crystal Palace Whit Monday F2 meeting with the brakes not lasting all the way there and back and the exhaust blowing – hustling the car in the dark through tiny Cotswold villages - but it sounded glorious!

Ed: I take it you've improved on the brake maintenance front now Paul! And the favourite cars you've owned?

PP: On holiday in Spain I visited Puerto Banus and fell in love with a Lancia Integrale – and one was delivered after my return home courtesy of an order placed by my then girlfriend. Oh, and a wedding present to myself – a 2.2 litre Porsche 914/6.

Ed: I think giving yourself a Porsche 914 is very generous, if I may say so!

Thanks very much for your time.

Goodwood Festival of Speed ...

Star drivers & cars celebrate 30 years of memorable motorsport garden parties.

Celebrating 30 years this year, the Goodwood Festival of Speed - 'FoS' – sponsored by Mastercard – welcomed many motorsport legends. McLaren factory driver Marvin Kirchhöfer won the sensational Sunday afternoon Shootout final in the recently unveiled McLaren Solus GT, while over at the prestigious Festival of Speed concours de elegance at the Cartier Style et Luxe Lawn, a 1937 Bentley 4¼ litre Rothschild Sedan Coupe by Gurney Nutting was crowned overall winner from an eclectic mix of historic cars.

First staged in 1993, the Goodwood FoS has become the world's largest automotive themed weekend garden party, set against the spectacular backdrop of Goodwood House, with over 600 cars and motorcycles spanning the history of motoring and motorsport taking part. Unfortunately, this year's 4-day festival became a 3-day event when Saturday was cancelled due to severe wind warnings issued for the Goodwood area, threatening the safety of temporary structures used across the site. But the event returned to full swing on Sunday when Ferrari Le Mans winners James Calado (*pictured right*), Antonio Giovinazzi and Miguel Molina made their debut on the famous balcony.



Somehow the glamorous 2023 event provided more motorsport anniversaries than ever to celebrate as we marked 75 years of motorsport at Goodwood and 30 years of the FoS itself, with the ever-cheerful Duke of Richmond appropriately opening the event in his stunning Jaguar D-Type, the very car in which he opened the inaugural festival back in 1993, thus creating another seminal moment for the festival.

Also celebrating 75-year anniversaries was the quintessentially British marque Lotus along with Teutonic Porsche, who also became the first manufacturer to create the Central Feature in front of Goodwood House. Showcasing some of the most iconic models, the Gerry Judah sculpture featured several Porsche types, and complimented a parade of cars spanning the marque's history and the Porsche 'Art of Dreams', a stunning artwork created by Chris Labroy, which also made its debut as a giant racing driver emerged from the Cricket Pitch.



Other notable celebrations included 100 years of the 24 Hours of Le Mans, 75 years of NASCAR, 60 years of McLaren, 50 years of the WRC and the event's biggest-ever celebration of MotoGP - in fact, something for every racing fan. Four-time Formula 1 World Champion Sebastian Vettel joined the celebration on Sunday and took to the hill in a number of cars from his personal collection, including the ex-Nigel Mansell 1992 Williams FW14B (*below*) and ex-Ayrton Senna 1993

McLaren MP4/8. Having launched his sustainable fuel campaign in 2022 – 'Race Without Trace' – Vettel is encouraging the adoption of sustainable fuel by both the motorsport community and the wider world.



As well as established legends, Goodwood welcomed current Formula 1 teams including McLaren, Mercedes-AMG, Scuderia Ferrari, and Williams Racing, affording fans the rare opportunity to see legendary cars from across the decades and meet teams and drivers, including Oscar Piastri, Alex Albon and Mick Schumacher who was behind the wheel of the Mercedes-AMG F1 W02 his father Michael drove during his last 2011 Formula 1 season. Other famous drivers on duty over the weekend included Esteban Gutierrez, Jenson Button, Karun Chandhok, Mika Häkkinen, Damon Hill, Travis Pastrana and Mark Webber.

The Forest Rally Stage is located at the top of the Goodwood estate, and for many this provides the hidden gem of the festival, with the opportunity to see a wide selection of historic and current rally cars in action on the demanding 2.5 km chalk stage, designed by 1993 World Champion driver Hannu Mikkola in 2006. This year driving celebrities included current WRC Hyundai protagonists Thierry Neuville and Esapekka Lappi, together with M-Sport's Ott Tanak. Former driver turned Toyota team principal Jari-Matti Latvala drove a Toyota Yaris Rally1 and four-time WRC champion Juha Kankkunen a Toyota Yaris Rally2, but at the end of the weekend it was Roger Duckworth who claimed bragging rights by topping the forest stage shootout times in his well-driven Subaru Impreza WRC S6 (*pictured right*).



Despite the vagaries of meteorological forecasting, the 2023 Festival proved a fitting 30th anniversary event and a credit to the Duke and Goodwood's resourceful organizing team. And dates for your diary - the 4-day 2024 Festival will be from 13th to the 16th July.

Images: Goodwood & Ken Davies

Ken Davies ©

Club Anniversary - 60 Years of Bath Motor Club ...



2023 marks the 60th Anniversary of Bath Motor Club, and will be celebrated with a day of activities on Sunday 20th August, culminating in a dinner with our guest speaker, Tony Jardine.

Editorial

The club was officially formed on the 13th June, 1963. The main object being to provide sporting and social events for the every-day motorist. Ideas are abundant but whether they are the right ones we have yet to discover. Of course the other side of the club will interest everyone. This refers to the discounts available to members. These are as follows:-20% at the Bath Tyre Service. At the Dual Service Garage:- 5% off spares, 2d off a gallon of petrol, 2d off a pint of oil, and very low labour charges. The same garage has just installed a Crypton machine, available to members at reduced rates.

