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2023 ASWMC Championships Sponsored by:



Winter 2023

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Welcome to the ASWMC Winter 2023 Newsletter

After the slimline Autumn issue ... comes the Bumper Christmas Winter edition! Christmas lunch – tick. Presents opened – tick. Sound of Music in progress – tick. Children occupied – tick. Relatives all asleep – tick. What to do now? Well, there's 47 pages here to (hopefully) keep you occupied for a while ...

In this issue you'll find an 11 page section for rally fans with articles from Dan Gibson, who has penned a mighty four-page account of his 2023 exploits in Imp-derived cars, and articles from 'contributor extraordinaire' Ken Davies on the WRC's 50th anniversary and an interview with Ken Rees. Plus 'Ford Consuls at Dawn', which could easily be re-titled 'The Race that Went Wrong'!

An account of Ed Hollier's season from Nigel Cole, extra articles from Ken and all the usual features and sections, have made for a near-record issue which I hope will have something for everyone.

So, it's just left for me to say

*Merry Christmas and a
Happy and Successful New
Year*

From the ASWMC Committee.

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: "All I want for Christmas is" ... Roger Jordan's immaculate F2 Chevron B42, which apparently is For Sale. Details can be found on Facebook.

(Image – Howie Fowler at 569 Media).

From the Chair ...

Association Partners:



One of the areas with which most events suffer is obtaining sufficient marshal but another good option is to approach the British Motorsport Marshals Club, which holds the details of a wide range of marshals – they can be contacted on <https://www.marshals.co.uk/>. You will need to give them the date and time of your event, its location (the nearest town if not a fixed venue), the name of the organising club (including website details) and contact details for your Chief Marshal (name, telephone number and email address). Thanks are due to Nadine Lewis, Chair of the BMMC National Committee, who attended a recent Regional Committee.

The difficulties associated with organising closed road events unfortunately led to the cancellation of both the 2023 South Yorkshire Rally and the 2024 Clacton Rally, the first event that ran under the legislation that changed to permit closed-road events in England.

You may be interested to learn that communications from ASWMC are more effective than communications, on the same topics, than those from Motorsport UK. For example, webinar place applications publicised or circulated by our Regional Association can be up to ten times those from Motorsport UK communications.

In the quiet of the festive period, you might like to look at a fairly new channel, Motorsport UK TV, which provides streamed films of motorsport events and also “how to” presentations of how the public can take part in our sport as marshals and competitors.

Largely as a result of disinterest from competitors and clubs, it looks likely that Inter-Association events, and the Club of the Year and Volunteer of the Year Awards may all end soon.

The new Head of Rallying, Jonathan Jackson, is (aided by working groups) taking a close look at Stage, Road and Targa Road rallying, an exercise that is likely to result in period of regulatory change. And on the subject of change, the Blue Book, whilst largely unchanged in content, is likely to change significantly in presentation and organisation in the next year or two.

To what extent, if at all, do the subjects of “Environment” and “Sustainability” come up in your committee or organisers meetings? We have to be realistic in appreciating that our sport, because of its very nature, will come under more and more pressure from the outside world. We will need to have answers to hand when approached by that outside world, in whatever form, to have a best chance of securing our sport’s future. Please venture into the Motorsport UK website, go to Clubs and Organisers”, then go to “Club Toolkit” and scroll down to “Becoming a Sustainable Club”, where you will find valuable information for your club’s and event’s futures.

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 Executive Committee Meeting, 3rd December ...

Pam Hartill, the Registration and Awards Secretary, is '*on the mend*' from her recent illness and will gradually take up her responsibilities again over the coming year ...

Kevin Moore, Development & MoD Liaison Officer, has stepped down from the Committee and Dave Pearce has volunteered to take on those responsibilities ...

Midland Manor Motor Club and the **Torbay 4 X 4 Club** have been accepted as new member clubs ...

Motorsport UK have communicated their concerns about non-recognised clubs holding events on MoD land and are also compiling nationwide MoD venue charges to allow comparison of regional variances and rate differences between the forces operating the venues ...

The 2023 Hill Climb Championship saw records broken by the top four in the championship and four other contenders, and hill climb champion Ed Hollier broke the ASWMC class record at every venue at which he competed ...

The 2023 Sprint Championship saw records broken by seventeen contenders, some of them multiple times ...

The 2023 Autosolo Champion recorded FTD in every round bar one ...

The ASWMC Facebook public group has, regrettably, had to revert to every post being 'approved' by moderators or administrators after a spate of attempted inappropriate posts ...

2024 Championship Sponsors - 1st Choice Finishes have renewed their support for Autocross, as have DL Motorsport Parts for Stage & Targa Road Rally. And for Speed – Hillclimb & Sprint – we welcome a new sponsor, Fusion Fostering ...

Stage Rallies in the South are in short supply and other possible events for 2024 championship rounds are to be investigated ...

A new Autocross event venue may be unveiled soon ...

Event Dates submissions, for the website calendar, have only been received by from 17 of our 96 member clubs (18%) to date, which is significantly lower than in the past ...

The Motorsport UK Register of Licence Suspensions is 'live' and Event Secretaries are urged to check the list regularly ...

Motorsport UK are very concerned about the signing-on process and uncertain insurance cover of events that are not run under a Motorsport UK permit ... (see *Reminders, page 8, Ed*).

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.

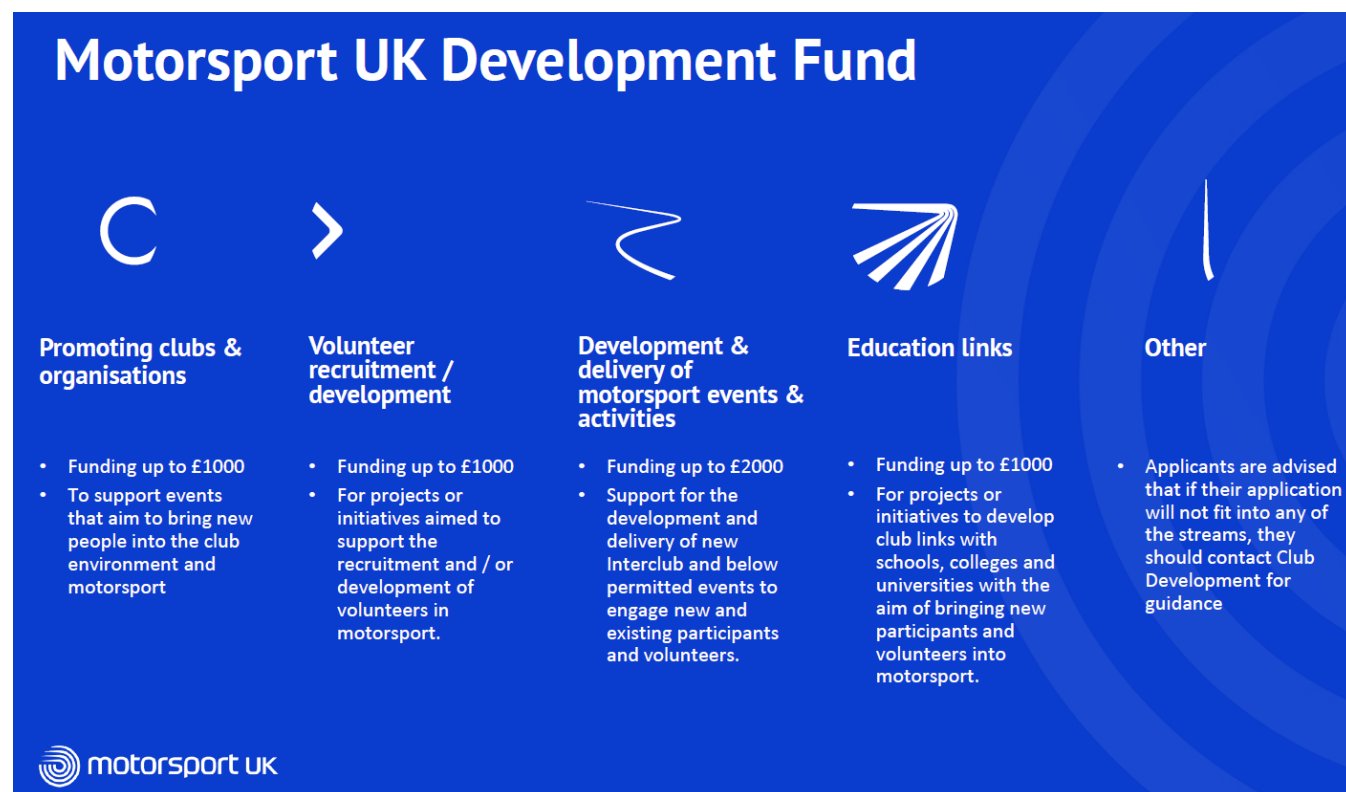
The logistics of borrowing or accessing one for an event can be a challenge, but the South West Ambulance Service hold a list of where they are located.

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 2024.

2024 ASWMC Meeting Dates

| | |
|---------------------------|---|
| 11 th February | Committee, SGM and Awards Presentation (Exeter Court Hotel) |
| 15 th May | Committee Meeting (Zoom) |
| 14 th August | Committee Meeting (Zoom) |
| 13 th October | Committee Meeting and AGM (Exeter Court Hotel) |
| 1 st December | Committee Meeting (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.

Participation in events not organised by Motorsport UK affiliated clubs ...

It has been brought to the Association's notice that at some events that are not run under a Motorsport UK permit or Certificate of Exemption, signing-on has allegedly been carried out using Motorsport UK signing-on forms. If this is true, it is clearly inappropriate, misleading and confusing, leading to those 'signing-on' not knowing whether they are covered by insurance or not. They may be insured, but probably not to anything like the same extent as an event running under a Motorsport UK permit or Certificate of Exemption. The Motorsport UK Signing On sheet is only valid at Motorsport UK events when the Motorsport UK Public Liability and Personal Accident insurance is in place to protect participants; it should not be used at other events.

Before taking part in a motorsport event in any capacity it is wise to check what insurance cover the organisers have in place, to what safety requirements the event is being run and that the event is properly authorised, if required under the Motor Vehicles Off Road Legislation.

Please be aware ... and if you have any doubts or concerns, check.

Starting in Motorsport video ...

A video entitled 'Your Complete Guide To Junior Autocross | Off Road Racing For Young Motorsport Enthusiasts', featuring Autocross as the 'starter' discipline, is available on Motorsport UK TV.

Go to: <https://motorsportuk.tv/videos/your-complete-guide-to-junior-autocross-off-road-racing-for-young-motorsport-enthusiasts/>

Event dates for the 2024 Calendar ...

If you haven't done so already, clubs are asked to send their 2024 event dates to the yearbook editor, Nigel Hewitt, at yearbook@aswmc.org.uk as a matter of urgency, so they can be included in the 2024 Yearbook calendar.

ASWMC Marshal of the Year ...

If you haven't already, please send your club's nomination for the ASWMC Marshal of the Year award as soon as possible to Jenny Coxon, secretary@aswmc.org.uk.

Previous winners have been Pam Hartill (2013), Westcountry Rescue (2014), Nigel Winkworth (2015), Jason Holmes (2016), Worth Birkhill (2018 and 2022), Ian Howard (2019), John Howard (2020) and John Manser (2021).

