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2024 ASWMC Championships Sponsored by:



Spring 2024

Welcome to the ASWMC Spring 2024 Newsletter

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Our member clubs' contacts, to whom information and messages from Motorsport UK are forwarded, will no doubt be aware that 'output' from Bicester has been steadily increasing over the last couple of years, and those messages are frequently repeated here in the newsletter – access to training and development videos (page 5) and access to development funds (page 9) for example in this issue. If they are key, they will often be repeated from issue to issue of the newsletter, but if they eventually disappear don't forget you can always check back through previous newsletters by going to the 'News/letters' page on the ASWMC website.

Most importantly, on page 4 you will see an appeal for an assistant to support Pam Hartill, our long-serving Registrations and Trophies Secretary. If you can step into that role, please don't hesitate to come forward, even if you can only take on some of the tasks that the Association undertakes on behalf of its members clubs.

On page 11 and 12 you'll also see information about the BHP Fuel Fest and the Devon County show opportunity that precedes it by a few weeks. If you can contribute to the Association's promotional efforts – for your clubs and motorsport overall – please make contact as soon as possible.

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 Photos: *With the ASWMC's first ever Junior and Female champion driver, Gemma Raymond, no longer eligible for Autocross Class F in 2024, could either of these two Junior drivers follow in her wheel tracks and repeat Gemma's feat? Tia Booley, left, and Polly Ashley, right (Images: Paul Morris Motorsport Photography).*

From the Chair ...

Association
Partners:



one
WEBSITE

This year only those of you who are licensed officials will receive a bound copy of the 'Blue Book', hopefully by the time you read this - after 2024, the 'Blue Book' will be consigned to history as a printed copy will not be available from 2025 onwards.

From 2025, the 'Blue Book' will be replaced by the 'National Competition Rules' (NCRs), in a new format and with re-arranged content. Trial versions of these can be found on the Motorsport UK website and in the future they will only be available online. Although the content will remain unaltered, other than the usual occasional changes to regulations, the format will be entirely different.

Because the format will change, clubs will need to change all their event Supplementary Regulations (SRs). Please ensure that those in your club who write those SRs are made aware of this change so that they can prepare. The trial NCRs can be found on the Motorsport UK website (motorsportuk.org/the-sport/trialncr/).

The new format will consist of a Chapter number - in the index they are currently shown as Section numbers (No), but when you open each element you will see they begin with a Chapter No. In many NCR's they are also divided into Appendices (App) and then each paragraph is called an Article (Art). So the nomenclature will change from a letter followed by a number (e.g. D 4) to Chapter (No).App (No).Art (No).

I suggest that all of you who prepare event SRs also write a 2025 version, using the appropriate NCRs, so that any wrinkles can be smoothed out long before the start of next year.

Although most motor manufacturers seem to have followed the EV path rather like sheep, it is positive to see that BMW are joining Toyota in developing hydrogen fuelled cars as an alternative to EVs. They are being followed by Honda and General Motors, together with JCB, and Mercedes Benz has also announced it is 'back-tracking' on EV vehicle production. However motorsport has led the alternative path of developing and utilising alternative fuels that do not produce the emissions associated with petrol and diesel engine; the Extreme E series will switch from electric to hydrogen power, to become 'Extreme H' at the end of 2024. Perhaps strangely, the VSCC has been at the forefront of using fuels which require no changes to the engines. Many clubs are now calculating the 'carbon footprint' of their events and are taking the extra step of planting trees to capture the equivalent emissions to those that their events produce.

Finally, I understand that the additional requirements imposed by Motorsport UK on clubs when they renew their membership will be stringently imposed from this year. So although your club may have received its 'Certificate of Registration', unless it has also submitted its Constitution and Rules, and Safeguarding, Data Protection and Social Media Policies, no event permits will be granted.

Paul Parker, Chairman

Your Association Needs You!

The ASWMC is seeking an Assistant for the Registrations and Trophies Secretary.