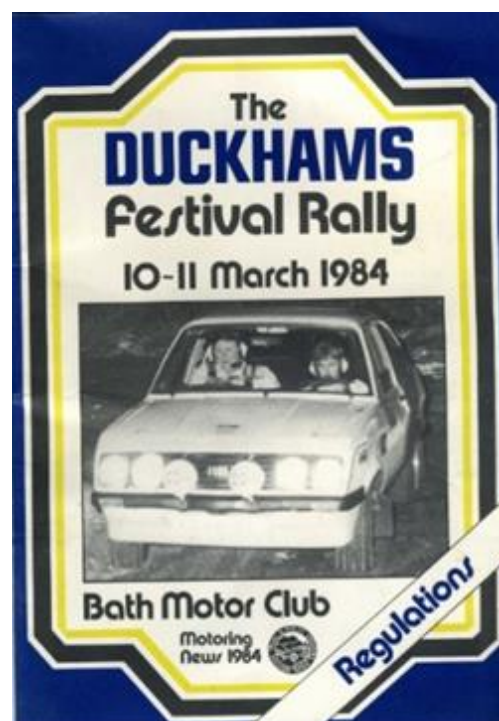
Formed on 13th June 1963, the first Chairman was Les Hukins and the Secretary was Mike Perkins.

This extract from the first club magazine (left) advertised discounts available to club members. The statements in the magazine are those that still hold true for the club (and most other clubs), but I am not sure 2d (two old pennies!) will go very far nowadays!

The club has been prominent in the number of different events it has organised over these sixty years, including Stage Rallies, Road Rallies, Autotests, AutoSolos and Autocrosses.

The Bath Festival Rally started in 1964, running under the guidance of the Clerk of the Course, Les Hukins, until 1971, and the twenty-eight editions have run as Road Rallies, Stage Rallies and more recently as a Targa Road Rally.

Motoring News / BTRDA Rally Championship — round 2			
Duckhams Bath Festival — March 10/11			
1 Mike Pattison/Dave Taylor	Escort RS2000	43m 15s	
2 Gwynndaf Evans/Edwyn Evans	Chevette 2.3	43m 27s	
3 Tony Saddington/Pete Forrester	Escort RS2000	45m 46s	
4 Steve Hill/Dave Kirkham	Escort RS2000	52m 15s	
5 Fred Camp/Stuart Wood	Escort RS2000	52m 19s	
6 Derek Arnold/Barry Cooper	Escort RS2000	54m 17s	
7 Ron Beecroft/Roger Hunt	Escort RS2000	57m 29s	
8 Graeme Bolt/Graham Lacey	Escort RS2000	59m 31s	
9 John Eason/John Butson	Escort RS2000	62m 38s	
10 Chris Elkins/Dave Otridge	Mini 1275GT	62m38s	
11, Kim Kirk / Sarah Coldwell (Vauxhall Astra) 63m 40s; 12, Graham Holden / Paul Thatcher (Escort Sport) 67m 29s; 13, Derrick Rice / Neil Bulley (Mini Cooper S) 67m 40s; 14, Adrian Bence / Nic Ayre (Escort RS2000) 69m 25s; 15, Dave Pitcher / Tony Greenwood (Vauxhall Astra GTE) 70m 16s.			



Above: 1984 Festival Rally results; right, the cover of the first SRs.

The high point has to be in the mid-'80s when the event was a regular round of the BTRDA/Motoring News Road Rally Championship with winners like Dennis Quinn/Derek Fryer and Ron Beecroft/John Millington in cars what were effectively semi works stage rally cars.

Bath Motor Club has organised over fifty stage rallies, starting with the Chieftain Rally which ran on Salisbury Plain under the guidance of Dave Bardwell; the sixteen editions have all taken place on Salisbury Plain, along with a few Lodge Stages also held on MOD grounds.

The club's Azimghur Stages Rally, based at Colerne Airfield, ran from 1984 to 2009, Dick Pease being the man in charge on every occasion. The twenty-six editions have featured many interesting cars, including an Aston Martin Vantage, DAM 4100 and a works run S1600 Ford Puma, which was doing a 'shake-down' before a BRC round. I



also remember a fly past by the Red Arrows which Dick said he had 'organised' although he conveniently forgot to mention that there was an airshow at Fairford on the same day!

Above, right:: Dave Appleby (Aston Martin Vantage) running as car 1 on the Azimghur Stages

Bath Motor Club has also run rounds of the BTRDA Autotest Championship in the early 1990s, with winners like Mike Sones and Russ Swift, and up until 2016 was running rounds of the ASWMC Autotest Championship. Some of the early events in the 1990s were run at the now defunct Westbury Cement Works.



The club's archives reveal that the club ran a slalom (a forerunner to AutoSolo) - the 'Century Oils Slalom' - at Hullavington Airfield in 1977 and when the ASWMC initiated the AutoSolo Championship in 2011, the club was one of the first to promote a round, with 20 Autosolo events completed since the start.

The club have also run successful Autocross events, including the RAC National Finals in the 1980s; unfortunately our archives are a bit bereft of details, so if you have any information on these, or any other Bath MC, events then please let me know - (martinbathmotorclub@gmail.com).

More bizarrely, the club ran a couple of 24-hour Lawnmower Races in the early 1980s, with the last one being supported by the Radio 1 Roadshow (for all our older readers!).



More recently the club has been looking to the future and was the first Motorsport UK club to be awarded Environmental Accreditation for its sustainability process.

Looking to the future, as well as continuing with the large range of events that have been run successfully over the last 60 years, the club is thinking of events in which EVs might be included, so "watch this space"!

Keep safe and enjoy your motorsport.

Martin Moore, Competition Secretary

Championship Bulletin ...