Training Report ...

Applications for training grants for next year have been successful and training day dates are in the process of being planned. Thanks are due to those championship co-ordinators and event secretaries that have supplied their 2024 dates so that date clashes can be avoided. The provisional plan is for one day in Cornwall, one in the North Devon area and one in East Devon; we are also planning a workshop for Event Stewards and Event Secretaries.

The marshals training days will be between February and April, with the Event Stewards & Event Secretary Day at some point after March. Training for Club Safeguarding Officers is still undecided but will probably be in the Taunton area; details will be forwarded to the club safeguarding officers directly when details are released.

Jay Brown

training@aswmc.org.uk

Autosolo Timing App demonstration ...

A demonstration of the Autosolo Timing App and equipment is being planned, to be hosted by Bath MC member Nick Chapman, with the aim of letting people try out the system in all the roles and situations to help them become familiar with its use.

The demonstration will cover setting up for an event, the entry system and the equipment itself, using the system with and without light beams, dealing with 'issues' and making amendments (e.g. for red flags), the start and finish procedures, input from marshals' (e.g. cone penalties), finishing administration and live results, etc.

Representatives of all ASWMC member clubs are invited and it's hoped that this will give those who haven't yet used it a chance to see the system and how it works, and potential time keepsers the opportunity to try it without the pressures of a real event.

Initial thoughts are that this will be an evening event, with the date to be decided.

Please indicate your interest by e-mailing me as soon as possible – thank you.

Philip Turner

autosolo@aswmc.org.uk

ASWMC at the 2024 BHP Festival ...

The Association's thanks are due to all those club members who brought their stands and vehicles for display at the 2023 show in June. This was a great effort from all the clubs involved for our first year at this show, with a steady stream of visitors to our area throughout the day.

The show organiser has passed on his thanks for our input; the date for the 2024 show – its 10th anniversary - is June 9th, and both the possibility of live demo areas, and organising our display by competition discipline, are under consideration.

Colin Anderson

autocross@aswmc.org.uk

'Q & A' with ... Dave Pearce ...

The ASWMC's new Development Officer, takes his turn in the Editor's spotlight ...

Ed: So Dave, tell me about your involvement in Motorsport ...

DP: My first event was a Taunton Motor Club 12-car rally in 1976, navigating for Clive James in his Ford Anglia, which started it all really.

Ed: And your best results?

DP: 2nd o/a co-driver in the ASWMC 1600 class asphalt stage rally championship – for two consecutive years in the 1980's. My best motorsport year is probably 1988. I co-drove Steve Elliott's Nissan 240RS on the Somerset Stages – infuriatingly we were holding 3rd o/a when we caught a log and damaged the front suspension, with just one stage left to go. Also that year, I drove Martin Glass' Pilbeam MP22/02 at the Weston Speed Trials. A 2.5 litre Brian Hart engine – incredible. Obviously, I didn't set FTD!

Ed: Who would you rate as your motorsport hero?

DP: Ari Vatanen, who I met, with his wife Rita, at Chatsworth Rally Day. And Rita invited me to stay in our motorhome any time I am near their farm in France!

Ed: If you could have any rally car, what would it be?

DP: A Metro 6R4 - without a doubt. Go to Tesco, buy eggs, drive home to find them to have cracked on the journey, so go back and buy more! Repeat until out of fuel ...

Ed: And your favourite road car?

DP: This often changes, but I keep coming back to an Audi RS4 Avant - practical and quick.

Ed: OK, so now if money was no object, what would it be?

DP: Modern – a Bentley Bentayga. If it was a classic (you did say money no object didn't you?), then an Aston Martin DB4 GT Zagato.

Ed: Whilst on the subject of favourites, which road for these cars?

DP: The A39 - Atlantic Highway – beautiful and rugged scenery at the same time.

Ed: Tell me about your other motorsport involvement ...

DP: I'm a Speed and National multi-venue Rally Clerk of the Course, and a registered Rally and Speed Marshal. I also designed and set up the Porlock Toll Road hill climb - at 2.25 km it was the longest on the U.K. mainland. Having just taken on the role as the Motorsport UK MoD Liaison officer for the ASWMC region, I'm aiming to help gain access for clubs to two new venues per year if I can ... only time will tell.

Ed: And away from motorsport?

DP: I enjoy photography and art. In 2021 I was accepted by the Guild of Motoring Artists at 'friend' level - they wouldn't accept me as a full member yet as they weren't keen on my wheels... oh, and I really like Italian food.

Ed: Thanks very much for your time.

The Clansmen ...

... take on the Historic Rally Festival and Challenger Stages Rally

I have had my rally-prepared Clan Crusader for just over a year. Complete with both FIA Historic and Motorsport UK Stage Rally passports, it was bought with the intention to use it for hill climbs and sprints, sharing the driving with my Dad, who used to rally Hillman Imps extensively in the '70s.

Growing up in the world of club motorsport, on most weekends I would find myself at a hillclimb, sprint or rally, and some of my best teenage memories were the Tour of Cornwall in the early '90s. Mixing it with a field of national contenders in the RAC MSA asphalt rally championship would be around 20 Metro 6R4s and local legends such as Roger Hearn and Mike Tregonning in Darrian's ... and added to this was the giant killing performances of Mark and Rob Lane in a Clan Crusader. No surprise, then, that 30 years later I ended up with both a Darrian (now over 30 years old) and a Clan Crusader. The Darrian is still as competitive today as it was 30 years ago, securing 4th overall at the TSH stages in May and 1st overall at the Wildlife Stages in June.

The Darrian's successes somewhat eclipsed using the Clan until the Darrian's engine decided to eat itself on August's Bovington stages; whilst a new engine was being built it was time to turn my attention to the Clan.

A great friend, and local motorsport legend, Will Frost was sadly killed in a motorbike accident in August; the funeral attracted hundreds of people and around fifty competition cars followed the funeral procession. This was the Clan's first public appearance, part of a fitting celebration of Will's life. Several things came to light on that day. First, the Clan would not run smoothly, barely able to tick-over and running on three cylinders unless it was on the cam. The pulley on the alternator is necessarily big, but the charge light would not go out until the car was revved to 4000! The electric radiator fan had seized, and on a blistering hot August day the car was increasingly hot and the fan motor starting to smoke.

Not being an expert in Hillman Imp engines, a friend and I tried tinkering with the carbs. There was an open vacuum pipe that I thought ought to be blocked, but doing that sent the idle speed up to 4000. The first carb didn't appear to be doing anything and the compression was low on cylinders 1 and 2. I must stress that I am not a mechanic - I design hospitals for a living! Anything mechanical that I do is usually the first time, so no judgements please! A plea for help on Facebook attracted help from the friendly Imp community, but also plenty of conflicting diagnoses, and eventually a local motorsport specialist, Alvin Powell (who rallied Clans and Imps in the 70's), hailed a carburettor tuning guru, stepped in, balancing the carbs so the car ran beautifully after just 20 minutes – transformed! I also sourced and replaced the electric fan, so all was good.

The Historic Rally Festival is the only multi-venue Motorsport UK permitted demonstration rally in the UK. A rally in every respect bar stage timing, cars have to be both period correct and fully legal to compete in a stage rally event, with safety and scrutineering, road book and controls exactly the same. My Dad Geoff had agreed to be my navigator for the event and after a full nut and bolt check by Mark Clayton at Blowing House Garage, we set off on the 6-hour journey to Weston Park. The event was really well organised, Weston Park is a fantastic venue and the

weather was glorious, at least on arrival. We spent the evening in the company of rally legends Stig Blomqvist, Louise Aitkin Walker, Clan Crusader ambassador and Motorsport media celebrity Paul Woodford and Hugh Chambers, CEO of Motorsport UK, who was competing. The morning of the event was somewhat wet, with the weather forecast to worsen over the two days. We were second car on the road (it was reverse seeding) and we headed out of service heading for the first stage at Hatton Grange. An issue with the tulip diagrams meant we, and all the other competitors, had an extended tour around the countryside, but we eventually arrived at the stage start. The stages were picturesque, crowds of spectators had arrived and we were on the start line ready to go ... a quick chat and selfie with Paul, an interview by Louise Aitken Walker, and we were ready for the flag to drop. We soon found out that the Clan was running far too low for the broken tarmac and speed-bumps on the Hatton stage, with banging, crashing and crunching from under the car encouraging us to back off – it was a demonstration event after all and there was nothing to be gained by inflicting damage. On the following road section we encountered the issue of removing our helmets – in a Clan, and with HANS devices, this proved tricky! And the where do you put the helmets? It certainly made the road sections interesting. To leave the venue we had to drive over a very big speed bump; whilst this wouldn't trouble most, the Clan 'beached' and scraped the entire underside, which thankfully was well guarded. This was repeated four more times and I was beginning to wonder if we should continue.

Service preceded the evening and night stages at Weston Park, to include the iconic water-splash. With light pod fitted, we tackled these stages through dusk and into the dark, and the Clan was much happier on the smoother roads of the venue. Predictably, despite the liberal use of WD40 and a latex glove over the distributor cap, the water-splash led to electrical gremlins, but the Clan kept on going enough to eventually clear. Steaming-up windows and 'candles for headlights' - fine with the spotlights on, but almost zero visibility with them off - were our next problems. The demister (an aftermarket unit) made lots of encouraging noises, but no air was coming out! All part of the experience! The next day was again focused around Weston Park and so we were happy to keep going even if the awful weather meant that fewer committed fans turned out to watch. The marshals at the



watersplash had decided to fill it with a large agricultural hosepipe overnight – as second car through it was still very deep and the Clan created an unusual bow-wave, unlike any other car!

Towards the end of the event competitor access to the stages (via three fields) succumbed to the weather and was undrivable, leading to the car stopping dead, briefly, in the middle of said field for a short spell with mud covering the entire engine bay. I jumped out of the car and with the help of Dad's handkerchief I cleaned the ignition leads and she fired back into life. At this point the organisers called time and cancelled the remaining stages.

I was chuffed that my Dad, myself and the 50-year-old Clan had made it through the two days of this fantastic event unscathed! I even met a childhood hero, Stig Blomqvist, and he signed my 1980s Motoring News baseball cap! My enthusiasm for the Clan's achievement was heightened on the long drive home and I immediately entered the Challenger Stages at Bovington, just three weeks away.

Challenger Stages Rally

Work commitments meant that two weeks flew by with little attention paid to the Clan, leading to a classic case of 'last minute motorsport prep'. The human petri dishes that are my teenage daughters had also given me a potentially life threatening case of 'man flu', so while my wife considerably made an appointment with Dignitas on my behalf, I set off for an evening 'nut & bolt' Clan-fettling with Mark at Blowing House Garage.

The car was remarkably unscathed from the last event although we took the opportunity to raise the front struts and stiffen both front and rear (it turned out they were at the most soft setting). Problem 1 - one front stud was spinning in the hub, even with the wheel and nut still on; this was a Vauxhall Viva item and I was having no luck sourcing a replacement. Spinning the nut off with pressure on the rim took some hours persuasion, but in the end it came off, and a small weld of stud to the hub sorted the issue.