The role will be to contribute to the maintenance of our digital records of the member clubs and championship contenders' registrations, compiling the U21, All-Rounders and Club championship results and, towards the end of the year, the organisation of the awards for the Annual presentation in the New Year.

Experience with Excel spreadsheets and working collaboratively on documents shared on a cloud drive will be useful but not essential, as support will be available from other committee members.

There are no particular deadlines and so the work can be slotted around any other commitments or interests ... please consider stepping forward and supporting the Association.

For more details, contact either:

Paul Parker, Chair (chair@aswmc.org.uk)

Jenny Coxon, Secretary (secretary@aswmc.org.uk)

Rupert Barker, Media Officer (media@aswmc.org.uk)

We look forward to hearing from you!

Motorsport UK DBS Checking...

Motorsport UK's DBS checking scheme for volunteers is an integral part of the implementation of the safeguarding measures to ensure 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.

Motorsport UK Support Materials for Clubs ...

Dear ASWMC Member Clubs,

Motorsport UK continues to promote Motorsport UK TV, its dedicated internet video portal providing a single destination for the UK motorsport community and fans to access a huge variety of video content to enhance their enjoyment of the sport.

Available via www.motorsportuk.tv there is an ever-growing library of short form 'how-to' videos, providing explanations about every aspect of the sport for everyone from the novice starting out, to the experienced competitor looking to enhance their skills and knowledge.

It is a wonderful promotional tool that continues to grow and much of the content can be shared by you to promote the disciplines and sport at large.

The Motorsport UK TV team have produced a suite of graphics and assets in various sizes that you can use on your website and social media to promote the platform and the rich pieces of content that are available. These are available to download and use here:

[NeverMissAMoment Adverts](#)

We would also appreciate it if you would link here:

https://motorsportuk.tv/?utm_source=website&utm_medium=advert&utm_campaign=motorsportuktv.

Finally, all of the Motorsport UK published videos are available [HERE](#).



These are available for clubs to link to and embed in their website as well. This link will be updated on a regular basis when content is published.

If you have any specific requests, or have any feedback or content ideas for Motorsport UK to consider, please contact us.

Thank you.

Daniel Smith, Director of Marketing and Communications, Daniel.smith@motorsportuk.org.

Brandon Begg, Motorsport UK TV Manager, Brandon.Begg@motorsportuk.org

Welcome to new Member Clubs - ...



Somerset and Wiltshire Land Rover Club is for enthusiasts to meet monthly and use their beloved vehicles for the purpose for which they were designed and built! We run competitions every second Sunday of the month and all are welcome - either as spectators or participants.

Competitions are divided into two categories - Road Taxed Vehicles (RTV) and Cross-Country Vehicles (CCV). RTV events are designed for all and are essentially a non-damaging drive over a tough and challenging course, pitted against similar vehicles. CCV events are more challenging and may cause some damage; participating vehicles are invariably specialised and the drivers are invariably a bit ... well...

The club is very much a family and all are welcome, although there are strict rules concerning who can compete, and age limits for passengers and drivers. These are designed with your safety in mind, and if you want more information do make contact first. Why not come along to an event, try spectating (even that can get muddy!) and marvel at just what these machines can do. Then, if you like what you see, join the club and we will support you to make sure you enjoy a fun and enjoyable challenge with us. <https://www.somersetandwiltshirelrc.co.uk>.

Will Holmes, Competition Secretary

Teifi Valley Motor Club is home to some of the best road rallying in Wales. Everyone is welcome to join the club, whether you're a driver, navigator or marshal, or just want to become part of the one of the best rally clubs in Wales. For more information, please go to our website - <https://www.teifivalleymotorclub.co.uk>.

Olwen Davies, Secretary



South Devon Off-Road Club is a small, family orientated club, with the aim of having fun in our monthly trials and shows. We welcome all makes of vehicles and driver abilities, so if you fancy something a bit different, and not too stressful, why not join us at our next event. You can make contact via our Facebook page at https://www.facebook.com/groups/272033369556473/?locale=en_GB.