1st Choice Finishes 2023 ASWMC Autocross Championship

Championship Permit:- CH2023/S089

Championship Bulletin No. 1.

The following change is to be made to the official regulations already published for the above Championship and in accordance with Motorsport UK general regulation D 11.2. This change is to be implemented immediately.

- 1) **September 9/10th** The Camel Vale MC Autocross will now be hosted by Torbay MC at Coryton Park, Kilminster, on the same date
Reason - CVMC are unable to secure a suitable venue for 2023
- 2) **September 23/24th** The Torbay MC Autocross will now be held on October 7/8th at Coryton Park, Kilminster
Reason - Another high profile event is being held nearby on the same weekend and would cause a strain on resources - marshals, medical cover and officials.

Signed: Colin Anderson, Championship Coordinator

Date: 10/07/2013

Around the Clubs ...



Torbay Motor Club's Junior Driver Award scheme's ninth recipient, Polly Ashley, aged just 14, took her MG ZR to 2nd in class on her first speed event, the club's Coronation Sprint which was held at Clay Pigeon Raceway over the Coronation Bank Holiday weekend in early May.

Now in its 3rd year, the scheme offers a £65 award to TMC Junior members to be used towards an entry to their first Torbay MC Sprint, Hillclimb or Autocross event, and current TMC Junior autocross members entering their first sprint or hillclimb. The Awards are made to TMC Junior members (at least one parent/guardian will be a full member) between 14 and 16 at the time of the qualifying event.

Please apply by e-mail to comps@torbaymotorclub.co.uk, giving your full name, date of birth, your parent or guardian's name and the first TMC event you intend to enter.

Roy Sims, Competition Secretary



Salisbury & Shaftesbury CC would like to hear from marshals who can help with their Bustard Targa Rally on Saturday 18th November 2023. The event will be based entirely within the single venue of Worthy Farm, Somerset, and competition will start around 11:00 a.m. and run through to about 4:00 p.m. There will be between 8 and 10 special tests on gravel totalling about 35 miles.

The same friendly and experienced organising team will be in place as in previous years – so if you can help please make contact and sign-on through the club's website - <https://sandscc.co/the-bustard-targa-rally-worthy-farm/>.



Truro & District, Plymouth, Newquay and Camel Vale MCs will run their closed-road Watergate Bay Sprint on 16th and 17th September on the B3276 coast road between Newquay and Padstow. Discounted advanced tickets are now on sale at £10 per



WATERGATE BAY SPRINT
WWW.WATERGATEBAYMOTORSPORT.CO.UK
16TH & 17TH SEPTEMBER 2023

CORNISH MOTORSPORT
AT ITS BEST

The event will donate profits to local charities, which have benefited from over £30,000 since 2018. For more information please visit: www.watergatebaymotorsport.co.uk

The latest event news will be on social media feeds:

<http://www.twitter.com/watergatemsport>

<https://www.facebook.com/watergatebaymotorsport>



Bath MC's 2023 season continued with their Spring Autosolo at Kemble Airfield with 54 starters on a dry day at this popular venue. The entry was nearly 50% filled by MX5's, although on this occasion it was the Caterham Seven of Alec Tunbridge who took FTD ... followed by five MX5's!

The club returned to the airfield venue for the Kemble Targa; this was over-subscribed, although by the start of the day all of the reserves had been accommodated, and 56 crews took to the start line. The event allows double-drives, so there were several crews who alternated between driving and navigating, and it was Bath member crews of Steve Conner/Ben Griffin (Mazda MX5) and Ben Griffin/Steve Conner (Peugeot 106 Rallye) who were fighting for the lead early on with James Griffiths/Matt Venables having more luck this time in their Vauxhall Astra. A few penalties for some of the quicker crews resulted in there being only 6 seconds covering the top six crews at the end of the event, with the Mazda MX5 of Neil & Aled Jones taking victory by just one second from Rob & Andy Fields in their Toyota MR2; this result topped Neil's 2nd overall in the Spring AutoSolo run earlier in the year in the same car.



Right top: 2023 Kemble Targa winners – Neil & Aled Jones; bottom, runners up – Rob & Andy Fields.

A good day was had by all in July on the 10th running of the Aquae Sulis Classic Tour; 57 crews enjoyed a sunny, but sometimes very showery, drive around the North Wiltshire and South Gloucestershire countryside. A range of vehicles took part ranging from a 1935 Riley Kestrel to a 1990 Marcos Mantula. The event stopped at Chavenage House near Tetbury which, amongst others, was used to film Poldark.



*Right: souvenir Photo from the 2023 Aquae Sulis Tour
(all images courtesy of mandhphotography.co.uk).*

The event raised £800 for the Great Western Air Ambulance (taking funds raised for the charity to nearly £4500 since its inception) and the caterers at the coffee halt donated their payment to the British Heart Foundation.

Next up will be the club's Summer AutoSolo, which will see a full entry of 55 competitors, all looking forward to the fast and open tests at Kemble Airfield on 6th August.

The end of 2023 sees the return of the 'Targa in the Dark', a Targa Rally run in the hours of darkness in October in the woods of South Wiltshire. Plans are well under way and a new tarmac venue has been found to run in conjunction with the normal forest tracks, which have not been used for two years. Demand for this event is typically high, so please keep an eye on the Bath MC website and/or Facebook pages for details in early September.

Keep safe and enjoy your motorsport.

Martin Moore, Competition Secretary



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

Tel: 01752 276166

www.dlmotorsportparts.com

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

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

We also have a range of standard Subaru parts in stock.
Parts range from Classic, Bugeye, Blobeye, Hawkeye & Hatchback



South West's Electric Motorbikes and Scooters

Light, nimble, breath-taking design and performance
Going green has never looked this good.