Problem 2 - I run Revolution wheels, 9" on the rear, with sleeve nuts. But these are not legal in the 1400cc class, so swapping to 7" was required ... except the sleeve nuts were too long for 7" wheels. 'No problem', I'll buy some new, shorter, ones. My wheels use 5/8th sleeves and a 7/16th thread and are an inch long; this, it appeared, was harder to find and buy than a unicorn with two horns. Revolution informed me that these nuts no longer existed and I would have to buy ones that were 30mm long, with wider 11/16th sleeves, meaning that I would have to modify all 16 nuts and washers, and then drill out all the wheels to take the larger sleeves. By now it was the Friday before the Sunday of the event. Another late-night garage session of drilling, cutting and grinding followed and when we fitted the 7" wheels we found they were flat against the inner arches. A plea to competitors and friends led to Tim Sears meeting me with spacers. More offers of support came forward at the event, with fellow Darrian competitor Russ Davies offering another set to try. By Saturday afternoon I was at Bovington, the car had been scrutineered, it passed the noise test (just) and spacers were fitted. We were ready to go.



Being seeded at 67, out of 70, was a nice position. In the Darrian I am usually seeded in the top 5, so you have to be 'on your game' from the start. Car 67 gave us an hour longer than usual before we needed to be ready. The weather was cold but glorious. Frankie Hillman, who often sits with me in the Darrian, was on co-driver duties and we set out to have fun.

SS1 - we settled down to learn how to drive the car competitively ... and enjoying ourselves! It took a bit of getting used to, with the combination of long gearing and a cam that needs a lot of revs to make it work – the knack was keep it on the cam as much as possible.

SS2 - we pushed on, beating other class rivals finishing only one second behind the class-leading Super 1400 Puma. The car was handling like it was on rails. More of the same on stages 3 and 4 saw us setting 2nd fastest class times, at the cost of almost total loss of braking at the stop line from overheating. In service - limited to just 15 minutes - we replaced the front wheels to try to suck the heat out of the hubs and discs.

SS5 - at over 10 miles long much longer than the previous 4 – and all was going well until about a mile from the end of a long straight and into a 90 left. Flat in 4th at 115 m.p.h. I touched the brakes and my foot went straight to the floor. As a concrete wall loomed, I apologised to my co-driver for what might be about to happen, pulled the handbrake, bashed down through the gears, flicked the car ... and we made it through one of the scariest situations I have ever been in. We limped back to service in first gear and no brakes, unfortunately taking out one chicane at which I couldn't stop and damaging the front end. At service we took stock, took the wheels off and bled the brakes. A bit of pedal came back. Just.



Frankie and I decided to go again on SS6, a repeat of stage 5, but at a greatly reduced pace and a minute off the pace, rather than a second. With any hope of winning the class long gone, we set about continuing to have fun and enjoy rallying a 50-year-old Clan Crusader. The lunch break gave us more time to cool the brakes and in the afternoon we enjoyed ourselves and tried to give the marshals and spectators a show. It rained briefly, just to spice things up a bit, but this just provided more enjoyment! We finished the day 48th overall and 3rd in class, and the Clan was just such fun to drive competitively.



All round, it has been a fantastic year of club motorsport in two amazing Imp-derived cars. A new engine will go in the Darrian over the winter, but there will be more Clan adventures to report in the future. Go to www.youtube.com/@GibsonMsport if you would like to see the in-car footage.

Dan Gibson



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.

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Rallying Spans the Globe and the Ages ...

January 1973 saw the start of the exciting new era of rallying, and in 2023 the FIA World Rally Manufacturer's Championship celebrated its 50th anniversary.



Whether they realised or not, competitors converging on the sunny, tax-friendly, Mediterranean enclave of Monte Carlo for its world-famous rally on the 19-26th January 1973 were making history by ushering in a new epoch of the sport. For it was that seminal event that opened the inaugural season of the FIA World Rally Manufacturer's Championship.

Formerly, from 1970 to 1972, the championship was known as the International Championship for Manufacturers, or IMC, but it now assumed the full gravitas of The Federation Internationale de l'Automobile, the sport's regulatory body, in its new title, with Championship points awarded to the best finishing car of each manufacturer within the top 10 overall classified finishers.

But perhaps on reflection this wasn't quite the 'joined up thinking' we would have expected from the FIA, who introduced their manufacturers championship to be followed, six years later in 1979, with possibly a more prestigious one for drivers (although 1977-78 had seen an FIA Cup for Drivers).

For that first year the championship comprised 13 rallies, from January to December: ten in Europe, two Africa and one in the USA. The surfaces were eight on gravel, two a gravel/tarmac mix, one snow and tarmac, one purely snow, and one solely tarmac. Appropriately, this first manufacturer's championship started with the world's best known, and one of the oldest, motorsport events of all – the Monte Carlo Rally – and cars from a variety of international manufacturers contested this first rally of a new championship epoch.

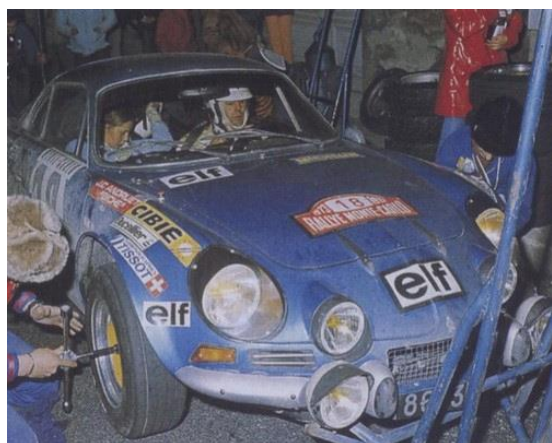
Moving into the 1980s and Group 2 and 4 cars were replaced by stunningly quick, four-wheel-drive Group B cars until a series of fatal accidents - three spectators in Portugal, the tragic deaths of Lancia drivers Attilio Bettiga in Corsica 1985 and Henri Toivonen, with co-driver Sergio Cresto, in 1986 – brought about the end of Group B cars for 1987, with less potent Group A cars adopted until 1997, when various iterations of the World Rally Car Regulations followed.

Back to Monte Carlo in January 1973, and the 42nd running of the sport's blue riband event. With nine European starting points the total distance was some 3,000 miles with concentration runs converging on Monte Carlo followed by two legs of 18 competitive special stages totalling 260 miles around Monaco and the south-eastern 'Alpes Maritime'. Bad weather actually forced the cancellation of two special stages of the 1973 event, with tarmac roads intermittently covered in snow and ice, especially at higher altitudes,.

To say that Alpine-Renault dominated the event would be an understatement, with twenty works' and privateer cars entered in an entry list totalling 248. As a result, Alpine locked out the top three steps of the podium, with six A110 1800cc Berlinetta's finishing in the top ten. The Alpines were joined by a Ford Escort RS 1600 in 4th, Fiat Abarth 124 Rallye 7th, Lancia Fulvia 1600 coupe HF 8th, and Datsun 240Z in 9th. Amazingly, and perhaps a sign of the eclectic global

motor industry of that era, a total of 19 different manufacturers were represented in that opening round of the championship but with the extremely high attrition rate, just 44 cars were classed as finishers.

Your writer was at the 1973 event and climbed the Col de Turini on foot from Sospel to the snow line to watch the final Thursday night stages, having been politely waved into a convenient mountain lay-by by a friendly squad of Renault 4 4X4 driving Alpine Gendarmerie. As always, the atmosphere on the bitterly cold Turini was electric, with groups of fervently patriotic French and Italian rally fans stoking up fires while reducing the European wine lake and simultaneously shovelling copious quantities of snow onto the road illuminated by their own motorised generators and floodlights!



The frenzied cacophony of sound and light started around midnight, with first the Alpines, who were visibly quickest in their eventual finishing order, Jean-Claude Andruet/Michel Biche Petit (above, left, and right, with the spoils of victory) followed by Ove Andersson and Jean-Pierre

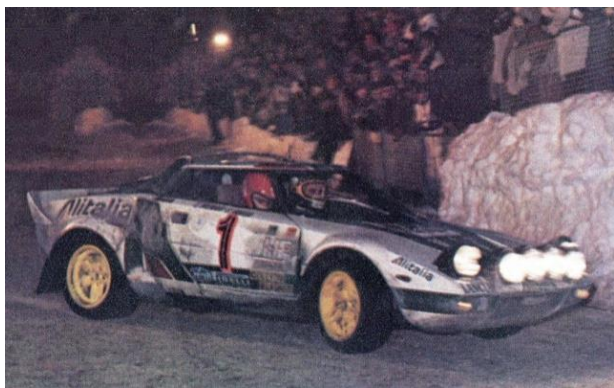
Nicholas. Flying the Ford flag, Hannu Mikkola and Timo Makinen looked flamboyant in their works Escort RS 1600s, as did the sole Lancia Fulvia 1600 HF of Harry 'Sputnik' Kallstrom. Tony Fall (*left*) driving the lone Datsun 240Z also stood-out and was a firm favourite among the truly international mix of boisterous and good-natured spectators.



And so it was Alpine-Renault that blitzed the 1973 Monte Carlo Rally and went on to comprehensively dominate the first FIA World Rally Manufacturers

Championship (their one and only title), scoring 147 points from Fiat with 84, Ford 76, Datsun 34, and Lancia 17. Lancia would make amends by winning the next three titles in a row with their sensational, Ferrari V6 mid-engined Stratos, designed specially as the iconic rally winner it eventually became.

So, we can congratulate and celebrate 50 years of FIA Manufacturers Rally Championship winners: Lancia 10 titles, Citroen with 8, Toyota 6, Peugeot 5, Ford and Volkswagen 4 each, Fiat and Subaru 3, Audi and Hyundai 2 and Alpine Renault, Mitsubishi and Talbot Sunbeam with one apiece.



Iconic images from the Monte Carlo rally ... above, left, Sandro Munari in the Lancia Stratos, and, right, the Toyota Celica 4WD.

Below, left, the spectacular Lancia 037 cutting a crest at speed and, right, Bjorn Waldegard sliding his RS 1800 through a French village on the 1979 event.



Things have certainly changed and today WRC rallies are but a pale shadow of the former gruelling long distance endurance format, with no nights spent out of bed. The FIA Manufacturer's Championship now sits comfortably alongside the Driver's Championship in a clinically homogenized calendar of thirteen, three to four-day global rally events on five continents, run on a full spectrum of demanding surfaces: gravel, tarmac, snow, and ice.

Each rally is split into 15–25 special stages which are run against the clock on closed roads, ending with a Power stage where spectators can enjoy a high-drama sprint finale, with sophisticated state-of-the-art electronic timing now measuring margins in 1,000th's of a second.

That said, we now must now wait before we sing Happy 50th birthday to the FIA World Rally Driver's Championship. Sandro Munari won the FIA Cup for Drivers in 1977 before Bjorn Waldegard won the first official FIA World Rally Champion's title two years later in 1979, so start chilling the champagne!

Ken Davies ©

Images: WRC Archive, Alpine-Renault, Ken Davies.

Interview – Ken Rees ...

The championship winning co-driver turned successful WRC team manager recalls working with Prodrive, Colin McRae, Petter Solberg and ... shaved heads!