Vanessa Fearn, ASWMC Contact



Dorset Land Rover Club provides opportunities to test your Land Rover driving skills on private land, the objective being to drive a course of gates without hitting a cane or stopping and Tyro events, in which children can ride as passengers and can drive from the age of 13. The club has a range on non-competitive and social events, including treasure hunts, gymkhanas, promotional days, shows, camping weekends, barbecues and a club night. The Club is affiliated to the Green Lane Association and has a Green Lane Officer responsible for organising days out on Dorset by-ways and ensuring responsible for promoting responsible off-roading. Website: <https://dorsetrover.co.uk/about>.

Helen Hassall, Secretary



The Riley Register - founded in 1954, the Register is a club for anyone with an interest in Riley Motor Cars that were built in Coventry between 1899 and 1940. We provide comprehensive services to members including a wide range of spares, regalia, social events, rallies, club newsletters and a quarterly Bulletin. The Club is an unincorporated association with three officers - Treasurer, National Secretary and Membership Secretary - and nine-member Committee, all elected annually. The Club has geographical areas which organise their own social activities, but they have no authority to make financial or other commitments on behalf of the Register. Our AGM and annual rally are both business and social events. In the 1990s the Club incorporated Riley Register Spares Ltd (a member-owned company limited by guarantee). Website: <https://www.rileyregister.co.uk>.

John Beedham, Chair

Pendennis Motorcycle & Light Car Club, based in Cornwall, has been running for over 80 years. In 1930 a group of enthusiasts (Eric Brand, Bob Trudgen, Samuel Dow Downing, Selbourne 'Rancher' Stevens, Bill Storey and Donald Winn) met in a lock up garage in Falmouth, forming the Pendennis MCC & LCC to stage cliff top road racing around Pendennis Castle to raise money for Falmouth Hospital. As well as maintaining its sporting heritage, in later years the club created its British Bike Show and has had the privilege to welcome TT maestro Geof Duke, a virtual 'God' to so many Cornish motor cyclists; his visit started an exceptional roll of honour including Freddy Hawkin (a winner of the 1930 races), Ray Pickerell, Les Williams with 'Slippery Sam' (that's the bike!), Mick Grant, Sammy Miller and World sidecar Trials Champion Colin Dommett. Historic racer Stanley Woods paid the club a visit for its 60th anniversary when a re-enactment of the 'round the castle' races took place. The club offers many different types of events including Motocross, Enduros, Endurocross and Reliability Road Trials that are open to both cars and motorbikes. We welcome new members and for more information go to our website <https://pendennismcc.co.uk>.

Andrew Coad, Secretary



The Inter-Register Club (IRC) is an association of one-marque car clubs for pre-war cars, running events to exercise both cars and their owners. In the '50s, most single marque clubs found it difficult to raise enough interest on their own to make events viable and were also too small to warrant affiliation to the MSA. To overcome this, a number of joined forces and formed the IRC, now affiliated to Motorsport UK and permitted to run public road events. All members of the individual marque registers are *de facto* members of the IRC and entitled to compete in IRC events.

IRC member clubs organise events in a calendar of about eight events annually; mainly navigational rallies, scatters and driving tests, they are held in various areas of the country with typical entries of about twenty cars. They are mildly competitive, light-hearted, and intended to be less intense than VSCC events, although they are an excellent training ground for VSCC rallies. The 'Inter-Register Shield' is awarded annually for the best performing marque and trophies are given for the best individual overall performance, best navigator, and the highest placed novice in any single event. Website: <https://www.inter-register.org.uk>.

Nigel Coulter, Secretary

Notes from the Executive Committee Meeting, 11th February ...

A condolence card was sent on behalf of the ASWMC Committee to Pam Hartill, whose husband, John, died in January ...

Truro and District Motor Club was the runner-up for Motorsport UK Club of the Year ...

Following the discovery in 2023 that a competitor had used a fraudulent competition licence, Motorsport UK are working with a new IT system provider to produce a licence checking process that will be easier for organisers, officials and competitors; the ACU have introduced a similar system for 2024 which, after some initial teething problems, appears to now work well ...

Revised Officials & Marshals signing-on forms, the latest on 6th February, have been released by Motorsport UK ...

Event permits will not be granted unless the club has supplied copies of their constitution, social media and safeguarding policies at the time of renewing their registration ...

Organisers of the South Western Road Rally Championship will be asked whether they wish it to become an ASWMC championship again in the future ...

Two ladies called Laura from Anglia Motor Sport Club have made a video concerning the difficulties faced by women entering the sport as both officials and competitors, RB to investigate embedding on the website.

The availability of MOD venues is being significantly restricted by an increase in training activities nationwide, not only in the ASWMC region, although Bovingdon and Chivenor appear to be un-affected for the moment ...

The Autosolo Timing Equipment training event was held successfully at Castle Combe ...

Fusion Fostering are the new sponsors of the ASWMC 2024 Hillclimb and Sprint Championships ...

Liaison with Forestry England for rallies and trials is proving difficult at present for a number of different reasons necessary steps need to be carried out about 9 months before an event; please contact Chris House for support and advice ...

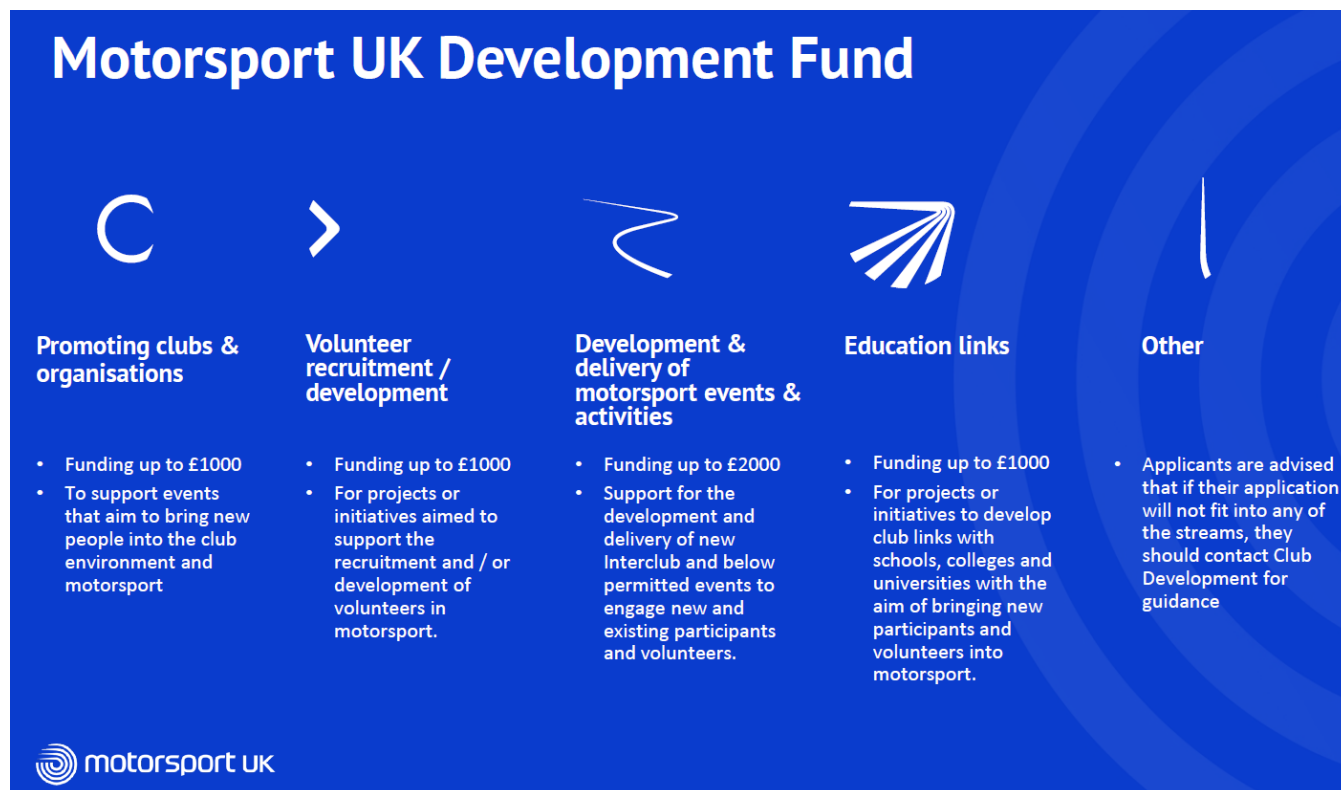
The 2024 Car Trials Championship will include three Cornish events, which will hopefully see some more Westerly-based competitors entering events ...