Please contact us on 01752 276166 or via email cityebikez@gmail.com



Feature Gallery - South Hams MC's TSH Stages ...



All Images courtesy of 569 Motorsports Media

Castle Combe Rallyday 2023 ...



Britain's premier rally show bounces back after two difficult years.

In a break with tradition, Rallyday switched to early July this year, following the few tough years of suffering the effects of the pandemic in 2020/21 and the funeral of Queen Elizabeth II falling within 36 hours of the 2022 show. This year the popular annual show bounced back with a host of star rally names, iconic cars, and solid backing from within the sport, although spectator numbers did seem slightly down compared to pre-pandemic editions.

Stars included 2019 European Rally Champion Chris Ingram, 1984 World Rally Champion Stig Blomqvist, former WRC co-driver Nicky Grist and 1989/90 British Rally Champion David Llewellyn and his son Tom, himself a Junior RallyX Champion.



Other former champions included 1990 Ladies World Rally Champion Louise Aitken-Walker and presenter Holly McRae (*left*), daughter of the much-missed 1995 World Rally Champion. All these genial and communicative personalities proved great value on the interview stage, interrogated through the day by former championship-co-driver-turned-master-inquisitor, the irrepressible Howard Davies (*below, interviewing Stig Blomqvist*).

The dry and warm weather provided a backdrop to the non-stop action on the Legends rally stage which creatively utilises the 73-year-old circuit's pitlane and track while providing adventurous spectators the opportunity to take guest rides with real rally drivers in real rally cars, including a Ford Focus, Toyota Celica GT-4, and Subaru Impreza.



But for those seeking a relaxing day there was a paddock trade village complete with multiple food outlets catering for all tastes, and displays which included Bath Motor Club's eclectic collection of cars ranging from an ex-BTCC Alfa Romeo 155 to an historic rally Austin A40 and an original Morris Mini 850.

From the interview stage, Rallyday regular Nicky Grist regaled fans with tales about driving for Toyota Team Europe 1990-97, including his career total of 128 WRC rallies yielding 21 overall victories and 43 podium places. Super-Stig Blomqvist talked of his 1984 championship year and taking the fearsome Audi A2 and Sport Quattro versions to five WRC rally victories to beat the redoubtable Hannu Mikkola to the title.

Then, to bring things up to date, current rally hero Chris Ingram, with American co-driver Alex Kihurani (*right*), spoke about finishing second overall on the recent Ardeca Ypres Rally and his burning ambition to return to the WRC2 class of the World Rally Championship.



Later, Ingram rapidly chauffeured Nicky Grist over the legends' rally stage in the latter's immaculate Toyota Celica GT-4 in works Castrol livery, a gift to the Ebbw Vale born co-driver after his successful time with the Toyota works team. Fortunately, Nicky was able to keep Chris's boundless enthusiasm and flamboyant driving style in check from the co-driver's seat!



Left: Ken Rees, Nicky Grist, Lousie Aitken-Walker, Jimmy McRae and Howard Davies ...

Right: Group B Ford RS200 on the Legends rally stage ...



All considered, a successful July return for Rallyday, creating a solid basis to go forward into 2024.

Ken Davies ©

CALENDAR



RACING CLUB EVENTS 2023

- March 12th** Marshals Training Day
- March 18th** Media & Track Day introducing Racing Club Championships/series
- April 10th** Howard's Day Race Day
- May 1st** May Day Madness Race Day
- May 5th** Castle Combe Racing Trust Charity Track Day
- June 10th/11th** Summer Spectacular Race Weekend
- July 15th** Combe Carnival Race Day
- August 28th** Combe Countdown Race Day
- September 23rd** Autumn Classic Historical Racing Festival
- October 7th** Grand Finals Race Day
- November 18th** Castle Combe Racing Club 2023 Annual Awards Dinner



Check out the club website for all the latest info
www.ccracingclub.co.uk
 Follow us on **Instagram** and **Facebook**
 Contact the club info@ccracingclub.co.uk
 Office number 01249 784160

CASTLE COMBE CIRCUIT EVENTS

- April 1st** Spring Action Day
- April 22nd/23rd** Motorcycle Grand National Race Weekend
- May 13th** Performance German Day
- June 17th** Summer Action Day
- July 1st** Rally Day
- July 8th** JDM Combe
- July 29th & 30th** Motorcycle Grand National Race Weekend
- September 2nd** Forge Action Day
- October 28th** Halloween Action Day



Check out the circuit website for all the latest info
www.castlecombecircuit.co.uk | 01249 782417

2023 Championship Updates ...

2023 ASWMC Hillclimb Championship

The registrations for this championship are the same as 2022, with 111 registered and 90 scorers so far.

In the Championship it is looking as if Julian Rinaldi will win, but it will be tight. Julian is currently 1st, with Frank Gillett in 2nd and Trevor Parsons lying in 3rd. But the contenders to watch are close behind - Ian Ingleheart in 4th, Ed Hollier 5th and Andrew Forsyth 6th. All three - Ian, Ed and Andrew - have two scores each less than Julian, Frank and Trevor.

The next event is Castle Hill Climb on the 5th & 6th August, followed by the 5 Clubs event at Wiscombe on the 2nd and 3rd September, and Tregrehan on September 30th and October 1st.

2023 ASWMC Sprint Championship

The registrations for this championship are up by four from 2022, to 83 of which 59 have scored. The championship is currently led by Paul Arberry, with Adrian Clements 2nd, James Nash 3rd and Martin Prescott, last year's champion, lying in 4th. The others need to watch out for James and Martin as they have good scores and three rounds in hand before dropped scores affect them.

Event Entries

The problem of securing an entry to an event is not going away and, if anything, it is becoming worse. Most events seem to fill within minutes, and in some cases the entries received include competitors that are completely new to the championship events. Unfortunately, some of those entries appear to have been made with no firm intention of actually competing, and some of them withdraw just in time to obtain a full refund from the organisers. This begs the question as to whether we need to find a way to deter 'placeholder' entries that turn out not to materialise by the time entries close. At the time of typing, three of the top four contenders in the Sprint Championship do not have an entry for the Chivenor Sprint ...

Roy Sims (speed@aswmc.org.uk)

Car Trials Championship

We have had five rounds of this year's championship so far, with, unfortunately, two rounds lost – the first the Bristol Pegasus event due to the weather and the second, Silverton and Mid Devon MC, due to a lack of interest. However the completed rounds to date have seen 14 registered contenders scoring points.

It was a welcome return to the roster for Launceston & North Cornwall MC, who organised a relaxed and enjoyable trial, which was supported by five championship contenders (approximately 30% of the entry) so I hope we will be invited back in 2024!

The championship format of 'three rounds to count plus double scores at the season finale' means that we already have an exciting final in prospect, with four contenders already on 29 out of a maximum of 30 points going into the final. With events still to run at Windwhistle and Minehead, several others still have time and opportunities to head the table.

The Top 8 in the championship are Gary Morris, Tim Dovey, Charlie Dovey and Mark Hoppe all on 29 points; Andy Webb 24, Trevor Moffatt and Simon Harris on 22, and Adam Smith 21 ... six of the top 8 are regular Woolbridge MC triallists!

The final on October 8th at Crewkerne will be part of a weekend of trialling; the BTRDA Gold Star Final is on the Saturday, meaning that many of the national 'hotshots' will be staying for the ASWMC final and Round 1 of the Woolbridge MC Trials Championship. This could be the biggest weekend of car trialling in the UK this year ...

I am still looking for new organisers to bring events onto the roster ... *'we promise to be good, turn up, leave no mess and behave impeccably'* ...

Please let me know if you could help us.

Mark Hoppé (trials@aswmc.org.uk)



DL Motorsport Parts 2023 ASWMC Targa Road Rally Championship

There have been 2 rounds since the last Newsletter ...

On the Bath Kemble Targa in June, nine registered drivers and six registered navigators took part - James Griffiths ended his run of bad luck by finishing 3rd overall, with the leading ASWMC registered driver, Gavin Rogers, further back in 8th and Chris Woolley rounded off the top 10. Once again, Jamie Woolley picked up maximum navigators' points.

Eleven registered drivers and eight registered navigators took part in the new event, South Hams MC's South West Targa, held at RRH Portreath in July. This was a tough event, and congratulations are due to Zak Linham who scored maximum navigators' points partnering Lucas Redwood on their way to 1st overall.



Above: Lucas Redwood/Zac Linham – 1st O/A, South West Targa (Image – M & H Photography).

James Appleby was the top ASWMC driver in 2nd overall, followed by Chris Woolley and Trevor Disney, both picking up valuable points. Jamie Woolley was 2nd navigator and continues to lead the Championship at this stage.

The next event is the Hatsford Targa in August, followed by the Kent Forestry Targa in September.

Gavin Rogers (targaroadrally@aswmc.org.uk)



1st Choice Finishes 2023 ASWMC Autocross Championship

The 2023 season didn't get off to the best of starts; after what looked like a relatively dry spring, the weather took a turn for the worse which led to Torbay MC having to cancel the opening round of the championship on safety grounds. It turned out to be the right decision, as it didn't stop raining from the Thursday before the event to the following Tuesday!

North Devon MC members must have been going to church regularly leading up to their Gordon Rogers Memorial Autocross, as they were blessed with what can only be described as a scorcher of a weekend. It was great to see so many people at the venue from far and wide and a good number of new faces trying their hand at the discipline. What was probably one of the largest Sugworthy tracks for 15 years provided an excellent weekends' sport for all and a great deal of seat time for the Juniors to learn what car control is all about. Gemma Raymond, Tia Booley and Polly Ashley (*right*) really showed the boys that they are a force to be reckoned with and it's going to be a pleasure to watch these young drivers develop over the season and compare their times against the adults as their confidence grows.



With no event in June, some of the autocross clubs attended the BHP Fuel Fest show at Westpoint displaying various competition cars and promoting the events they organise, and the displays were rewarded with a good 'footfall' throughout the day.

July saw a return to Sugworthy as NDMC hosted their Summer Autocross. Another healthy entry was greeted by a surprisingly dry field after the surrounding area had seen substantial amounts of rain, Dave Ellis must have a very big umbrella hidden away somewhere! The efforts put in by the small organising team of these events really excel as another superb track layout and slickly run weekend left smiles all round. There were some really close battles throughout



all classes with fractions of seconds being the deciding factors in most cases. One of the standout performances of the weekend has to be that of Matthew Westlake in his latest car finishing Saturday just 0.2sec behind Mark Tredwell's twin Hayabusa Seicento! Terry Rooke had another dominant weekend in the A1 production class and holds top spot in the early championship table.

Above: Mark Tredwell

Next up is the South Hams and Exeter MC co-hosted event at a new venue near North Tawton on August 5/6th and then it will be time for the Witney GP. If you have never ventured to Bucknell in Oxfordshire for this iconic event, it's certainly worth the trip. A wide, long and fast track is the norm and under the right conditions, there'll be rubber marks going down on the soil by Saturday afternoon! Please enter as early as possible for all these events so that the clubs know exactly what they have to work with; refunds will always be dealt with in accordance with the SRs.

Colin Anderson (autocross@aswmc.org.uk)



More action from North Devon MC's Sugworthy Autocross – all images courtesy of Paul Morris Motorsport Photography



1st
Choice
Finishes

Powder Coating
Paint Spraying
Shot Blasting
Metal Refurbishment

01392 468086
www.1stchoicefinishes.co.uk

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

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

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

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

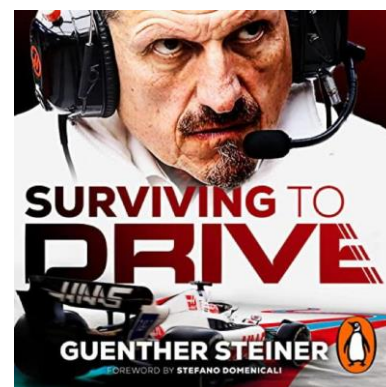
*1st Choice Finishes are proud sponsors of
the 2021 ASWMC Autocross Championship*

Book Reviews ...

'Surviving to Drive - A Year in Formula One.'

By Guenther Steiner

Netflix' compelling and successful series 'Drive to Survive' is rightly credited with breathing new life into Formula One by creating a whole new audience, especially in the USA. But the fly-on-the-wall reality series has also discovered cult heroes amongst the previously unknown paddock personalities, particularly the 'minnow' teams and Gunther Steiner, sometimes outspoken principal of the HAAS team, has emerged as one of the biggest stars!



Steeped in an eclectic motorsport background, Steiner started as a rally engineer with Mazda, Jolly Club Lancia, and M-Sport, including adventures as a truck co-driver on the infamous Paris Dakar rally raid. But he clearly demonstrated ability and resourcefulness and quickly climbed the slippery career ladder to be recruited by Niki Lauda as managing director for the fledgling Jaguar F1 team during its doomed Ford ownership and then Operations Director of that team's next, more successful, incarnation as Red Bull Racing.

Mercurial and hard-working, the 58-year-old Italian has now responded to his newfound fame by writing 'Surviving to Drive - A Year in Formula One', his own account of a season in Formula One. With a foreword by Stefano Domenicali, CEO of Formula One Group, the book chronicles in diary form the experiences of Steiner and the HAAS team throughout 2022. Until reading this excellent book I wasn't aware that Steiner was actually a founder member of American multimillionaire Gene Haas's team formed in 2014. Memorably, the team's first Grand Prix was Australia 2016 where they scored 8 points for 6th place in their debut appearance!

But F1 was in a very different place during that era, when you could have bought the defunct Manor team for a token £1, which sadly no one did! But HAAS has now morphed into an accredited and respected privateer team, estimated to be worth today around £500 million!

Peppered with Steiner's oft-used expletives (suitably defused by ghostwriter James Hogg!) the 280-page book tells the inside stories that made news during what was an expensive season for HAAS, as they balanced the commercial realities of being Ferrari's 'B' team, keeping pace with design upgrades and coping with the eye watering costs of Mick Schumacher's crash damage. Fortunately, the team's lead driver was the more experienced Danish F1 returnee Kevin Magnussen, who replaced Russian multimillionaire Nikita Mazepin at short notice following Russia's invasion of the Ukraine and international sanctions.

As a result of the well-made Netflix series, multilingual Steiner is now a global star with his own fan base and lucrative tee-shirt sales, and now his book is likely to become a best-seller. I'm sure other readers will also find themselves warming to his disarming self-deprecating humour and humility as they read further into the book, which changed my view of the charismatic Italian team principal; the book is dedicated to HAAS team member Harvey Cook, who sadly passed away after a short illness during the season.

Fascinating, enlightening, informative and humorous, this 280-page hardback book is a great read and easy to enjoy in manageable chunks. Published in April 2023 by Penguin Random House U.K., the cover price of this generously illustrated tome is a modest £20 but note that Amazon already has it listed at £14.00 and of course it's available in Kindle form.

The ISBN numbers are 9781787636279 (cased) & 9781787636286 (pb).

Ken Davies ©

'Superbears – The Story of Hesketh Racing'

Hesketh Racing famously burst on the scene at exactly the right time during the 1970s, just when the average Britain needed an antidote to depressing daily news of industrial unrest, multifarious EEC collaborations, high prices caused by oil-producers restricting supplies and a potential coal miners' strike!

Formula One was also undergoing change with increasing commercialism seeing cars eschew their national racing colours in favour of glitzy sponsors' logos, but Hesketh Racing was different. Privately funded by a 22-year-old, fiercely patriotic aristocrat with a taste for fine living and a burning desire to shake up the establishment while making his impecunious prodigy, James Hunt, World F1 Champion.

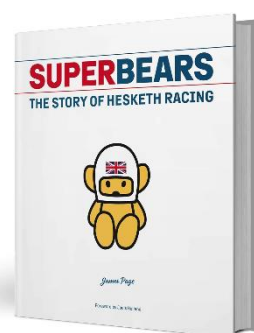


Above: 'Superbears' in their natural habitat – Monaco May 1975!

To add to the team's mystique, the car and transporter stood-out at race circuits in distinctive Hesketh red, white and blue livery which quickly became synonymous with flamboyant and hedonistic hospitality, helicopters, yachts, champagne, pretty girls and Monaco, all conveyed by the team in a good-natured sense of fun and irony.

That said, make no mistake, Lord Alexander Fermor-Hesketh's stylish, 'playboy', facade disguised a highly determined team, expertly managed by Anthony 'Bubbles' Horsley and ably assisted by talents such as designer Harvey Postlethwaite, engineer Nigel Stroud, a small number of resourceful mechanics led by Dave 'Beaky' Sims and motorhome driver/'gofer' par excellence, Charlie 'Luke' Lucas. Having landed in Formula One with a rented March 712 in 1973, Hesketh Racing soon set about constructing its own car and won the 1974 non-championship International Trophy at Silverstone and then went one better, the 1975 Dutch Grand Prix at Zandvoort which put James Hunt firmly on the road to future stardom.

This new book from Porter Press International tells the full story of how Hesketh Racing evolved into a winning privateer team, *"the biggest little team in the world"*, which captured media and the motor racing public's imagination. Thanks to its unique approach, complete with charismatic



teddy bear logo, Hesketh will remain forever one of the most evocative, iconic, and popular names in Formula One history.

Proving that fact is often stranger than fiction, this story transports readers from the team's humble 1972 debut in Formula 3 to its final F1 race in 1978, and includes candid interviews with key players such as 'Le Patron' himself, Lord Alexander Hesketh, Anthony 'Bubbles' Horsley, Nigel Stroud, Dave 'Beaky' Sims, Peter Gaydon, Rupert Keegan, and Frank Dernie. Illustrated with many unique colour and monochrome images from personal scrapbooks, there's even a chapter devoted to Hesketh motorcycles.

Written by accomplished motoring journalist James Page, former editor of Classic & Sport Car, the foreword is written by celebrated musician Jools Holland. This fully indexed hardback, published in April, has 264 pages and over 280 images; the cover price is £90.

Sadly, we'll will never see the likes of Hesketh Racing again, portraying their cool '*je ne sais quoi*' image and being the first to introduce showmanship – '*Racing for Britain and Racing for You*' – into Formula One!

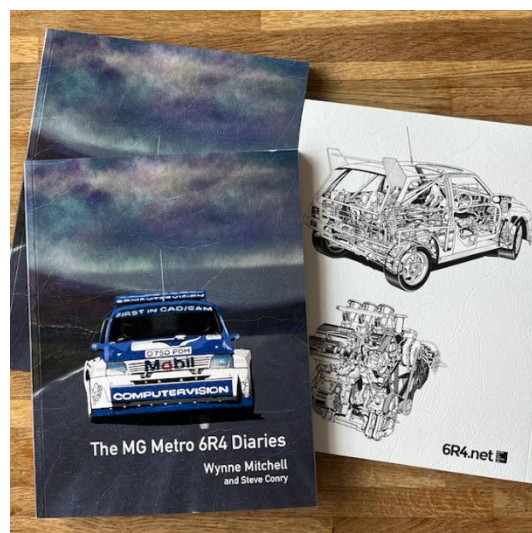
The ISBN number is 978-1-913089-33-7.

Ken Davies ©

The Metro 6R4 Diaries

By Wynne Mitchell and Steve Conry

Author Wynne Mitchell is a seasoned automotive engineer with considerable competition experience, having started his career as a student apprentice with the Rootes Group before studying mechanical engineering at Birmingham University. Wynne joined Austin Rover Group (ARG) in July 1984 to work on the company's sensational offering for the Group B era – the MG Metro 6R4 – with overall responsibility for all but the car's normally aspirated V6 engine and its systems, and his book provides a candid view behind the scenes.



To reinforce Wynne Mitchell's motorsport credentials, he has already successfully published two similar books with Steve Conry – '*The Sunbeam Lotus Story*' and '*The Avenger and Sunbeam Lotus Diaries*'.

During the 1980s, ARG Group were using motorsport to promote some of their model range; Metro GTi, Maestro EFi and various Rover iterations, their dictum being 'win on Sunday, sell on Monday'. But the most formidable weapon in ARG's arsenal was their bespoke Group B rally car to contest the World Rally Championship, designed by Williams Grand Prix Engineering ... and perhaps therein lay the anomaly. A car designed by people who didn't develop it yet developed by people who didn't design it, enter the precocious MG Metro 6R4!

Wynne's fascinating and after almost 40 years, brutally honest story, chronicles three year's exhausting, expensive and often frustrating testing and development, carried out at MIRA, Cowley and in the field, both at home and overseas, as well as the combative theatre of international rallying. The distinguished alumni of drivers with whom Wynne worked included Tony Pond, Marc Duez, Colin Malkin, Steve Soper, Malcolm Wilson, Jimmy McRae, and fellow Welshman David Llewellyn, all with their own differing, yet equally effective, methods and techniques.

For homologation purposes a total of 200 6R4 cars were built by ARG, with around 17 of those designated as 'works' rally cars, with the others either bought by privateers or used as recce/practice cars. The book plots the history of the works' cars and for 6R4 historians some of the registration numbers became very well-known and, in some cases, iconic ... although some cars were akin to Grandpa's old axe, with several body shell and engine changes.

Packed with 151 pages of vivid reminiscences, technical data, and some great images, this specialized, and niche soft-back book will appeal principally to past and present 6R4 owners – the car is now a desirable and valuable collectors' car – as well as students of Group B's comparatively short history.

Perhaps I'm a bit nerdy but I found the journey through Wynne's detailed project diaries a thoroughly absorbing read, providing the background to the many headlines we remember reading during that heady period of international rallying.

Costing £24.99, including first class postage, this self-published book is available via <https://www.6r4.net/site/6r4-history/6r4-diaries>.

Ken Davies ©



Obituary ...

Craig Breen, 1990-2023

A talented and versatile driver with a passion for the sport

On the 13th of April the entire motorsport community was united in grief when news broke that popular Irish rally driver Craig Breen, 33, had died from injuries sustained in what can only be described as a freak accident while testing for round 4 of the 2023 World Rally Championship. Craig's Hyundai i20 was reported to have left the road and hit a fence, part of which penetrated the driver's side of the car and Craig succumbed to his injuries. A statement from Hyundai Motorsport announced Craig's death, saying it was: *"Deeply saddened to confirm that driver Craig Breen today lost his life following an accident during the pre-event test for Croatia Rally"*. The team went on to say that co-driver James Fulton had avoided injury during the incident, which happened just after midday, local time, on the road to Labor.



The FIA, working closely in conjunction with rally teams, have progressively made cars and rallying safer, so we have become unaccustomed to rally crews being seriously injured in the inevitable accidents that the sport experiences. What makes Craig's loss even more tragic is that the last WRC fatality was on the 2006 Rally Catalunya when co-driver Jorg Bastuck was killed by another rally car while changing a wheel on his Citroen C2 S1600.

Born in Waterford Ireland into a motorsport family – his father Ray was an Irish national rally champion – Craig started his motorsport career in karting in Ireland and Europe before becoming a rally co-driver and then driver, making the full-time switch to rallying in 2009. He won Irish, British and International Fiesta trophies which earned him a 12-month contract to compete in the British Rally Championship and Irish Tarmac Championship with M-Sport, winning the BRC Ulster Rally, finishing 17th on Rally Finland and 12th on Wales Rally GB, both WRC rounds. In 2013 Craig was signed by Peugeot for its ERC campaign and achieved 5 podium places to finish the championship 3rd overall. He won his first ERC rally, the 2014 Acropolis, driving a Peugeot 208 T16 and, in 2015, achieved one of his dreams by winning the Circuit of Ireland Rally.

In 2016 Craig completed a part time season for Citroen, scoring third place on Rally Finland 2017 and improving with second place on 2018 Rally Sweden. For 2019 he joined Hyundai Shell Mobis WRC team for two rallies and remained with Hyundai on a part-time basis until joining M-Sport for a full-time, 13-rally, 2022 WRC season in the Ford Puma Rally 1. On his Monte Carlo Ford debut Craig scored a great third place overall and then went one better in Italy with second. Just before Rally Catalunya 2022 James Fulton became his co-driver after his long-time partnership with Paul Nagle ended with Paul's retirement from the sport.

For 2023 Craig moved back to the Hyundai Shell Mobis WRC team, full of enthusiasm for a part-time season in the i20 and Rally Croatia would have been his second event after finishing a fine second overall on the snow of Rally Sweden (pictured left) in February, one of the six occasions that he had finished second on a WRC rally during his career.



Many other tributes were paid to Craig on social media from well-known personalities. Among them, New Zealand rally driver and Hyundai ambassador, Hayden Paddon, described him as: "A legend of a human being and driver", tweeting: "The sport is poorer without you. RIP Craig and my wishes are with all your family at this devastating time."

From the 2009 Rally Portugal, Craig competed in 82 world championship rallies, scored 35 stage wins and 9 podium positions, with a career total of 405 WRC points. But perhaps these stark statistics don't reflect the true talent and versatility of the popular Irish driver, and it could have been only a matter of time before his first WRC victory.



It was his passion for the sport which had made Craig a Castle Combe Rallyday spectator favourite, when he proved to be a relaxed, insightful, and erudite interviewee on the Rallyday stage, with great knowledge of the sport's heritage. Invariably he'd bring his stunning Metro 6R4 (above) to demonstrate with his customary gusto on the live rally stage. The last time we welcomed Craig to Castle Combe was in 2021 and we can only echo Hayden Paddon's heartfelt words: "The sport is poorer without you. RIP Craig."

Images: Ken Davies & WRC

Ken Davies ©

Contact Us:		
ASWMC Office (postal address): 52 Brendon Road, Portishead, Bristol, Avon, BR20 6DH		
Chairman: Paul Parker	E-mail: chairman@aswmc.org.uk	Tel: 01275 843478
Vice-Chairman & Assistant Secretary: Howard West	E-mail: vicechairman@aswmc.org.uk	Tel: 01297 551375
General Secretary: Jenny Coxon	E-mail: secretary@aswmc.org.uk	Tel: 07980 061772
Treasurer: Jenny Coxon	E-mail: treasurer@aswmc.org.uk	Tel: 07980 061772
Championship Registration Secretary: Pam Hartill	E-mail: registration@aswmc.org.uk	Tel: 01208 73676
Training Officer: Jay Brown	E-mail: training@aswmc.co.uk	Tel: 01752 662043; 07867 860984
Forestry Liaison Officer: Chris House	E-mail: forestry@aswmc.org.uk	Tel: 01458 833348
Development Officer: Kevin Moore	E-mail: development@aswmc.org.uk	Tel: 07790 429791
Media & PR Officer/Newsletter Editor: Rupert Barker	E-mail: media@aswmc.org.uk	Tel: 01392 490848; 07594 584129
Webmaster & Yearbook Editor: Nigel Hewett	E-mail: webmaster@aswmc.org.uk	Tel: 07858 387270
Autosolo Championship Secretary: Phillip Turner	E-mail: autosolo@aswmc.org.uk	Tel: 07340 916432
Autocross Championship Coordinator: Colin Anderson	E-mail: autocross@aswmc.org.uk	Tel: 01404 41535; 07813 769213
Car Trials Championship Secretary: Mark Hoppé (Telephone only after 6 pm w/days)	E-mail: trials@aswmc.org.uk	Tel: 01935 816827; 07395 029090
Classic Reliability Trials Championship Secretary: Carlie Hart	E-mail: classictrials@aswmc.org.uk	Tel: 01179 372611
Targa Road Rally Championship Secretary: Gavin Rogers	E-mail: targaroadrally@aswmc.org.uk	Tel: 01454 414128; 07733 234942
Speed (Hill Climb & Sprint) Championships Coordinator: Roy Sims	E-mail: speed@aswmc.org.uk	Tel: 01803 814322
Sporting Trials: Duncan Stephens	E: sporting@aswmc.org.uk	Tel: 07801 281053
Stage Rally Championship Secretary: Vic Fancy	E-mail: stagerally@aswmc.org.uk	Tel: 07836 389726
U-21, All-Rounders & Club Championships Secretary: Pam Hartill	E-mail: registration@aswmc.org.uk	Tel: 01208 73676