Success achieved in motorsport is the sum of many parts, not least of which is effective team management and slick organization and for these two key aspects of success the focus is firmly on the 'backroom boys' who perform these crucial roles. Usually enacted outside the fierce glare of publicity, these vital tasks nevertheless play a significant part in team and driver triumphs with many of these resourceful, intuitive, and modest team players having gained first-hand experience within the white-hot heat of competition and Ken Rees is one of this rare kind.

With over 25 years spent in the World Rally Championship, first as one of the 'main' figures at Subaru responsible for ensuring the Banbury-based squad had everything it needed to function efficiently during their busy calendar of global events, including the complex logistics of moving cars and personnel around the globe. Following 18 successful Prodrive years, Ken joined the Petter Solberg World Rally Team as team manager and latterly, worked in the USA within global Rally X. Ken considers that the main ingredient that contributed to his success and longevity within the sport was establishing a great working relationship within each team.

But what of Ken's own competitive career as an accomplished rally co-driver? From 1977 to 2002 he sat alongside some of the quickest drivers on national tarmac and gravel rallies. These names included: Rob James, Phil Collins, Mal Stuart, Gary Pesticcio, David Gillanders (*right*), Rob Stoneman, and Jeff Churchill (*below, right*), driving a wide range of cars including Talbot Avenger, Sunbeam Lotus, Escort RS Turbo, Ford RS 200, MG Metro 6R4, Sierra RS Cosworth.

Born in 1947 at Tegryn in the shadow of Pembrokeshire's stunning Preseli Mountains, Ken ran a domestic appliance business in Cardiff for over 15 years before giving it up to pursue his motorsport dream. He had originally become hooked on rallying after following the 1966 Welsh Rally, and after a brief stint as a driver, he found his forte as co-driver, winning both the British and Scottish Rally Championship titles in 1987. His fruitful relationship with Prodrive began when he co-drove for the late Possum Bourne in a Subaru at the 1990 Audi International Rally, before successfully transferring his logistical and organizational skills and experience to the Oxfordshire-based outfit in June 1992, where his first assignment was to check Colin McRae's pace notes – after which he never looked back!



We recently caught up with delightfully relaxed Ken Rees at Castle Combe Rallyday, where he was happily renewing acquaintances with old friends and teammates. Enjoy our interview ...

Q. How did you start in motor sport?

KR. Like a lot of Welshmen, I started by following local rallies and the enthusiasm started there. I went to the 1966 Welsh International Rally and met Alun Rees, he was driving a 997 Mini Cooper. He was a great guy and I thought then that I would like to get into rallying. From then on, I went onto stage rallies as a co-driver with Mal Stuart, Rob James, and Dennis Moody. Then in 1987 I won the British National Championship with David Gillanders. After that I joined Prodrive and the Subaru World Rally Team in 1990 for the start of my full-time career in motorsport

Q. What has been the best moment in motor sport?

KR. Probably winning the World Championship in 1995 with Colin McRae, it was a fantastic time to be in the championship and Colin and the family were great to work with. Second to that has to be in 2003 winning the championship again with Petter Solberg. I was lucky to work with Petter for 12 years. The last 3 was managing the Petter Solberg World Rally Team, some of the best years in my career. When Petter went to M Sport in 2012, I then did some work with D Mack looking after Elfyn and also Ott Tanak, these drivers then moved onto factory drives. I then went to America for a few years and got into Rallycross, firstly working with Vermont Sportscar and then the World Championship with Ken Block.

Q. What has been your worst moment?

KR. Monte Carlo Rally, back in the early 2000's. Started in Monaco, all 3 cars retired before we got out of the principality. Steering rack problem on all 3.

Q. Which event did/do you most look forward to?

KR. During the World Championship it was always Argentina and New Zealand, besides being fantastic events, the countries are spectacular and so friendly. My favourite European event was always Greece.

Q. Do you have any pastimes outside motorsport?

KR. Not really, during the 30+ years of full-time coordinating and managing teams there is no time for much else. Now I have slowed down I enjoy travelling to many of the countries that we just used to fly into and fly out off without seeing much of them.

Q. Which Car & Driver have impressed you most?

KR. Probably the most impressive driver was Colin McRae. His ability to drive anything to the limit. Sometimes not the easiest of drivers to work with but he would just get into the car and drive on the limit, and sometimes over that. In those days we had none of the modern equipment for measuring everything, if it looked right then we sent it out.

Regarding the most impressive car. I think VW Polo. That team and car were so good. I remember them attending the service parks around the world for almost a year, they were watching how teams worked and more importantly the mechanics and engineers. When the

time was right, they approached them and took the best. When the car arrived at the WRC it was instantly a success. They had all the right personnel on board.

Q. What's the most entertaining event you've done?

KR. Ah, so many of them. One special one was 2004 WRC Greece. Petter said that if he won, we could shave all his hair off...! obviously he didn't expect to win but he did! One of our mechanics (Jim Bywater) took the clippers and shaved him bald. Louis Moya was our sporting director at the time, who'd had a few drinks and said to Jim: "*you wouldn't dare do that to me*" ... so Jim got the clippers and within minutes Louis was bald as well. So funny flying with them the next day, nobody at the airport recognized them. Also, Pernilla was not impressed when Petter got home!

Q. What is your most effective personal asset?

KR. Being a team member, always do what I can to help the guys in the team, what you put in you get back. Also like to help the spectators who wait patiently sometimes for hours to catch a glimpse of the drivers.

Q. Has your motorsport career made you a tax exile?

KR. No, but if only...! I have had a great career in motorsport but never reached the heights of the well paid. I can't complain, I have travelled the world doing what I enjoy but I still need my pension.

Q. Who has been your greatest motorsport inspiration?

KR. Ari Vatanen, if every driver was a gentleman like Ari the sport would be in a better place.

Q. Tell us something surprising about yourself?

KR. Nothing really, just a rally clubman who was in the right place at the right time.

Q. Congratulations, you've won the lottery, what car will you buy?

KR. Not a car, a bigger and better motorhome to travel to Europe.

Q. One final question please Ken, what will we find on your car CD or iPlayer?

KR. Nothing extreme, just normal pop and soul music.

Our sincere thanks to Ken Rees for providing this candid and insightful view into his stellar career.

Ken Davies ©

Images: Ken Rees Archive & Ken Davies

The RAC Historic Awards – Pall Mall, 23rd November ...

Castle Combe Autumn Classic Wins Best Competitive Event

Amazingly, the august RAC Club has been celebrating and championing motoring achievements for more than 125 years and their glitzy clubhouse in exclusive Pall Mall is home to some of the most spectacular motoring trophies, which include those for the British Grand Prix and Tourist Trophy.

Now in their fifth year, the prestigious RAC Historic Awards annually celebrates exceptional events, people, endeavours and innovation in the UK historic motoring sector, a burgeoning growth industry that adds an estimated £18 billion to the British economy each year and generates some 113,000 jobs, many for highly skilled artisan restorers, engineers, and technicians.

Each year worthy award winners are carefully selected by an eminent panel of independent judges taken from the main sectors of the national and international historic motoring world, journalists, organisers, competitors and suppliers, all respected experts in each particular category.

Castle Combe Racing Club was delighted to receive a nomination for their annual historic race meeting, The Autumn Classic, as a candidate for best Competitive Event of 2023. But reaching the final three was not a foregone conclusion, as the September race meeting faced two other strong events in the form of the Super Touring Power race meeting at Brands Hatch and VHRA Pendine Sands Hot Rod Races, two stellar competitive meetings with their own unique and popular style. So, it brought great delight to hear the genial master of ceremonies, inspirational sailor, adventurer, and broadcaster Hanna White, announce CCRC's Autumn Classic as category winner. Introduced in 2012 as the brainchild of former circuit marketing manager the late Rodney Gooch, the Autumn Classic has long been a spectator and competitor favourite, combining a unique mix of competitive historic racing blended with themed feature displays, paddock attractions and entertainment.



The prestigious award – a replica of the iconic Edwardian RAC chrome car badge – was proudly accepted by Cat Dall'Occo Racing Club manager, George Marshallsay

Circuit Marketing Manager and Ken Davies, CCRC Chairman, who were interrogated by Hannah White about the event and Circuit (*above, left*).



Above, left; Three fugitives from a Johnny English movie? Ken, George & Cat, and Right: George & Cat become 'Wheeler Dealers' with TV car restoration star Ed China

Together with the emblematic RAC Trophy, the award included a framed certificate, a magnum of the finest Piper-Heidsieck champagne and the exclusive winners' logo, which Castle Combe Racing Club and Circuit are now permitted to display on stationery and for marketing purposes, demonstrating the tangible benefits of winning this esteemed annual award. Next year the Autumn Classic will become a two-day event so the hard work to retain our trophy starts now!



Ken Davies ©



CASTLECOMBE
RACING CLUB

CALENDAR

RACING CLUB EVENTS 2024

PROVISIONAL RACE CALENDAR 2024

| DATE | DAY | EVENT |
|-----------------|-----------------|---------------------|
| 16 MARCH | SATURDAY | MEDIA TRACK DAY |
| 01 APRIL | MONDAY | HOWARD'S RACE DAY |
| 06 MAY (BH) | MONDAY | MAY MADNESS |
| 27 MAY (BH) | MONDAY | COMBE CARNIVAL |
| 15/16 JUNE | SATURDAY/SUNDAY | SUMMER SPECTACULAR |
| 03 AUGUST | SATURDAY | COMBE CHALLENGE |
| 26 AUGUST (BH) | MONDAY | COMBE COUNTDOWN |
| 21/22 SEPTEMBER | SATURDAY/SUNDAY | AUTUMN CLASSIC |
| 05 OCTOBER | SATURDAY | GRAND FINALS |
| 16 NOVEMBER | SATURDAY | 2024 AWARDS EVENING |

MARSHAL TRAINING DATES
 Saturday 17th February 2024 (Seniors)
 Saturday 2nd March 2024 (New, Off Track - all grades and Grade 3 On Track)
 Sunday 3rd March 2024 (On Track for Registered, Grade 1, Grade 2)

CCRC GT CHAMPIONSHIP



CCRC FF1600 CHAMPIONSHIP



CCRC SALOON CAR CHAMPIONSHIP



CCRC HOT HATCH CHAMPIONSHIP



THE DAVE ALLEN TROPHY RETURNS FOR THE 11TH YEAR – MONDAY 6 MAY

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CASTLECOMBE
CIRCUIT

Like the idea of joining a Race Championship but not sure where to start? Check out the Racing section of the Circuit Website;
www.castlecombecircuit.co.uk | 01249 782417

'Ford Consuls at Dawn' – Who's the fastest? – Race or Rally Drivers? ...

Predictably, this question's never had a definitive answer, which means that no side can genuinely claim bragging rights - but we've certainly had fun comparing the versatility of both disciplines. Here's the story of one such contest, at Castle Combe, half a century ago!

1973 ... Britain was experiencing the three-day week due to industrial unrest and high oil and energy prices. Other standout features from that year included £0.35p for a gallon of petrol, Princess Ann marrying Captain Mark Phillips at Westminster Abbey and, if you wore flared trousers, a flowery shirt, and a Viva Zapata moustache, or a miniskirt and white boots, Pink Floyd released their chart-topping album, 'Dark Side of the Moon', just for you!

In leafy Wiltshire, Castle Combe was in the throes of fighting an ongoing litany of disputes with the local planning authority to secure its future as a race circuit, but that didn't stop motor racing impresario Howard Strawford – the future owner of the popular track – from topping-up his season's calendar by hosting a 'Ford Sport Day' on Saturday 16th June.

This was a collaboration between the British Racing & Sport Car Club (BRSCC) and Ford's innovative marketing department, channelled through their specially formed Ford Sport Club. The event was just one of five such days at British race circuits to showcase the Blue Oval's strong UK product range, with Brands Hatch hosting the first of these days earlier in May.

At this time, Ford's giant 475-acre Dagenham plant on the Thames estuary was at its peak, the Cosworth/DFV engine ruled F1 and 'FoMoCo' had the largest share of the UK car market, all under the control of Sir William Batty, Chairman & MD of Ford Great Britain, and global President, the fabled Lee Iacocca, based at Dearborn, USA.

Ford Sport Day's format usually consisted of eight, Ford-powered, racing categories including spectator favourites the Motorcraft Escort Mexicos, the BOC Formula Ford Championship and a 10-lap head-to-head celebrity race that pitted race against rally drivers. What was curious about this race was that despite the varied range of high-performance cars in its arsenal, Ford's choice of duelling weapons for this inter-discipline battle was a fleet of identical four-door Consul GT limousines, which suggested more marketing than sporting objectives!



Luxuriously appointed, these 1400Kg leviathans were powered by Ford's 138 bhp, V6, 3-litre, Essex engine with performance figures of 0-60 mph in nine seconds and a top speed of 114 m.p.h.. But the Consuls (*pictured testing at Boreham, left*) as raced were 'bog-standard' cars, their power steering systems disconnected, and with no roll-cages or any other racing safety refinements! Viewed as a potential racing thoroughbred, the

Consul's handling was loose, vague, and just a tad dangerous, with understeer rapidly changing mid-corner to vicious oversteer. This prompted some paddock wags to predict that Ford would reap what it sowed and, with so many precious egos among the distinguish alumni, it was bound to end in tears ... how accurate that prediction would become!

So, it was on that warm June afternoon the grid formed up for this much-anticipated needle match between race and rally Drivers, with Richard Longman on pole position, Roger Clark alongside and Dave Brodie next up. As the starter nervously mounted his rostrum, the talented ensemble collectively used their pin-sharp 20/20 vision to search for the slightest twitch of his flag-holding arm. That said, when the union flag eventually dropped it was an orderly anti-climax with Roger Clark leading the heavyweight group of celebrity drivers away from the line, but the blue touchpaper was well and truly lit – en garde!

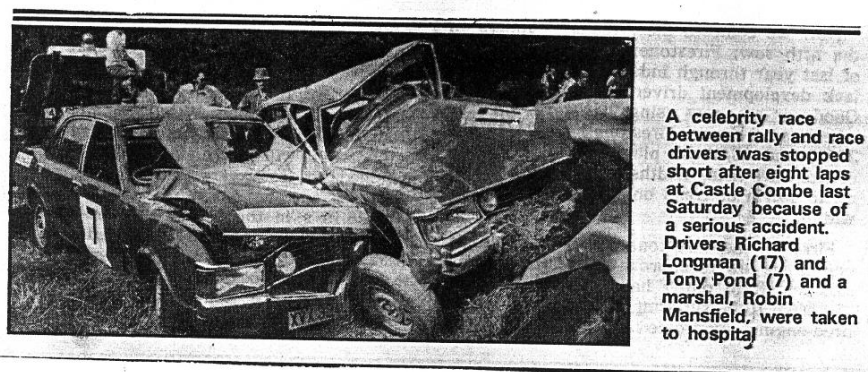


Left to Right: Dave Brodie, Vince Woodman, Tony Pond, Richard Longman and Barry 'Whizzo' Williams.

At the end of the first frenetic 1.8-mile lap, Brodie comfortably led the high-speed conga of wallowing and lurching Consuls around Camp Corner and over the start line, with Longman second and Clark in third heading the chasing pack that included Mike Hibbert, Barrie 'Whizzo' Williams, Tony Fall, Gerry Birrell, Andy Rouse, Tony Pond, and local circuit hero Vince Woodman. The action throughout the field was 'hairy', to say the least, with spectators showered by freshly mown grass on the bends as the rally drivers sought out their natural habitat and tried to pass each other on either tarmac or grass! On-lookers could be forgiven for thinking they were watching action from the cult TV series of the era, The Sweeney!

And so, the lurid crocodile of Consuls circulated with much place-swapping and lots of grass-tracking among the close running groups; Barrie William's once gleaming car now sported a freshly stoved-in driver's door, complete with broken window, compliments of Brian Cutting. After a fine drive through the field Andy Rouse was challenging Clark's third place by lap five and he'd also towed Tony Pond along, so by lap six they were right on Longman's rear bumper.

So, Brodie led a jostling group comprising Longman, Clark, Pond, Rouse and Fall before an ominous thick cloud of smoke and dust preceded lots of waved yellow flags approaching Quarry Corner. Racing flat-out up Avon Rise towards the marshal's post on the inside of Quarry Corner (now long gone), Pond had taken a run on Longman and they collided going for the same piece of tarmac over the notorious Quarry Corner bump. Longman went sideways, hard, into the marshal's post in a shower of earth, sleepers, Armco, and wooden supports, and then Pond t-boned him.



A celebrity race between rally and race drivers was stopped short after eight laps at Castle Combe last Saturday because of a serious accident. Drivers Richard Longman (17) and Tony Pond (7) and a marshal, Robin Mansfield, were taken to hospital

It was a bad accident and when race-leader Brodie arrived at the scene he promptly spun-off on the dirt and debris scattered across the track. This handed the lead to a surprised Roger Clark until Andy Rouse passed him just before the race was red flagged to extricate the unfortunate Longman, who was lucky to escape with just a broken pelvis despite his seat being reduced to half its original width. Pond and three brave marshals were also treated for cuts and bruises at the circuit medical centre and one later at the local hospital.

When cars returned to parc fermé, Ford's Competitions Manager Peter Ashcroft looked dazed as he pensively surveyed the carnage with just three of his fleet of Consul GTs undamaged - those of Jeff Churchill, Gillian Fortesque-Thomas and Mick Jones. Most 'celebrity' drivers were sheepishly inspecting numerous scrapes and dents while swapping stories with one another. Perhaps wisely, these events prompted Ashcroft to immediately pull the plug on the subsequent Consul GT celebrity races that had been planned. West Country drivers John Chatham, Brian Cutting and Vince Woodman were all involved in the melee and later joined a long queue of suspects outside Race Control waiting to be interviewed by the Clerk of the Course, who was, coincidentally, Howard Strawford.

Possibly the last Consul race? Roger Clark kicks up Castle Combe dust and hay during the return rally/race drivers race in Consuls, which resulted in at least one written-off car, and only three unmarked cars. However, rally drivers did better than at Brands, coming second, third, fifth and eighth.



Results were finally declared after 8 laps, with the win and fastest lap (1:25.4 – 77.56 m.p.h.) going to Andy Rouse (*right*) from Roger Clark, Tony Fall, John Chatham, Andrew Cowan, and Gillian Fortesque-Thomas. As an aside, in an era before the circuit used sophisticated demountable flat-bed recovery vehicles, Longman's stricken Consul, now measuring just 2' 6" wide after the accident, was slowly recovered from Quarry tethered between two lorry-mounted breakdown cranes, one driving forwards and the other backwards.



So, was it a victory for the Race or Rally drivers? In truth, it was a close-run thing but never officially declared as all the fun had gone out of the day - a sad way to end a well-intentioned contest promoted by those ever-popular doyens of motorsport, The Ford Motor Company.

Poignantly, Ford Sport Day was the last time we saw Gerry Birrell, who'd been drafted into the Rally Driver's team by virtue of a tenuous link of rallying a Singer Vogue around the time of petrol rationing. One week after his appearance at Castle Combe, Birrell's gifted career ended when he died in a needless accident during qualifying for the Trophée De Europe F2 race at Rouen. A front tyre failure on his Chevron B25 at the notorious Six Freres corner caused him to crash heavily into a poorly secured, double-layer Armco barrier which parted on impact. Gerry was just 28 years old and as Ford's promising prodigy, had been tipped to replace his fellow Scot Jackie Stewart in the championship winning Tyrrell-Ford Formula One team for 1974.

The Ford Sport Club ...

Based at Ford's Advanced Vehicles Operations (AVO) plant in South Ockendon, Essex, the club was born in March 1968, the brainchild of former SUN motoring correspondent and BBC Wheelbase presenter Barrie Gill. To qualify for membership, drivers had to own any Ford vehicle but this was later extended to owners of non-Ford vehicles, so anyone was welcome.

At the beginning of 1973 Ford gave the club closer links with the high-performance brands, including its competition activities, and so Stuart Turner, former BMC competitions manager and now Ford's competitions supremo, appointed 26-year-old Charles Reynolds as club secretary. Turner's clever objective was to build on the club's young and lively image with an ambitious program of events, including a trendy new club magazine launching the Ford Sport Club Challenge and presenting five Ford Sport Days at UK race circuits throughout the season.

The new club magazine entitled 'Ford Sport' was unveiled in March 1973 with a strong editorial team and a host of eminent columnists including Nick Brittan, writer of Autosport's irreverent 'Private Ear' column, rally co-drivers Jim Porter and Tony Mason, Ford competitions manager Peter Ashcroft, Boreham's workshop manager Mick Jones, lady racer and rally driver Gillian Fortescue-Thomas, Formula 2 Ford works driver Gerry Birrell, rallycross competitor John Taylor, and Stuart Turner himself.



Novel features were included in the magazine on such diverse motoring topics as tank testing, a 120 m.p.h. Ford Popular (!) and the thoughts of prominent motoring celebrities, humorously recorded by ex-Times correspondent Geoffrey Charles, aided and abetted by journalist and part-time saloon car racer, Jeremy Walton.

The club also established the Ford Sport Challenge, designed as an added attraction at Ford Sport Days, a popular competition with over 200 UK motor clubs taking part. The challenge had five segments; a tabletop-rally held on a moving coach, an autotest using an Escort Mexico, a pitstop where two team members changed wheels, refuelled and cleaned the windscreen of the Mexico, a general knowledge quiz and a marshalling exercise.

The winning club's prize at each Ford Sport Day was an expenses-paid trip for three to the 1974 Monaco Grand prix, a Ford personality speaker at the club's annual dinner, £50 cash for club funds, a trip for club members to Ford's AVO and Boreham Competitions Department and a Ford forum, including a well-known personality, at a club night. Five Ford Sport Days were planned from May to October at Brands Hatch, Castle Combe, Mallory Park, Oulton Park, and Croft. The Ford Sport Club also affiliated to the RAC so that members could take part in other competitive events.

The Club attracted over 6,000 members, spread across 19 UK regional centres and, strangely, one in Greece, organised monthly social gatherings and offered regular special deals on performance accessories. All in all, the Ford Sport Club was a clever concept and completely appropriate for that golden era of the 1970s when Ford was the clear market leader in performance and competition cars.

Ken Davies ©

Around the Clubs ...



Torbay MC's Junior Driver Award Scheme will continue for fourth year in 2024, which has so far benefitted eight young drivers through 2021 to 2023.