Three Marshal training days are being finalised for late March (Exeter), early April (North Devon) and mid-May (Cornwall).

Women in Motorsport – a video highlighting the challenges and issues faced by female competitors in motorsport is on You Tube here <https://www.youtube.com/watch?v=KJxlitrntdl>

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>.

New Marshals' Assessor for the South-West ...

This is to let you know that I have qualified as a Marshals' assessor for Speed events. Many of you will know me as Torbay MC's Chief Marshal for their hillclimb, sprint and autocross events, and a regular marshal at Wiscombe Park and other venues across the ASWMC's 'patch'. I used to compete in my Sylva Striker and, more recently, Ford Puma, but have now hung up my race suit to concentrate on the orange one.

I want to encourage marshals to progress within Motorsport UK's marshals' grading scheme and am willing to travel to the event where you wish to be assessed, across Devon, Cornwall and Castle Combe. If you want to be assessed, please check your personal record which has all the signatures and training completed ready to be signed off. When you are ready I promise there'll be no 'trick' questions but an honest appraisal of your skills and experience.

I hope to meet you and other marshals at the ASWMC's training events, so please talk to me about assessments and any thoughts for the next few years – I hope to see you at an event soon.

John Manser
marshals@torbaymotorclub.co.uk

Training News ...

Three marshals' training days are being finalised - 24th March, in the Exeter area, the 7th April, North Devon area, and on the 12th May in Cornwall. Further details will be released once the days are fully finalised. We will also be delivering an Event Steward's and Event Secretary's workshop in the first half of this year. And, hopefully, a Club Safeguarding Officer training day will take place (this will be delivered by Motorsport UK, not our regional team).

Jay Brown, Training Officer (training@aswmc.org.uk)

New Rally Clerk of the Course ...

Congratulations to ASWMC training officer Jay Brown who passed his in-post assessment at the beginning of March at the Bovington Stages, qualifying for his Stage Rally Clerk of the Course licence. Jay was one of the first to go through the new training programme which comprises various training modules for regulatory, judicial and discipline specific modules, and three events as an Assistant Clerk of the Course, a knowledge assessment via a two hour "Zoom" interview, upgrading to Deputy C of C grade, a further event as a Deputy and one last 'in-post' assessment. Total, three and half year's hard work. Well done Jay!

Image courtesy of him(selfie)



Devon County Show opportunity ...

Following the success of the BHP Fuel Fest shows, the organisers of the Devon County Show have offered the BHP Fuel Fest a stand at this year's Devon County Show, and in turn Jay has offered some of the stand space to the ASWMC. This would be much smaller than that allocated to us at the Fuel Fest itself (see the next page), with perhaps space for just two or three cars. This would clearly be a good 'advertisement' for the June show - just a few weeks later - and potentially increase interest in our Fuel Fest display. Jay would be interested in displaying cars that would interest visitors who might be slightly less knowledgeable about motorsport than those who attend the Fuel Fest; owners of cars in the libre and racing car classes of the sprint and hillclimb championship and perhaps those in the top rally classes would be suitable. The show runs from **16th to the 18th May**, with set-up required on Wednesday 15th. If you also have the time to be on the stand – this could be organised on a rota across the three days - please contact Rupert Barker, Media Officer, for more details – media@aswmc.org.uk.

BHP Fuel Fest, 9th June ...

The BHP Fuel Fest organiser, Jay Dennison, has proposed a new display area for this year's show. Planning is in its early stages but it is looking as though we may be offered the large hard-standing area overlooking the live demo arena. It would be great to have as many clubs, cars and disciplines, both within and outside ASWMC Championships, whether that be 1, 2, 3, 4 or even more wheels, electric, petrol, diesel or any other propulsion unit - they'd all be welcome.

Anyone that came to the 2023 event will be aware of the foot-fall through the gates and what a huge chance it was to promote motorsport in a variety of disciplines, and if a club gained one new member it was worth the effort.

Should you or your club, ASWMC or not, be interested please email myself on colinanderson1971@yahoo.com so that we can start to get some idea of possible numbers.

Congratulations ...

... to our winners from the South-West who collected their awards at the 2023 Night of Champions, listed in February's Revolution magazine - Tim Dovey (British Car Trial Championship), Thomas Bricknell (British Sporting Trials Championship) and Bath MC (Sustainable Club of the Year).

Full list of award winners:

British Champions

British Rally Championship

Adrien Fourmaux and Alexandre Coria

British Junior Rally Championship

Kyle White and Sean Topping

British Hill Climb Championship

Wallace Menzies

British Truck Racing Championship

Ryan Smith

British Endurance Championship

Brad Thurston and Daryl Deleon

British GT Championship

Darren Leung and Dan Harper

British Rallycross Championship 5 Nations Trophy

– Patrick O'Donovan

British Drag Racing Championship

Bobby Wallace

Fuchs Lubricants British Historic Rally Championship

– Roger Chilman and Patrick Walsh

British Autotest Championship

Alastair Moffatt

British Car Trial Championship

Tim Dovey

British Sporting Trials Championship

Thomas Bricknell

SBD Motorsport British Sprint Championship

Peter Goulding

RoKIT Formula 4 British Championship Certified by FIA

Louis Sharp

Kwik Fit British Touring Car Drivers' Championship – Ash Sutton

Kwik Fit British Touring Car Manufacturers' Championship
Alliance Racing / Ford

British F4 Esports Championship

Luke McKeown

Club & Community Awards

Young Journalist of the Year

Samuel Coop

MPB Young Photographer of the Year

Dom Vincent

Organising Team of the Year

Carryduff Forklift Down Rally

Sustainable Club of the Year

Bath Car Club

Environmental Sustainability Award

JDS Machinery Rali Ceredigion

Club of the Year

Maidstone & Mid Kent Motor Club

Volunteer of the Year

Grace King

Special Awards

Sir Malcolm Campbell Memorial Trophy – Malcolm Wilson OBE

The Keith Duckworth Award
Ross Brawn OBE

Murray Walker Award
Steve Rider

HRH Prince Michael Award of Merit
Peter Riches

Lifetime Achievement
Nigel Mansell CBE

Lifetime Achievement
Bob Kettleboro

FIA Lifetime Achievement Award
Allan-Dean Lewis MBE

Lord Wakefield Award
Margaret Simpson

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.

ASWMC Club Project Fund ...

The deadline for applications to the fund this year need to be made in writing to the General Secretary by 31st October 2024.

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>

Marshals ... if you haven't already, don't forget to update your registration for 2022 via the Motorsport UK website ...

2024 ASWMC Meeting Dates

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.



motor
sport
UK

Recognised
Club

Motorsport UK Branding ...

Guidance is available from Motorsport UK about branding of event and club paperwork, websites, etc. with the name change. For further information, please e-mail brand@motorsportuk.org.

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

Members Clubs' Anniversaries ...

The ASWMC's record of its member clubs' formation dates is somewhat 'patchy', and also confused by the differences between a club's original formation, any later versions, amalgamations, and affiliation to governing bodies (The RAC, the MSA and Motorsport UK). As far as we can tell, the following member clubs will reach significant milestones this year ...

	Formed:	Anniversary:
Club Rallysport West	2009	15 th
Bournemouth & District CC	1984	40 th
Silverton & Mid-Devon MC	1979	45 th
Forresters Car Club	1964	60 th
MG CC (Devon & Cornwall Centre)	1949	75 th
Swansea MC	1924	100 th

And there may well be other notable anniversaries! Please send information on your club's formation date to media@aswmc.org.uk so we can update our records. Thank you.

Fancy an extra Targa?

Weald MC will be running their Kent Targa Road Rally on the 11th May – if some extra practice outside the ASWMC Championship rounds would be useful, there are 70 entries available; the SRs are out now and entries open on 7th April.

Marshals
very
welcome!

WEALD MOTOR CLUB
PRESENTS

CONNAUGHT
COMPETITION ENGINES
www.connaughtengines.co.uk

KENT TARGA RALLY

motorsport uk StreetCar **11TH MAY 2024**

Marshals
very
welcome!

Weald Motor Club are pleased to present
The Kent Targa Rally
 Single Venue - 90% Tarmac – Potentially Non-Damaging Targa Rally
 Aimed at Newcomers & Seasoned competitors alike. 40miles of tests proposed!
 Based at Manston Airport – Near Ramsgate, Kent
 Entries £99 Per Driver – Navigators Required – Double Drivers Welcomed
 Keep an eye out on Facebook & <https://www.wealdmotor.club/>

... Or a Charity Fund-Raising Day Out In Gosport?



Vehicle Rally & Family Fun Day

Bank Holiday Monday, August 26th
@ Stokes Bay 10am - 4pm



Rev up your engines for a spectacular day of classic cars & motorbikes - plus plenty of family fun with stalls, children's attractions & displays

Admission: £3 for adults - children go free!

Entries email: sec.gosportvehiclerally@gmail.com

Find out more about Gosport Rotary at: www.gosportrotary.co.uk



SCAN ME

Around the Clubs ...

Bath MC's 2024 season started with the DAE Festival Targa Rally, again based at Castle Combe Race Circuit, and was the first round of the ASWMC Targa Road Rally, BTRDA and CMSG Championships. A Clubman Rally ran alongside the Interclub event.

The event was well supported, attracting about 120 entries for the 90 available places which were filled within an hour of the opening for entries, so a full entry started with a reserve waiting until the last possible minute.

The event comprised ten tests, totalling 48 miles, over three locations in North Wiltshire and South Gloucestershire. At Charlton Park, the wet weather the weeks leading up to the event caused some 'interest' for the competitors organisers alike. The tarmac surfaces at Castle Combe Race Circuit and South Cerney were not affected, although the organisers needed to ensure competitors didn't cut the route and damage the grass verges.

A number of crews didn't make it out of the first test at Castle Combe and unfortunately a flooded section on the Charlton Park test, which was initially passable, became badly churned by the second use and one test had to be cancelled to allow crews stuck in the mud to be extricated. A last minute re-route by the organisers enabled the test to be run again in the afternoon, without only a slight reduction in the test length.

The event was won again by John Davies and Nick Bloxham in their Ford Puma, but this was gained only at the last minute with Test 8 and 9



penalties for James Appleby/Sam Treleaven (Ford Fiesta ST150) and Alyn Welsby/Dan Parsons in their Ford Escort counting heavily, Davies and Bloxham taking victory by just 10 seconds from Welsby/Parsons.

John Davies / Nick Bloxham – 1st O/A Photo courtesy of M & H Photography

The Clubman Rally was won by Simon and Lewis Ayris in their MG ZR, three minutes ahead of their nearest rivals.



EST. 1963



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Having achieved the Motorsport UK Sustainable Club of the Year award in 2023, the organisers decided to run the Course Car on sustainable fuel from Carless; the car ran faultlessly throughout the event.

*Course Car – run on Sustainable Fuel
Photo courtesy of Ben Marshall Photography*



An Official Video of the event was made and is available on YouTube at <https://www.youtube.com/watch?v=KYTolqNqzbY>

The club would like to thank the 220 or so marshals and officials who signed on to make the event possible - without their help the event would not have run as smoothly as it did.

Looking ahead, the club is busy gearing up for the rest of the year's events, starting with our Spring AutoSolo at Kemble Airfield. This is followed by the 11th edition of the Aquae Sulis Tour on Sunday 7th July, this year run by a new organising team. The route will run slightly south of its usual area, with the start and finish in Salisbury enabling the Tour to take in some unexplored roads in Dorset, Hampshire and South Wiltshire. A few entries are still available – go to <https://mtc1.uk/Entry/AquaeSulis24/EntryList.php>

Sunday 18th August sees a new daytime regularity rally, the Great Western Vintage and Classic Rally. This event is aimed specifically at beginners, with some straightforward navigation for the new competitors, all tests run on smooth tarmac and it is hoped that the event will be a 'next step' for those who have previously competed on Classic Tours.

Finally preparations are underway for the club's first stage rally for nearly 15 years, the Castle Combe Circuit Stages Rally in September, rounding of a busy year ahead.

Keep safe and enjoy your motorsport.

Martin Moore, Competition Secretary



Torbay Motor Club's Junior Driver scheme will enter its fourth year in 2024, offering a £75 award which can be used to offset an entry fee to their first Torbay MC event in 2024. Eligible junior drivers are those entering a TMC Sprint, Hillclimb or Autocross for the first time, and current TMC Junior autocross members who enter a sprint or hillclimb for the first time.

To qualify, you will need to be a TMC Junior Member (i.e. at least one parent or guardian will be a full member) and be aged between 14 to 16 at the time of your qualifying event.

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

Adrian White, Secretary

Autosport International at the NEC, 11th to 14th February ...

The Cars are the stars ... plus Gunther Steiner's first interview since HAAS goodbye!

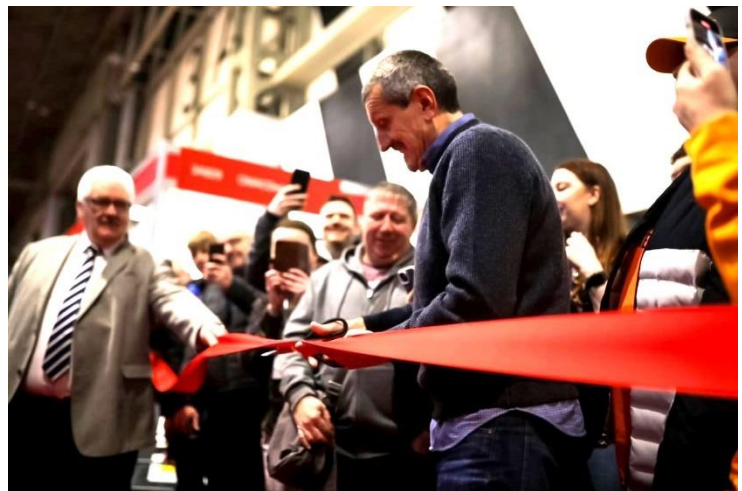
For many years known as The Racing Car Show and based in London's Olympia, Autosport International, or 'A24' as this year's show was vogueishly dubbed, traditionally marks the start of a new season and Europe's largest annual motorsport exposé provides a great platform for the sport to showcase its plans for the coming year. It also brings together old friends, creates new friends, and harvests the motorsport community: Manufacturers, