

Newsletter



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2023 ASWMC Championships Sponsored by:



Autumn 2023

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Welcome to the ASWMC Autumn 2023 Newsletter

This issue is a somewhat 'slimmer' than usual, possibly because of the slightly earlier release date than normal for the Autumn issue, and possibly also as it falls just on the cusp of the ASWMC championships' completion dates - some having wrapped up for the season and some with several rounds still to go.

As many experienced people grow older (and energy levels start to slide gracefully downhill!), motorsport needs new, younger people to come in and keep the sport in good health. Nowhere is this more obvious than in marshal numbers, whose average age is steadily creeping 'northwards' with every year that passes. If your club has found novel ways to resolve this increasingly acute problem, please share your experiences via these pages and write something to help all the clubs – without marshals, events won't happen!

On the competitors side, two young West Country women have recently scored notable successes – see page 8 for news of the inaugural winner of HERO-ERA's Bob Rutherford Historic Rally Scholarship. And the provisional outright winner of the First Choice Finishes ASWMC 2023 Autocross Championship is both female and a Junior driver – more news and images in the Winter edition.

I look forward to receiving plenty of contributions for the Winter issue to make a bumper read for the Christmas period.

Rupert Barker - Newsletter Editor

Cover Page Photo: 'Rally to Sprint' ... Steve Furzeland squeezes his immaculate ex-Prodrive Subaru Impreza Sti through a tight chicane on the Watergate Bay sprint course. (Image – Howie Fowler at 569 Media).

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.

From the Chair ...

Association Partners:



Kevin Moore, who most of you will know from his role as Go Motorsport's SW Regional Development Officer, has decided to relinquish his ASWMC role, so we needed to find a replacement, particularly for the Military Liaison Officer (MLO) role (liaison regarding motorsport use of MOD facilities). Many of you, particularly those with a hillclimb background, will know Dave Pearce and I'm pleased to say that he has taken on that role, a Motorsport UK appointment, which will be confirmed at our forthcoming AGM. I have often worked with Dave and I'm sure his appointment will be a positive step for our Region.

I was delighted to visit the Chivenor Sprint weekend in mid-August, the first time the event had run for about 12 years, this time using a novel course layout. A highlight for me was the inclusion of Yacar Cross Karts, which have previously competed in a several different regional disciplines, and a class will be added for these cars for next year's Speed Championships. I hope we will see them supplement our events' entry lists.

It has been clear this year that many Autocross events have struggled to 'make ends meet' financially. After interaction by the ASWMC with Motorsport UK, the latter reduced the 2023 per capita permit fees from Interclub to Clubman level. However, Motorsport UK requires an Interclub Championship Permit and competitors are also required to pay for Interclub Competition Licences. The ASWMC Executive Committee therefore decided

to dispense with the formality of a Regional Association Autocross Championship and instead organisation of a 2024 Clubman Championship is underway, for which competitors will only need a (free of charge) Motorsport UK RS Clubman Competition Licence. The Championship Permit will be held, in turn, annually, by each of the Autocross organising clubs. At present a Motorsport UK Steward is mandatory for Interclub permit events but in 2024 event organisers will request a Motorsport UK Steward and Licensed Scrutineer. It is sad that we have had to take this step, but Autocross only exists in our region and the North East, and this change will hopefully enhance entries and help the discipline to thrive.

One other change to our Regulations will be necessary to recognise that some competitors have also held the role of Clerk of the Course at Car Trials run by their own club. Provision will need to be made to enable those Clerks of the Course who are also registered contenders to score championship points for that role rather than lose a points-scoring opportunity.

Lastly, I'd be happy someone could answer the puzzling question as to why some events fill to overflowing in minutes whereas other events struggle to fill their entry list. Answers to me please.

Paul Parker, Chairman

Motorsport UK matters ...

Proposed Changes for Consultation ... are available here:

<https://www.motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation/>

You can also sign up for alerts by discipline and official role in the 'tick-boxes' below the current list of links to the proposed changes ...

Club Registration - 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.

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.

Notes from the Zoom Executive Committee Meeting, 16th August ...

Four new 'Feather' ASWMC banners with the Association's logo and list of disciplines have been purchased ... if a club would like one to use at an event, please contact Jenny Coxon ...

Proposed changes to rally regulations and classes have been published by Motorsport UK ... if accepted, the ASWMC rallies' class structures will have to be changed ...

The Club of the Year, Sustainable Club of the Year and Organising Club of the Year awards will be announced at the end of the month. Few applications have been received in recent years and the awards may not be pursued in future unless interest increases ...

Applications for Motorsport UK webinars stemming from Regional Association communications are typically 10 times as many as those from direct communications from Motorsport UK

Motorsport UK would value organisers' data on creating carbon calculators for all events ... Bath and South Hams MCs already do this ... some events have 'distance travelled' to the event on the entry form ...

Inter-Association Events will not be pursued in future due to waning interest ...

ASWMC Championship coordinators will be responsible for recovering perpetual awards, to be either returned at the AGM or by post, to give time for engraving ...

The two rescheduled Training Days may be threatened by the unavailability of trainers and venues ... the next training days are planned for early in 2024 before the season starts to avoid date clashes ... discussion to resolve the issue of marshals' assessors is ongoing ... the 'acquired rights' scheme for upgrades is still active until December 2023 - if you meet the criteria please contact Jay Brown if you need help with the process ...

A Club Safeguarding Officer Trainer is being sought ... nine people have been trained on the national safeguarding workshop although not in our region yet ...

Autosolo timing equipment hire fees have matched the costs, including a repair, in 2023 ... further development work on enhancing the system is in progress ...

Speed (Hillclimb and Sprint) Championship registrations total 194, with 80% of them scoring points ...

Bad weather has affected Autocross this year, although North Devon MC have run both their events ... clubs are struggling to receive timely entries to ensure the viability of events and may also have to review their 2024 entry fees for Junior and U18 drivers to lessen the financial impact of these concessions ...

The new Forestry England Master Agreement has been adopted and is mandatory for all motorised use of the forests managed or owned by them ... trials and 4x4 events have to follow the same rules ... the application process and costs are very detailed ...

Stage Rallies and Targa Road Rallies are seeing widely varying entry levels, with the latter attracting the healthy, if not full, entries ...

Defibrillators ...

Member clubs are advised to find, and make event officials aware of, the location of the defibrillator nearest to their event venue, if the event does not employ a rescue unit or ambulance service equipped with one.

West Country Rescue have one on each of their units, to the standard required by Motorsport UK. Defibrillators are not just used to re-establish a normal heart rhythm but are often used to check that Cardio-Pulmonary Resuscitation (CPR) is being performed effectively.

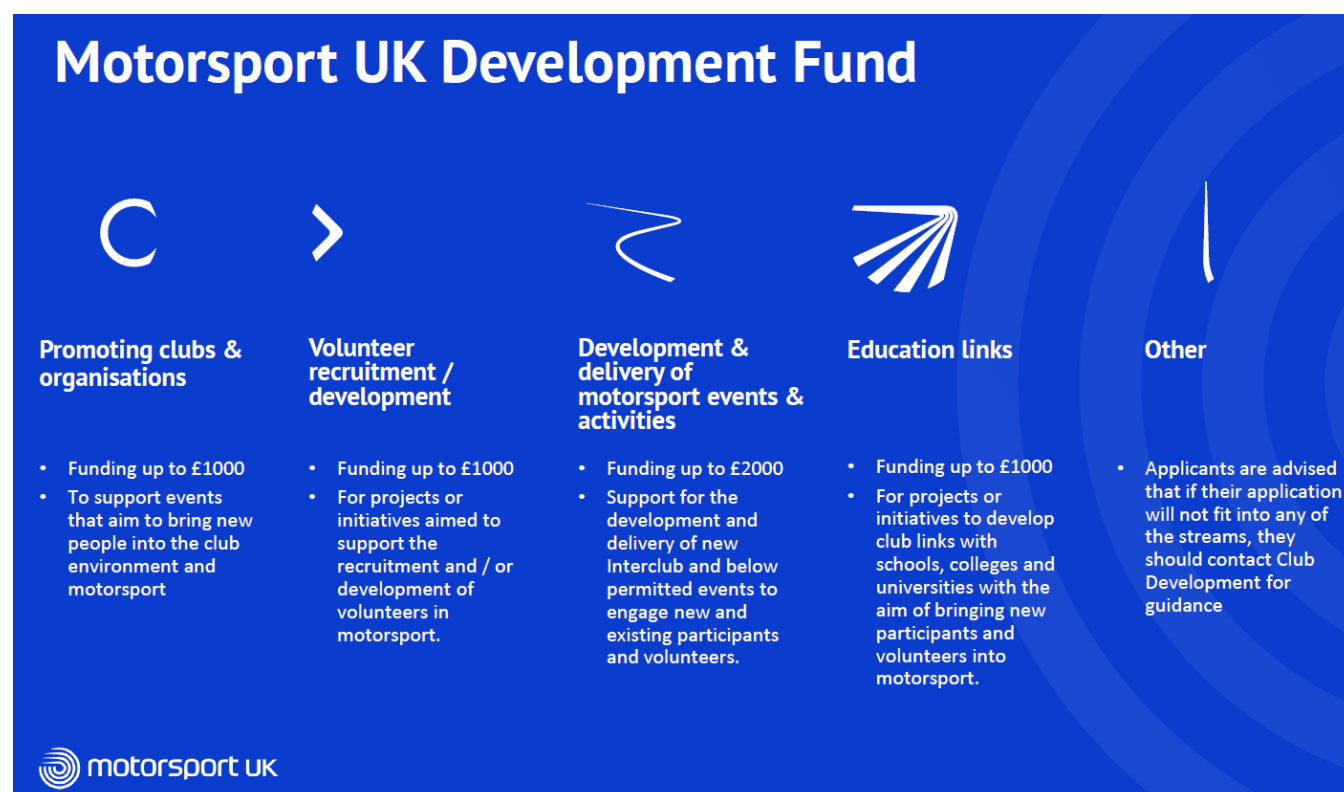
The logistics of borrowing or accessing one for an event can be a challenge, but the South West Ambulance Service hold a list of where they are located.

The colour, wording and style of signage varies but are typically either green (above) or red, and sometimes with the initials 'AED' (Automatic External Defibrillator).



Development Finance ...

... is available from the Motorsport UK Development Fund, as indicated in the this chart:



Further detailed guidance is available here: <https://www.motorsportuk.org/wp-content/uploads/2019/08/Motorsport-UK-Development-Fund-Guidance-2022.pdf>.

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

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 Bob Rutherford Historic Rally Scholarship ...



Congratulations to Exmouth MC member Danielle Pool who scooped HERO-ERA's inaugural Bob Rutherford Scholarship award, pictured (left) receiving Bob's original Don Barrow Poti lamp as part of her prize.



Hero Era Rally is at Bicester Heritage.

3 d · Bicester ·

Close contest for final five in Bob Rutherford Historic Rally Scholarship 'Shoot Out' for Young Navigators at Bicester Heritage (31st August 2023)

*Tough decisions but expert HERO-ERA panel choose a winner, Danielle Pool (15) from Exmouth

*First ever recipient of Bob Rutherford Scholarship wins full training, free entry into four HERO-ERA 2024 rallies to navigate a top driver, plus selected Motorsport UK Academy courses

*Close call as runner up Alex Metcalfe (16) from Prudhoe wins free entry to 2024 HERO-ERA Novice Trial, as the judges found it difficult to reach a decision

*Scholarship winner receives original Bob Rutherford navigational magnifying 'poti' as trophy

Read more about it on our website: <https://heroevents.eu/.../close-contest-for-final-five.../>

Watch the video on : <https://heroevents.eu/.../bob-rutherford-historic-rally.../>

@bicesterheritage

@ourmotorsportuk

New Classic Rally ...

Bath MC is organising the **Great Western Vintage and Classic Rally** on **18th August 2024**.



Clerk of the Course Bernard Northmore says that the rally should appeal particularly to the many people who have a vintage or classic car in their garage and who would be interested in trying competitive rallying but don't want to go to the expense of fitting trip meters or having to compete on loose surfaces. More experienced crews are of course welcome and will find plenty of challenges.

The rally will be open to cars of a type built before 1st January 1975 and will include tests and regularities on sealed surfaces only. No OS maps will be required and use of GPS tripmeters (e.g. on smartphones) will be allowed. Classes will be defined according to age of car and experience of crew.

The rally will be based at Castle Combe race circuit in Wiltshire. After noise testing, scrutineering and documentation the rally will start with manoeuvrability tests on the circuit and then head out into the surrounding countryside for regularities and further tests in Gloucestershire and Wiltshire before finishing back at Castle Combe with yet more tests, supper and awards. Total mileage is expected to be about 150.

For more information, scan the QR code to visit the event page on the club's web site at www.bathmotorclub.co.uk, where you will also find several Guides which should be helpful for those new to Historic Road Rallying. You can also register your interest, whether that be for competing, marshalling, helping organisation, or anything else.



An extremely experienced navigator, C of C Bernard Northmore has many long-distance historic rallies on his CV, including multiple finishes on the Rally Monte Carlo Historique and numerous HERO-ERA events.

He's pictured here guiding Tony Sutton to 3rd o/a on HERO-ERA's 2022 London to Lisbon rally.





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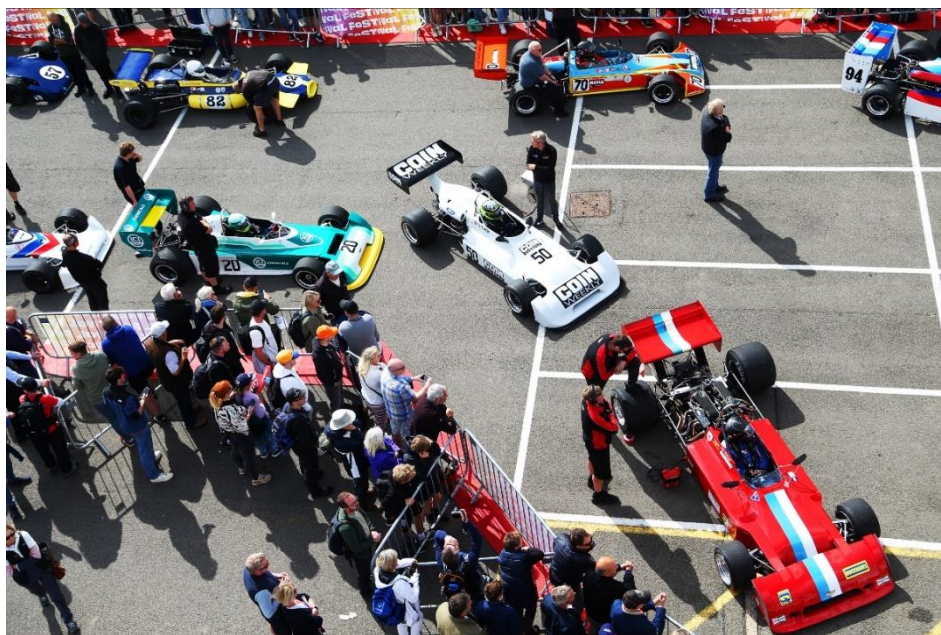
Please contact us on 01752 276166 or via email cityebikez@gmail.com



Silverstone Festival, 25th to 27th August ...

Legendary Circuit's Grand Prix heritage is honoured with special races, parades, displays and Star Drivers

Silverstone successfully celebrated its milestone 75th anniversary in style, both on and off the famous Grand Prix track, at the record-breaking 2023 Silverstone Festival, the newly-renamed event fully justifying its Bank Holiday billing. A brilliant line-up of historic racing, parades, displays and family entertainment, and assemblies of amazing road and racing cars, formed the core of the



three-day event, which attracted a record attendance and a significant uplift in ticket sales. Held in authentic Silverstone weather, the similarity with the Spa Francorchamps and Nürburgring circuits was startling when on at one point on Saturday half the track was dry and the other half soaking wet, prompting a Safety Car intervention for the saloons mid-race!

The on and off-track action began as soon as the gates opened at 7.30 on Friday morning, and the crowd-pullers included a Foodie Fest and Fan Zone, including displays of current F1 cars. Another successful feature was live music from top-line bands including ABC, the Sugababes and McFly, on all three evenings and there was even a pop-up 'Diddy Squat Farm Shop' with one J. Clarkson!



Qualifying day was Friday, and the packed race card, expertly managed by HSCC, provided non-stop track action on both Saturday and Sunday, starting with a 50+ grid of Formula Junior single-seaters (*left, streaming into Abbey Curve*). Both these FJ stanzas were thrillers won by Sam Wilson in a Lotus 20/22, with Sunday's victory taken by a photo finish of just two hundredths of a second from regular US commuter Horatio Fitz-Simon, also in a Lotus 22.

But for many, the matchless line-up of 20 top quality historic races provided the biggest attraction of 'Home of British Motor Racing's' 75th anniversary, whilst giving a nod to many of the venue's golden eras, including a packed grid of front-engine Grand Prix cars dating back to the

circuit's opening year, 1948. This field featured Ferrari, Maserati, Cooper-Bristol and many other period icons, with victory going to the unique 1960 Scarab Offenhauser of Mark Shaw.



Saturday's standout highlights included Gary Pearson and Alex Brundle (*left*) winning the Yokohama Trophy for Masters Sports Car Legends in one of two 'uber-cool' Ferrari 512Ms that contested the sunset showdown for Le Mans-style racers from between '62 and '76. Earlier Steve Brooks won the Masters Endurance Legends race in his stunning Peugeot 90X, a diesel-engine prototype and sister car to Peugeot's 2009 Le Mans winner. Brooks was chased all the way by Tim de Silva in a Pescarolo

LMP1, the hard-charging American setting a new 125.9 m.p.h. lap record for the historic Silverstone circuit (this features a slightly faster entry to Club Corner than used for the British Grand Prix and other races).



Earlier the HSCC Thundersports showdown was won by Michael Lyons in the recently restored IBEC 308LM (*left*), the one-off Cosworth DFV engine sportscar designed by the legendary Harvey Postlethwaite to race at Le Mans in the late seventies. The irrepressible Lyons also triumphed in the second of the two races for the Masters Racing Legends for Formula One from '66 to '85, this time behind the wheel of an iconic JPS-liveried Lotus 92 as raced by Nigel Mansell in the 1983 F1

World Championship. The first race was won by Florida-based Ken Tyrrell – no relation – in his Tyrrell 011, the very car with which Michele Alboreto won the 1982 Caesar's Palace Grand Prix to give the all-conquering Ford Cosworth DFV engine the last of its 155 Grands Prix victories.

Sunday's highlights included brothers John and Gary Pearson sharing an Jaguar E-type to win the 50-minute, two-driver, MRL Big Cat Challenge, Gary then adding to his trophy cabinet when he also won the MRL Stirling Moss Trophy in an earlier Jaguar D-type. Another notable success came when multiple BTCC race winner Sam Tordoff tore through the field of American muscle cars to take victory in the Adrian Flux Trophy for Transatlantic Pre '66 Touring Cars (*right*), another stunning 50+ car grid which included a number of touring car stars including Steve Soper, Gordon Shedden and Andy Priaulx, as well as Olympic cycling legend turned motor racer Sir Chris Hoy.



Further promoting Silverstone's remarkable Grand Prix heritage, the non-competitive track demos offered the stirring sights and sounds of the BRM V16 recreation (*right, waiting for its demonstration run*), harking back to the original car's unsuccessful Silverstone debut in the fifties, as well as more modern V8 and V10 powered F1 cars. Headlining these were Jacques Villeneuve's Renault powered Williams FW19 from the late nineties, and current Mercedes-AMG F1 Team driver Esteban Gutiérrez rekindling further memories when putting Lewis Hamilton's eye-catching 2013 Mercedes F1 W04 through its paces.



Showcasing NASCAR's anniversary, several of the American series V8-engine racing icons (*left*) brought the sights, smells and noises of the quintessentially American formula to Northamptonshire with parades and a demo run on-track over the weekend to celebrate NASCAR's own 75th birthday.



Turning the clocks right back to Silverstone's origins the Stuart Graham 'Scarf and Goggles' Trophy – presented annually to what is judged to be the most admired racing car on track at the Festival – was presented to Luc Brandts for his Talbot Lago T26 (*left*), a beautiful machine which actually contested the circuit's very first Grand Prix in 1948.

The Yokohama Trophy for the Club Car of the Show was presented to a beautifully restored 1962 Lotus Elite displaying with Club Lotus, while the Adrian Flux Car Club award of the Show went to the Ford RS Owners Club which assembled an incredible line-up of Ford models and which also took to the track for a special parade celebrating the Blue Oval's 120th anniversary. But the parade of the weekend saw more than 600 Porsches take to the Grand Prix circuit on Saturday evening to mark 75 glorious years of the German sportscar company.

Post event action can be accessed via Silverstone Festival

YouTube: <https://www.youtube.com/@silverstonefestival>. In addition, two programmes of highlights hosted by Ant Anstead and Jodie Kidd will be screened on ITV4 in the coming weeks. The date of Silverstone Festival 2024 will be announced shortly.

Ken Davies ©

Images: Silverstone Festival & 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

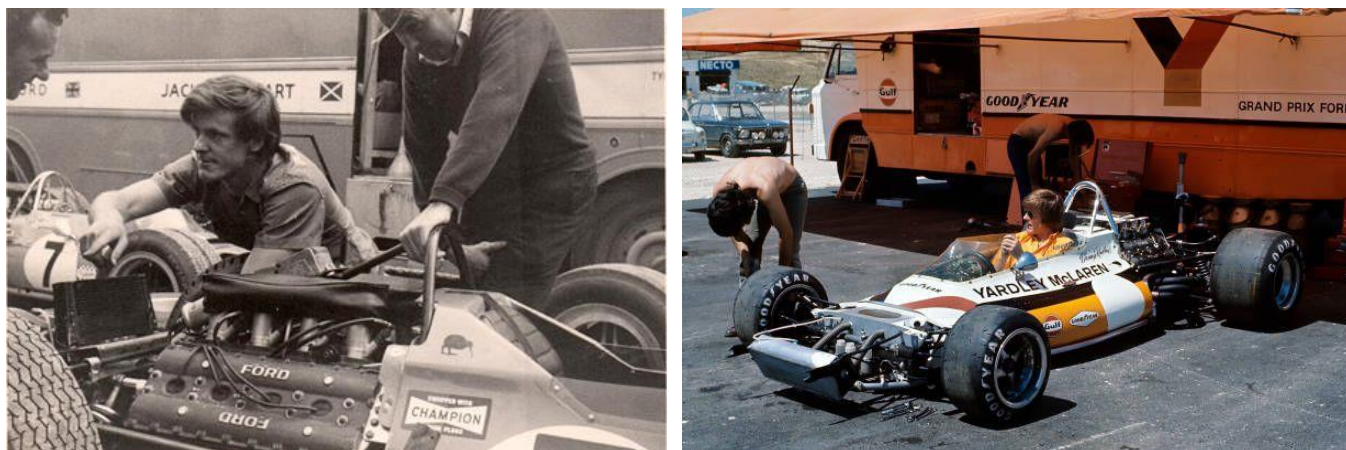
- April 1st** Spring Action Day
- April 22nd/23rd** Motorcycle Grand National Race Weekend
- May 13th** Performance German Day
- June 17th** Summer Action Day
- July 1st** Rally Day
- July 8th** JDM Combe
- July 29th & 30th** Motorcycle Grand National Race Weekend
- September 2nd** Forge Action Day
-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



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

A History 'Bus trip with Alistair Caldwell ...

It's a funny old world. You wait ages for a 'bus then two arrive together! As luck would have it, I chose the very 'bus Alastair Caldwell was on, which gave me a rare opportunity to talk with the legendary ex-F1 championship winning team manager during a short journey within Silverstone's capacious circuit to a British Grand Prix pit-lane walkabout at the Wing complex.



Above, left: Caldwell at McLaren, 1973, and right, with the Yardley-McLaren.

First, I asked for the inside story of the 1976 British Grand Prix at Brands Hatch at which Ferrari teammates Nicki Lauda and Clay Regazzoni collided at Paddock Hill Bend and took out Lauda's fierce championship rival James Hunt's McLaren, and several others.

Caldwell vividly recalled the incident, which stopped the ninth round of the 1976 F1 world championship: *"After the crash James coaxed his damage McLaren slowly around Druids corner with a bent front left suspension rocker arm, before stopping at the rear of the pits. I ran down and looked at the car and realised we could fix it, so we pushed it into the pitlane and started work. In fact, James was the only driver who stopped racing when the red flag was shown, unlike several others who continued at speed."*

He went on: *"I pointed this out to Dean Delamont, RAC clerk of the course, who noted my observation, but was busy arguing with Ferrari and Ligier team managers about using spare cars, which was not allowed. But I kept talking to Delamont to try and stretch out repair time while also subtly watching my McLaren mechanics over his shoulder changing the suspension on our M23!"*

"The patriotic British spectators went wild when it seemed James would not be allowed to restart the race, chanting 'We want Hunt' in unison while throwing bottles and cans onto the circuit, very un-British! As a result, race officials relented to avoid a possible riot and the grid reformed in its original configuration. Some teams, namely Ferrari and Ligier, used spare cars but James lined up in the car in which he started the first race, and he went on to win, which made the crowd ecstatic with their hero!"

After post-race protests to the stewards by Ferrari, Tyrrell and Copersucar were dismissed, Ferrari took its protest to the FIA in Paris a few weeks later where, despite Caldwell and McLaren's lawyer eloquently arguing McLaren's case, Hunt was disqualified on the grounds that

his car had received outside assistance in the form of pushing from mechanics, which dealt his world championship hopes a significant blow.

Ironically, a few weeks later, Lauda was injured in a fiery accident at the Nürburgring and during the six weeks he took to recover, Hunt made inroads into his championship lead and the two went into the final round of the 16-race F1 World Championship at Mount Fuji 3 points apart. In an action-packed wet race Lauda retired after two laps with Hunt scoring just enough points from third place to win the 1976 World Championship by just one point from Lauda. All credit to Allister Caldwell who successfully steered the sometimes difficult and mercurial James Hunt through a frantic and tense 1976 world championship year.



Below, left, Alistair Caldwell classic car collector, and right, Alistair & Mother, Rolls Royce Silver Cloud, on 'The Road to Mandalay' rally.



In 1982, following a successful 16-year career in F1, the New Zealander retired from motor racing and became a successful entrepreneur and businessman. For relaxation he collects classic cars and regularly competes in Historic rallying, often in a 5-litre 1963 Rolls Royce Silver Cloud on long distance endurance rallies. These events have included an epic Pan American New York – Alaska – Nova Scotia adventure in 2010, covering some 18,000 miles with his 94-year-old mum, who was an intuitive rally navigator!

Ken Davies ©

Images: Alistair Caldwell Archive & HERO (3)

Around the Clubs ...



Bath MC's Summer AutoSolo at Kemble Airfield had a 54-car entry, twenty three of which were Mazda MX5's, who were all suited to the dry conditions at the start of the day. A heavy, almost monsoon-like, shower just before the last set of tests could not prevent the MX5 of Neil Jones taking FTD again, following up his win on the Bath Motor Club Targa Rally at the same venue earlier in the summer.

Following the Aquae Sulis Classic Tour, a few members visited the Great Western Air Ambulance to present a cheque for £800 raised on this years' event, bringing the total raised for this charity to nearly £4500. The visit was both interesting and enlightening, and learned that their primary aim is to take the skills and equipment of a hospital emergency department and its critical care treatment directly to wherever the patient is, so that crucial care can be delivered as quickly as possible.



Above: Bath Motor Club members with their donation cheque (Image courtesy of GWAAC).



The club held a successful 60th Anniversary event on the 20th August which included a social gathering for members 'old and new', and a 'mini-Tour' for twenty vehicles, during the day, followed by an evening meal with guest speaker Tony Jardine.

Left: A selection of Bath MC members and entrants for the 60th Anniversary Tour (Image courtesy of Trevor Porter).

Some 70 marshals were required to help run the club's 'Okle Green' stage on Cheltenham MC's Three Shires Stages Rally, which was an 'eye-opener' for members to discover what is required to run a successful closed-road stage rally.

October 7th sees the return of the 'Targa in the Dark', run in the hours of darkness in the woods in South Wiltshire. A new tarmac venue has been found to complement the regular forest tracks, which have not been used for two years. If you are free to marshal we can certainly find you an interesting location if you can make it.

Keep safe and enjoy your motorsport.

Martin Moore, Competition Secretary

Watergate Bay Sprint, 16th & 17th September ...

Organised by Truro and District, Newquay, Plymouth and Camel Vale Motor Clubs, around one hundred cars and competitors tackled the 850-metre course, which uses the B3276 coast road between Newquay and Padstow with its spectacular backdrop of the Atlantic Ocean.

In addition to the cars in the usual sprint classes, the crowd were also entertained by Group B rally cars from the past, a range of displays, trade stands, close access to the drivers and cars in the paddock and an excellent view of the course.

The contest for Saturday's FTD fell to South Wales resident Mike Rudge, the Force SR8 driver proving uncatchable in the dry. Although his final run finished with an off-track excursion, his previous run in perfect conditions stopped the clocks on 26.15 seconds to take the top spot and the trophy.

The event broke new ground with an initiative to introduce an all-electric vehicle class, one of only a handful of events to do so since their inclusion in active motorsport in the UK.

With the weather closing in overnight, that initiative proved fruitful for John Chambers in his Tesla Model 3 Performance, as Sunday's fastest time of 28.40 seconds fell to him, the first time that the event's top honour has gone to an EV. It's also understood to be the first time an electric vehicle would take that honour on a closed-road sprint event in the UK



Local charities again benefitted from the weekend, with profits donated to the vital work of the Cornwall Air Ambulance. Since 2018, Watergate Bay Motorsport has donated over £30,000 to worthy causes and the organisers will announce this year's addition to that total.

"Once again Watergate Bay Sprint has continued to push the boundaries of what can be done in motorsport and we are delighted to have run yet another successful weekend" said Event Director Dave Brenton. "... an event like this is a mammoth undertaking but it makes it all worthwhile when you see the crowds watching the action out on track and enjoying getting up close to a fantastic array of cars ... and feedback we have had has been extremely positive."

"Introducing a range of new environmentally positive measures has been an important part of the event's development so seeing an electric vehicle take the fastest time of the day on Sunday is a true testament to the hard work of the team to enable them to compete. We have had support from many people including the sport's governing body Motorsport UK and its Chairman, David Richards CBE, and it's an exciting time for the next generation of motorsport vehicles. I'd also like to extend our thanks to all the sponsors, local supporters and backers that have made the event possible once again."



Matt Cotton

2023 Championship Updates ...

2023 ASWMC Hillclimb Championship

The championship has 111 registered contenders, the same as in 2022, of which 95 have scored points. Sixteen rounds will run, and at the time of writing there are just two of those left to run at Tregrehan.

The top 4 in the championship are currently: 1st - Ed Hollier, 2nd - Ian Ingleheart, 3rd - Julian Rinaldi and 4th - Jack Ellis. I name four because they are covered by just one point, and the top 2 by 0.08 of a point. Records were broken, not only by the top 3 in the championship but by four other contenders.

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

2023 ASWMC Sprint Championship

Registrations were slightly up on last year, with 83 contenders, 68 of whom have scored so far, nine more than in 2022. Fifteen rounds will run. At the time of writing, only the Bournemouth & District MC event at Clay Pigeon and GWS at Castle Combe are left to run.

The current top 3 in the championship are: 1st - James Nash, 2nd - Paul Arberry, 3rd - Adrian Clements, 4th - Martin Prescott and 5th - Paul Harvey. It looks likely that James Nash has won it but of the rest of the top 5 could take 2nd place. Plenty of records have been broken.

Awards will go down to 9th place, due to the increased number of scorers. Just another seven scorers would see us back to the old days of having 10 awards for both speed championships.

Roy Sims (speed@aswmc.org.uk)



DL Motorsport Parts 2023 ASWMC Targa Road Rally Championship

The Kent Forestry Targa took place on September 16th at Mereworth Training Ground. Zak Linham took maximum navigators' points on his way to overall victory with Dan Morris (*pictured right*), with Chris and Jamie Woolley very close behind.



Gavin Rogers finished 5th, just ahead of James Appleby, with Steve and Tilly Burles taking 9th spot. 7 registered drivers and 6 registered navigators took part. Chris and Jamie have a good lead in the respective championships after consistently good finishes on the 6 rounds so far.

There are 2 events to look forward to in October (Targa in the Dark and the Exmoor Targa) and the last event in November (Bustard Targa) will round off the championship.

(Image – M & H Photography).

Gavin Rogers (targaroadrally@aswmc.org.uk)

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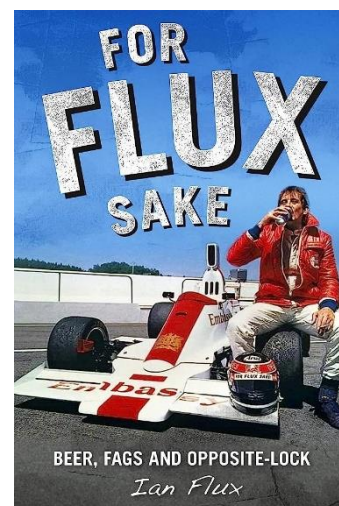
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Book Review ...

For Flux Sake ... Beer, Fags and Opposite Lock, By Ian Flux

For almost four decades Ian Flux has been a well-known figure at racing circuits, where his pleasant 'laissez-faire' persona made him a firm fan favourite. But in truth, his long career was punctuated with many setbacks, some self-inflicted, which might have made a lesser man turn his back on the sport he loved. Now, after much persuading, Ian has condensed his colourful career into a fascinating, and sometimes risqué, 'no-holds-barred' autobiography, published in June this year. But first - a spoiler alert. This is a very different racing driver's memoir and never before has a book title been so apt!



Born in Surrey 1956, Ian's interest in the sport was ignited at the age of six when he was given a go-kart and, supported by his parents, did rather well sandwiched within a rip-roaring boarding school life that was perhaps not quite as gentle as Jennings! A Barnard Formula 6 kart followed before Ian perceptively eschewed the traditional Formula Ford entry into car racing for Formula Vee, which paid generous prize money and put the Flux name on the map with the 1975 Formula Vee championship.

When Ian left school, he became a mechanic before entering the capricious world of 1970s F1, first working as a 'gofer' with the short-lived Token Team before joining Embassy Hill, whilst continuing his own racing career in parallel and devising some innovative ways of raising money. Perhaps the seminal moment in Ian's career came in 1979 when he failed to secure the prime Unipart F3 drive with Dave Price Racing after losing out to Nigel Mansell in a two-horse race, even though he now considers Mansell was the best choice!

Despite this setback Ian went on to create a successful career which encompassed testing, coaching and racing in F3, Sports 2000, Prototypes, GTs, BTCC and Historic cars. The Flux name became synonymous with the 190 mph TVR Challenge during its long history, and he became 1996 champion. The statistics show our hero driving some 600 different cars and competing in 754 races, including the Jaguar Intercontinental Challenge for £500K limited edition XJR-15 two-seater sports cars that supported the 1991 Grands Prix at Silverstone, Spa and Monaco. But it seemed that Ian's fun-loving behavior sometimes earned him a bad reputation which obstructed, or in some instances lost him, some topflight drives, with his career summary *"I certainly haven't made a fortune, but I've made a lifetime of memories."*

This good quality, illustrated, 304-page, indexed hardback book is a thoroughly enjoyable read, written in a self-deprecating and easy style with a foreword by good friend and fellow racer Tiff Needell, whose own racing career path has many similarities. Published by Evro Ref: ISBN 978-1-910505-69-4 the price from the publishers is £25.00.

Perhaps Ian's final sentence provides a fitting end to this review: *"I don't think there's a 17-year-old around today who could go on to do what I did. It just wouldn't be possible. I guess that makes me the last of a generation."*

Ken Davies ©

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