In 2024 the club's incentive for young motorsport competitors will increase to £75, to be paid to Junior Drivers who are members of Torbay MC, when they enter their first TMC event.



The scheme was initiated in 2021 to coincide with the introduction of Motorsport UK regulations permitting Junior drivers to compete in sprint and hill climb events, the culmination of a 10-year campaign by the club, supported by the ASWMC.

Eligible drivers are those competing in the Junior classes of a Sprint, Hillclimb or Autocross, and current Torbay MC Junior autocross competitors who enter a sprint for the first time.

To gain an award you need to be a Torbay MC Junior Member (i.e. at least one parent or guardian will be a full member) and fall within the Motorsport definitions of a Junior Driver in the relevant discipline at the time of the qualifying event.

Please e-mail Adrian White (secretary@torbaymotorclub.co.uk), giving your full name, date of birth, the name of your parent or guardian who is a current Torbay MC member and the first Torbay MC event you intend to enter.



Downton MC's Annual General Meeting saw Steve Harris announce his retirement from the role of Chairman. Steve was presented with a 'thank you' award for all his magnificent efforts in

making Downton Motor Club the success it is today. It can only be a token of our appreciation as the difference Steve has made to the club is immeasurable. It's not all bad news though - in 2024 Steve will adopt the honourable role of 'Club President of Downton Motor Club'. On behalf of all Downton MC club members and your fellow competitors across the southwest, we thank you for your outstanding efforts. Your enthusiasm, knowledge and experience will be missed by us all.



The extravaganza known as 'The Downton Motor Club 2023 Speed Championship Awards' took place at the Woodfalls Inn, Downton, and once again provided a great opportunity to catch up with old friends and celebrate the chequered flag falling on another thrilling season of competition.



The 2023 Speed Championship calendar was again managed by Andrew Mathis - who did a great job of arranging and scoring a total of 41 events (!) from venues across the country. A big thanks to Andrew for all his hard work.

It was good to see that our Welsh contingent of club members were again well represented. The numerous awards were presented by David Wickham (our all-time favourite member of the orange army).



Left: Adam Holland receiving his award as the Overall Championship Winner for 2023.

Below: Kaye Crouch receiving the much applauded Ladies Award - I am assured that the celebrations continued long into the night!



Full details of all 2023 award winners and a downloadable photo gallery can be found at the DMC website - www.downtonmotor.club

Graham Vingoe



BARC Wales were awarded the HSA Russ Ward Trophy at the HSA Awards event, held at the British Motor Museum last month (19th Nov). The Russ Ward Trophy is awarded by the HSA Championship to the organisers deemed as the 'best' within the Championship Calendar, and this year BARC Wales were delighted to be acknowledged and awarded the trophy.



Above: Brian Parsons, Angela Mugglestone and Simon Worthington with the Russ Ward Trophy.



Left: BARC Wales committee members took the opportunity to take a walk around the Motor Museum before taking to their seats for the Awards lunch, and came across one of the Museum's 'push along cars' which was suitably 'decaled'!

Elen Worthington



Congratulations to Truro & District MC, who were runners-up in Motorsport UK's 'Club of the Year' competition.



Bath Motor Club ended their busy season with the running of the 'Targa in the Dark', after a year's break, visiting a couple of new venues as well as the usual forests around the Stourhead Estate. The first four challenges were at RNAS Merryfield, where 16 miles of tests were laid out on the perimeter track and dispersal areas. Most of this was smooth tarmac, but an extra loop into a wooded area added some variety for the 44 starters. The entry was down on previous years, probably due to a plethora of Targa events in the six weeks around this event. After a regroup at the start and finish at Wincanton Racecourse, crews headed into the twilight for two loops of four tests, totalling 22½ miles around the solar farm at Silton and in the dark through the Stourhead Estate forests. The latter were in excellent condition having not been used for two years and are always a different challenge for crews.

After the four tests at Merryfield the leaderboard was a Ford monopoly, with the top six places held by three Puma's, a Fiesta, an Escort, and the Focus of Huw Morris and Zak Linham leading the event by just 2 seconds.

When the competitors reached the loose tests the lead was taken over by John Davies & Nick Bloxham, who then maintained their advantage to the finish, as Morris/Linham retired with power issues. At the end the top three places were filled with Ford Puma's.

The Clubman class was won by Josh Clark/Ben Duke in their BMW Compact



Above: John Davies/Nick Bloxham – 1st O/A

Left: Clark/Duke (BMW Compact), 1st O/A Clubman

(Images courtesy of M & H Photography).



Bath Motor Club would like to thank all the local clubs and marshals who helped out at all the venues used, without whom the event couldn't run.

The 2024 the season will start with the Festival Targa, which will be based at Castle Combe race circuit again, on Saturday 24th February.

Club members have been competing in numerous disciplines throughout the year from WRC rounds to our own events. The most popular and successful being Autosolos, with Steve Conner and David Fooks taking second and third overall respectively in the ASWMC

Championship; Steve also added first overall in the ACSMC Championship and a class placement in the CMSG Championship and Andy Lowe won the ANWCC Road Rally Navigators championship.

2024 will be another busy year, as it hosts its usual Targa, Autosolo and Classic Tour events, plus our new event, the Historic Regularity Rally in August aimed at new competitors with classic cars.

The 2024 season will conclude with another new event, the Castle Combe Circuit Stages, which will be a 100% asphalt Stage Rally run within the confines of the circuit on Saturday 28th and Sunday 29th September, part of, and on the same date as, Castle Combe's Rally Day XL. Two stages are planned for late afternoon/evening on Saturday and a minimum of six stages on Sunday. More details of the event will be available on the Bath Motor Club website soon.

Keep safe and enjoy your motorsport.

Martin Moore, Competition Secretary



Axle Tramps - SPIRIT OF 32' Retro And Classic Tour 2024 .

1932 saw the very first running of the RAC Rally. The club's 'Spirit of 32' Tour' will retrace the classic routes through Wales used on the RAC rallies from the 1930's, to produce a fantastic driving experience over some of the most iconic and scenic roads the country has to offer.

Planned to run from the 10th to 13th April 2024 starting in Llandudno, on arrival day crews will complete signing on etc and can then enjoy what the region has to offer before having the opportunity to socialise with fellow competitors at the hotel. After breakfast the following morning crews will set out on Marine Drive around the breathtaking Great Orme before descending south through the classic Welsh roads used on the RAC's of the 1930's and many championship road rallies ever since.

Finishing the day in one of the historic homes of Welsh rallying over the years, the Metropole Hotel in Llandrindod Wells. Crews will then enjoy relating their stories over the evening meal before retiring for the evening, possibly via the hotel bar (in true rallying tradition).

The next morning will see the crews covering the challenging (and extremely scenic) drives through the classic passes of the Elan Valley area before, again, heading south. Crossing the wild lands of the Brecon Beacons (the training grounds of the world renowned SAS), where the roads of Epynt have witnessed many a battle in rallies over the years, the route culminates at another top quality hotel in South Wales.

The Spirit of 32' tour will include a road book for navigation and as per the original RAC's, simply a 'due time' at the finish. So those crews who have a 'regularity anxiety' need not worry and can really enjoy the experience of travelling along some of the most scenic and stunning roads Wales has to offer.

To add a competitive element, which is not obligatory but again reproduces the 'special tests' of the 1930's, there will be a 'Coachwork Competition' (vehicles being judged by fellow competitors) and two very simple tests which replicate the style of those used in the day.

After the final evening meal, in true Axle Tramps style, there will be an entertaining presentation of various awards and the opportunity to share your experiences with fellow competitors.

We have arranged for the finish hotel facilities to be available during the final day for those wanting to take advantage of them post checking out.

Aimed primarily at vehicles that fall into the 'Historic' category, class structure will be based on vehicle ages. Later vehicles of interest will be accepted at the organisers discretion. The entry fee will include Roadbook, Hotels with breakfast and evening meals for 3 nights, Rally plaque and priority entry to future events organised under the heading of 'Spirit of '32'. It is also expected that we will be providing an experienced support crew for assistance of those unfortunate enough to suffer mechanical issues.

Entries are limited so to register your interest and to request a set of regulations/entry form with no obligation please email your details (Vehicle and your name/names, will suffice) to AxleTramps@Gmail.co.uk.

A promotional video is available to view here: <https://clipchamp.com/watch/uQmQVoMX8xt>.

Kevin Moore

New Member Clubs ...

'Welcome' to two new member clubs in the Association ...



Midland Manor Motor Club, who will take over the running of the Clee Hills Trial (www.cleehillstrial.info), an ASWMC Classic Trial round, from Midland Auto Club. The club runs the Rallynuts Severn Valley Stages (<https://rallynutsrally.co.uk>), which in 2024 will be on the 13th April.



Torbay 4 x 4 Club is a family orientated club, formed in 2007 to bring the fun of off-roading to all the family. We run an event each month suitable for most 4x4 or off-road vehicles and cater for all types, not just Land Rovers! Whether it's a taxed vehicle, a competition vehicle or just an old one that has a roll cage, all are welcome. Our 'natters' are held on the first Wednesday of the month, from 7.30 p.m., and on the third Sunday of the month we run a trial or host a promotional day. If you are interested in coming along, all our details can be found on the web site www.torbay4x4club.co.uk or Facebook www.facebook.com/Torbay4x4Club. We look forward to seeing you in the future.

Rupert Walker, Competition Secretary

And Farewell to ...

Fell Side Auto Club, who have decided to withdraw from the association, as a direct result of the club losing their Northern Trial due to a disagreement with Forestry England.

Derek Reynolds Secretary

Hollier's Stellar Season ...

It has been a fantastic year of speed hillclimbing for Woolbridge Motor Club's Ed Hollier in his Force HC, clinching the ASWMC Hillclimb Championship after a battle that proved to be very close all season, but with his incredible form just keeping him in front.

With 10 rounds counting in the 16 round Championship, his 2023 season's statistics are remarkable, setting eight records (four at Wiscombe, three at Tregrehan and one at Gurston Down) out of 12 rounds.

At Wiscombe Park - Ed's 'home hill' - he set FTD at eight meetings and two new class E1 records, breaking the long-standing record set by Alex Summers in July 2016, and finished third in the Wiscombe Park Tillicoultry Quarries Championship. .



Above: 'May the Force be with you' ... waving the nearside front wheel in the Esses at the 2023 Wiscombe Manor event.



Right: Ed receiving his awards at that meeting from Worth Birkhill

Ed made his hillclimbing debut in 1994 at Torbay MC's Oddicombe Hillclimb, sharing the ex-Charlie Gracewood Austin Mini – a very rapid race spec machine – with his father Bob. It was not until Ed's second event, in atrocious conditions at Tregrehan, that he raised eyebrows as a 'talent to watch', finishing an impressive runner-up behind Mark Shillabeer. Innumerable class wins and records followed.

By the early 2000's Ed had graduated to single seaters; he bought the Terrapin Mk1A/21 of Torbay MC's Les Connett and then a 1600cc OMS SC1 followed, in which he was crowned the 2007 MSA Hillclimb Leaders Champion. He made his debut in the 2004 British Hillclimb Championship, with further BHC appearances in 2007, 2013 and 2015-2017. In this final period he campaigned a 1600cc Empire Evo 00 Hayabusa GSX, achieving a best Championship event finish of 7th in July 2016, also his best BHC season in which he finished 9th. To finish in the top 10 of the national series, battling against cars with much larger engines, was an incredible achievement. In recent years, Ed has run a Pilbeam MP62 (the ex-Rod Eyles rolling chassis), which he still owns, but switched to his current Force HC a couple of years ago.

Nigel Cole

2023 Championship Updates ...

2023 ASWMC Hillclimb Championship



The championship ran over 16 rounds, and had 111 registered contenders, 96 of whom scored.

The top four in the championship are: 1st Ed Hollier 211.50 points, 2nd Julian Rinaldi 210.42, 3rd Jack Ellis 210.38 and 4th Ian Ingleheart 210.30. And it was tight at the top ... all the top four averaged over 21 points per event, which is excellent when you consider that the maximum score is 22.

2023 Hill Climb Champion: Ed Hollier

Records were broken, not only by the top four in the championship but by four other contenders, and Ed Hollier broke the ASWMC class record at every venue at which he competed.

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

2023 ASWMC Sprint Championship



There were 17 rounds in the reprogrammed calendar, all of which ran. Registrations totalled 92, up by 14 compared with 2022, 79 of whom scored, 20 more than in 2022.

The top four in the championship are: 1st James Nash 213.16 points, 2nd Martin Prescott 212.16, 3rd Paul Arberry 202.48, and 4th Adrian Clements 201.23.

2023 Sprint Champion: James Nash

Seventeen competitors broke records, some of them multiple times. The top two in the championship achieved an average of over 21 points per event, and 3rd and 4th places 20 points, out of a maximum of 22pts.

Awards will be made to 9th place this year ... which is very nearly where we'd like to be with regard to sprint numbers.

And for 2024, we have a new Championship Title sponsor –



The 2024 calendars are now on the website (all dates are provisional until the permits are received).

Roy Sims (speed@aswmc.org.uk)



DL Motorsport Parts 2023 ASWMC Targa Road Rally Championship

The Exmoor Targa ran on October 28th, with 49 starters, including 13 registered drivers and 7 registered navigators. Ethan Davies won the event to take maximum driver points, with Chris and Jamie Woolley finishing 2nd overall, James Appleby 6th, Trevor Disney 8th and John Taylor 10th. Zak Linham took 2nd place navigator points, finishing 4th overall with Lucas Redwood.

The Bustard Targa ran on November 18th, with 58 starters, with 10 registered drivers and 9 registered navigators taking part.

John Davies scored maximum driver points and the overall win for the 4th time this year, but didn't manage to catch Chris Woolley in the Championship due to his retirements earlier in the year. Chris finished 3rd overall which was enough to take the Driver's Championship again.



*Right: 2023 Champions, Chris and Jamie Wooley
(Image: M & H Photography)*

Gavin Rogers finished 4th, just ahead of Trevor Disney in 5th, and Paul Gillard had his best result of the year in 8th place. Ethan Davies took maximum navigator points, guiding John for the first time. Jamie Woolley finished 3rd and secured the Navigator's Championship again. Will Light also had his best result of the year in 8th place.

Looking forward to next year, I am still finalising the calendar and am hopeful that there will be between 6 and 8 events.

Gavin Rogers

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



1st Choice Finishes 2023 ASWMC Autocross Championship

To say that the 2023 season has been frustrating would be an understatement, but for South Hams and Exeter MC it must have been infuriating! After securing a new and larger venue than in previous years, and receiving a promising number of entries, a date at the beginning of August you'd have thought would have been a pretty safe bet. The weather Gods had other ideas unfortunately, and the clubs had to make the difficult, but wise, decision to cancel the event on grounds of safety. Hopefully we can look forward to using this new venue in 2024.

With this event being cancelled everyone kept their fingers crossed for the renowned Witney MC GP. The weather leading up to the event was rather 'hit and miss', with the crop only being

removed from the field in the preceding week. The small and dedicated team put on a great event that everybody seemed to enjoy, with the wide and fast flowing track layout allowing some quite spectacular displays of car control (and some not quite so!).

We were graced with the attendance of the MSUK Motorsport TV film crew during the weekend as they compiled content for a piece entitled 'An Introduction to Autocross' which is available to view on their YouTube channel. Thank you to everyone who spared the time to speak with them and especially to John Rigden and Roger Matthews who willingly volunteered to take the cameraman out for a lap under the close observation of fellow MSUK representatives.

The competition within classes was as close as ever but overall we had our 3rd different winner of the year as David Bennett managed to hold onto his small advantage from Saturday to win by 3 seconds whilst Leo Tredwell's much anticipated debut in the Specials class saw him finish 2nd, just 0.3 seconds ahead of Steven Hawkins.

Torbay MC hosted what turned out to be the final event of the season at yet another new field within the superb Coryton Farm 'Estate' at Kilmington, which didn't disappoint! It's surprising what a couple of undulations and unsighted, off camber, corners can provide in terms of a test of skill, talent and bravery ...and to top it all, the weather was superb. Unfortunately for championship front runner Terry Rooke, being the only competitor in his class, full points weren't going to be available when he could have used them the most, but he didn't let that stop him from giving the bigger capacity cars a good chase on a track where a bit more 'grunt' was an advantage. As the day progressed on Saturday, and dust became more of an issue, runs were reduced to a 1+1 format at by the end of the very hot day, and the river became more and more inviting! Sunday morning brought some light rain showers early on, to which some adapted to better than others, although it seemed to favour one person in particular. John Rigden became the 4th different FTD winner of the year, in what can only be described as an awe inspiring final run. To witness the Subaru being thrown over the blind crest into the off-camber right hander at the lower end of the track was impressive to say the least.

2024 Award Winners:

Champion: Gemma Raymond

There have been several notable performances during the season, but none more so than that of Gemma Raymond. The progressive improvement in her driving that we have seen over the last couple of years has been remarkable, to the extent that she topped the Junior class standings all year and succeeded in claiming the overall championship title!



Huge congratulations Gemma - to the best of our knowledge, you are the first female driver to win an ASWMC championship outright.



2nd Luke Ashley



3rd Terry Rooke



4th Brett Townsend



5th Mark Tredwell

(All images Courtesy of Paul Morris Motorsport Photography)

1st Choice Finishes are to continue their loyal support for our championship into 2024 - thank you, Mike and Dave, from us all.

The championship will change to Clubman status in 2024, so everyone will be able to register and score points without having to pay for a licence.

Provisional 2024 dates are:

| | | |
|--|-------------------------|----------------|
| April 20 th / 21 st | Torbay MC | Kilminster |
| May 18 th / 19 th | North Devon MC | Sugworthy |
| June 8 th / 9 th | South Oxfordshire CC | North Bicester |
| July 13 th / 14 th | North Devon MC | Sugworthy |
| August 24 th / 25 th | Witney MC | Bucknell |
| Sept 7 th / 8 th | Exeter & South Hams MCs | North Tawton |
| Sept 21 st / 22 nd | Torbay MC | Kilminster |

Colin Anderson
(autocross@aswmc.org.uk)

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

2023 ASWMC Autosolo Championship

The Championship has given us a new well-deserving winner in Phil Oliver (*right*), after taking FTD in all but one of the championship rounds - a truly impressive result. Steve Connor (*below, left*) finished second with another good performance, giving hope to we autosolo senior citizens competing with 'bus passes! Dave Fooks (*below, right*) took third, narrowly edging out Chris Kent and newcomer to the championship, Derek Stewart.



Looking forward to 2024, I am optimistic that we will have a championship of 12 rounds, with the best 6 to count. The very provisional calendar is:

| Date: | Club: | Venue: | Status |
|--------------|----------------------------|---------------|----------------------------|
| 17/03/2024 | Devizes & District MC | Kemble | Agreed |
| 07/04/2024 | EMCOS | Aston Down | Agreed |
| 14/04/2024 | Bath MC | Kemble | Agreed |
| 19/05/2024 | Bristol MC | TBC | Pending venue confirmation |
| 26/05/2024 | Salisbury & Shaftesbury CC | Thruxton | Pending discussions |
| 14/07/2024 | EMCOS | Aston Down | Agreed |
| 04/08/2024 | Bath MC | Kemble | Agreed |
| 15/08/2024 | Bristol MC | TBC | Pending venue confirmation |
| 01/09/2024 | Devizes & District MC | Kemble | Agreed |
| TBC | Southern CC | Thruxton | Pending venue confirmation |
| TBC | 60 & Worcester CC | TBC | Venue tba |
| TBC | 60 & Worcester CC | TBC | Venue tba |

Bath MC's Nick Chapman has kindly offered to host an evening demonstration of timing app and equipment, and John Clavey (who wrote the App) and representatives from EMCOS and Bristol MC will also attend. We will using the equipment and radio controlled cars to help people become familiar with how it works, cope with issues in real time and make amendments, (e.g. for red flags, cones penalties etc.).

Philip Turner (autosolo@aswmc.org.uk)

2023 ASWMC Classic Trial Championship

We have had 19 scoring contenders, an increase due in part to the reduced entry fee. There were fifteen proposed rounds but four were postponed or lost, due mainly to issues with Forestry England. Most trials were well subscribed, particularly in the second half of the year when most were full or nearly full.

In early September, Minehead MC's popular Exmoor Clouds began the second half of the Championship and was once again well received. Due to the very dry conditions, extra restarts and deviations were set to challenge the class 8 specials. This proved successful as the top ten had a good mixture of classes and was not dominated by the specials. Dave Haizelden, Simon Oates and Charlie Merson all came second in their respective classes. In early October Ross & District MC put on their Kyrle Trial, and their new enthusiastic organising team introduced some new non forestry sections. The entry and the top 10 were dominated by class 8 Specials. Dave and Simon won their classes but Jack Selwood retired early with a broken diff.

A fortnight later Launceston and N Cornwall MC ran their tough Tamar Trial in memory of long term clerk Peter Cooper. The trial was well received with once again few in the higher classes reaching the top of 'Park Impossible' but some good climbs on 'Angel Steps'. Jack Selwood was now battling with Dean Partington (who had updated Jack's car amongst others) for overall honours and class 8 dominance. Eventually Jack was successful, with both a class and overall win. Charlie was less successful and retired, Simon in his Liege continued his class dominance and Karen Warren was also successful in her class.

At the end of November Bristol Motor Club ran it's Allen Trial with a full entry and a good range of classes including 8 in class 2 and five DP cars (cars built or updated by Dean Partington) with the two Wasps now under new ownership. Dave Haizelden (Reliant Scimitar) and Rob Holden (BMW) were the only clean sheets. Dave, with faster observed test times, won the trial overall, nineteen years after winning it in his front wheel drive Golf. Dean Partington won the battle in class 8 with Paul Merson, in a newly acquired Wasp, and his son Charlie took third in class.

A week later, Camel Vale MC's popular Camel Classic ran, with all the championships still to be decided. Could Dave hold off Simon's challenge in the ASWMC championship and had Jack done enough to win the ACTC Wheelspin Championship from Dean? The trial, which was tough but not rough, was well received and trialists enjoyed the challenge of the sections including the infamous Clinnick. Dave Foreshow, Paul Merson and Aaron Haizelden came second, third and fourth respectively in the Specials Class and Dave, Simon and Karen Warren came second in their classes.

At the end of the year Dave Haizelden wins the ASWMC Classic Trial Championship for the seventh time with Simon Oates a close second. Young Jack secured third in a very successful year for him; he also won a MCC Triple that included being the only Class 8 to clean Simms on the Exeter Trial and one of only two who climbed Litton on the Edinburgh.

Next year's Calendar has 16 rounds including the postponed Camel Vale Bodmin Trial in January.

2024 ASWMC Classic Trial Championship

| Date | Club | Trial |
|----------------------------|-------------------|------------------|
| 14 th January | Camel Vale | Bodmin |
| 21 st January | Midland Manor MC | Clee Hills |
| 4 th February | Stroud & District | Cotswold Clouds |
| 11 th February | North Devon | Exmoor |
| 18 th February | Camel Vale | Camel Heights |
| 25 th February | Holsworthy | Chairmans |
| 17 th March | Torbay | Torbay |
| 21 st April | Camel Vale | President's |
| 19 th May | Windwhistle | Bovey |
| 1 st September | Minehead | Exmoor Clouds |
| 15 th September | Holsworthy | Taw and Torridge |
| 6 th October | Ross and District | Kyrle |
| 20 th October | Launceston & N C | Tamar |
| 3 rd November | Camel Vale | Bodmin |
| 24 th November | Bristol | Allen |
| 1 st December | Camel Vale | Camel Classic |

Carlie Hart (classictrials@awmc.org.uk)

2023 ASWMC Car Trials Championship

The championship was somewhat curtailed with the final three qualifying events for the season being cancelled, although interestingly for separate reasons; Silverton - lack of entries, Windwhistle – lack of venue, and Minehead – torrential rain!

However, we did manage to run 5 championship rounds (we also lost Bristol Pegasus at the beginning of the season due to the weather) and what a close battle it was, culminating in a glorious event at Woolbridge on Sunday 8th October.

The final saw 13 contenders competing, but in reality, the four contenders who went into the final on 29 points each were the ones likely to score the championship victory.

Charlie Dovey was the first casualty, with the no 1 Clio expiring on Saturday during the BTRDA final and Father Tim opting for the no 2 Clio for Sunday, but with Charlie letting his sister take the double drive.

Gary Morris was there in a competitive class 1 with his hand controlled Corsa auto – the car is virtually unbeatable in some conditions – but would it be one of those days? The third contender on 29 points was the 2022 champion, Mark Hoppé, in his Dutton Melos.

The Crewkerne site is extremely challenging, and the final was going to be an interesting affair in the predominantly dry and very steep conditions. Rupert North was back in class 1, because of the slight class misalignment with the BTRDA, and he excelled in the Alto, running away to a win, and leaving Gary Morris to take second in class a few points ahead of the hard charging Andy Webb, and hoping that this would be enough to land the championship. However, Tim Dovey was on a mission after the Saturday demise of the Clio lost him the BTRDA gold star. He romped to a massive lead, and it looked as though the index was going to go his way and seal the championship.

Class 3 saw Hoppé (*pictured, right*) locked in a monumental tussle with Philip Thomas and Kevin Roberts, but on the final hill of the day Hoppé put in a climb that was the only clear and wrestled the class win by number of clears from Kevin Roberts.



However, Dovey's superlative performance (*below*) landed him the overall win and the 2023 championship, with Hoppé just pinching second from Gary in third. Adam Smith made a late charge and will certainly be ruing the cancellations at Windwhistle and Minehead where he was destined to improve his championship total.



Mark Hoppé (trials@aswmc.org.uk)

2023 ASWMC Sporting Trial Championship

Tom Bricknell retained his ASWMC title with a narrow victory over Alan Baker. We now wait to see whether Tom can complete the 'double clean sweep' of ASWMC, British and Gold Star Championships in January, in Cumbria. With three overall wins in the championship Alan Baker chased hard and takes his first, well earned, ASWMC championship award. Congratulations to Alan and Hilary. Championship stalwarts, John and Anne Cole, have continued to support the championship superbly, competing in every round, supplying mince pies at the finale and completing the podium, with the third place award.

In 2024 I will be looking at the same rounds, with three double Cornish weekend in May, June and September. Is this format preferable to one-day events? Let me know ...

Thank you all for your support. If things settled down at home, I will, and I must, bring the Crossle out again, so watch this space! Hopefully we can drag Colin Flashman, Alan Ede and a few others back out at local events too.

Duncan Stevens (sporting@aswmc.org.uk)

Book Review ...

Who? What? Where? When? By Richard Jones

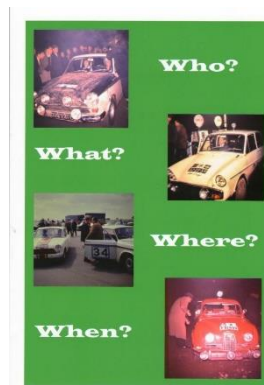
Amazingly, Richard Jones's popular tail-end series in HRDC's *Oldstager* has been running since 2017 and for many readers forms a magnetic first point of reference when the latest edition of the popular, bi-monthly historic rally magazine drops onto their doormat. Richard's latest fascinating book crystallizes a lifetime's love of motorsport and photography, long before the days of digital cameras and simply making best use of rudimentary wet-film equipment.

In fact, Richard's schoolboy, budget-friendly photographic equipment comprised an Ilford Super Sport camera loaded with the professional's favourite, Kodak Ektachrome 120 film, providing just 12, 6 cm X 6 cm, images per reel, which meant every shot had to count! ,During darkness, when most of his rallying images were taken, Richard used a small plastic flashgun with Phillips single-use blue tint flash bulbs.



Principally covering 1965 to 1975, the book also overlaps each end of this period with many of the thirty-one A5 images featured in the book taken from the past six years of his feature. This no-frills soft cover A5 book is unlikely to make Richard a tax exile but simply shares his sentimental journey back to an era when the sport was relaxed, informal and unhomogenized.

Proving he's also walked the walk, Richard and his father were founder members of Epynt Motor Club and competed in local rallies with some success, Jones junior navigating, including some Motoring News events.



Following his student days and establishing a career Richard entered the world of Historic Rallying with a Riley 1.5 (*previous page, bottom left*), competing on Le Jog, the Monte Challenge and the Rally of the Tests, plus some continental events, in an MGB. Richard's son then acquired a Peugeot 104 Rallye, plus Shogun and trailer, and for two years the pair pursued the BTRDA Championship with some success before Richard's daughter also caught the bug, navigating a Polo and then Renault Clio to win the Ladies Championship.

Richard Jones: "Now I am just a 'paperback writer, still dreaming of these events and what might have been. My archive is supplemented by contributions from friends and contacts. Give me a rally associated photo of the 1960s or earlier and I will happily give you a thousand words. I love doing research and finding what I hope are the most evocative words. If there is payment, well it must be Christmas!"

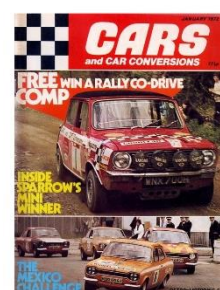
And so, say all of us as books written with such passion enliven our sport. A great read and super value at £10 + £3 P&P Available from: hrandjmbooks@gmail.com but be quick, supplies are limited.

Ken Davies ©

Obituary ...

"Will put up some very quick times ending in third place behind Ari Vatanen and Brian Culcheth, with Gerry in fourth and Hunt the Shunt going straight into a tree!"

William Dennis Sparrow, known simply as Will, who died peacefully on 10th September aged 78, was born in Solihull in May 1945 and enjoyed a happy and privileged childhood. Following an excellent education at Warwick Boys school he went on to become a clever and intuitive mechanic, development engineer and driver. His first rally car was a Mini that he progressively developed from standard 848 cc form into a pukka 1275 cc Cooper S in which he served his rallying apprenticeship in the demanding Motoring News Road Rally Championship even ts 1968/9. But although Will Sparrow became synonymous with the Mini Cooper S, he spent far more of his career successfully rallying rear wheel drive cars including the Ford Escort Mexico, Vauxhall Firenza and Chrysler Avenger GT for works teams. However, it was the Mini in which Will first stamped his name indelibly on the sport during the 1960s, together with his longtime alliance with 'Cars and Car Conversations' magazine. 'Triple C' was THE magazine during that fertile era of rallying and CCC signage prominently adorned Will's cars, almost always co-driven by Nigel Raeburn.



Initially developed for road rallying, Will eventually fitted his Mini with an eight-port cylinder head to make it competitive against the dominance of the rear-wheel-drive cars in the MN Championship, in which he achieved third overall in 1969, and second overall in 1971. Having successfully made the transition to stage rallying, Will and Nigel won the 1970 FRAM

International Welsh Rally in a Mini Cooper S – BMC Mini's last international win – and in 1971, finished 2nd in a BMC Clubman, the unloved Mini derivative built from his Cooper S which carried the familiar WNX 700H registration number; one logbook several bodysells! That year too he won the Rally of the Vales and Plains Rally MN Championship events and was 4th on the Gallaher Circuit of Ireland.



Will was then persuaded to join Dealer Team Vauxhall with his first international appearance in a Vauxhall Viva GT on the Lombard RAC rally of 1971. As the Vauxhall was developed into a rally car, his first major success was winning the 1974 RAC Castrol Group One Championship. For a relatively heavy Group One car this was quite an achievement and he also had excellent International overall results with 11th on the Circuit of Ireland (*right*), 7th on the Welsh and 16th on the RAC. In 1975 Will achieved his best RAC finish of 9th with Ron Crellin in the Vauxhall Magnum Coupe. This further underlined his talent and versatility, two qualities conclusively proven on the legendary 1976 Avon Tour of Britain where he finished third overall and won his class against some of the best rally and racing drivers in Europe on tarmac and gravel.

DTV Team Manager and Will's frequent co-driver, Rodney Spokes recalled: *"Will was a safe driver having a reputation for bringing cars home undamaged and he was equally quick on tarmac circuits as on the loose. On the 1976 Tour of Britain, which visited UK race circuits, we were in a team of three Vauxhall Magnums together with DTV's Racing driver Gerry Marshall, and Grand Prix driver James Hunt partnered by Noel Edmunds of Mr. Blobby fame. Of these Will put up some very quick times ending in third place behind Ari Vatanen and Brian Culcheth, with Gerry in fourth and Hunt the Shunt going straight into a tree!"*



When Will later switched to Chrysler driving the Avenger GT (*left*), he regularly finished in the top ten, including the arduous Circuit of Ireland when in 1976 he finished 6th overall and won the class, carrying this consistency into his national and international appearances such as the Lombard RAC, Manx, and Welsh. There was nothing quite as exciting as watching Will flinging underpowered saloons over forests tracks and across uncompromising tarmac stages, such as Mynydd Epynt and the daunting

Abergwesyn Pass, even on black ice!

Affable, popular, approachable and a great ambassador for the sport, Will Sparrow was an endearing favourite among British rally fans and it is impossible to do justice to his glittering career in such a short appreciation. We offer our sincere condolences to Will's partner Jan, children David and Sally and their families, as well as Will's many friends in rallying. RIP a true sportsman.

Ken Davies ©

Images courtesy of: Will Sparrow Archive, Dealer Team Vauxhall & Chrysler

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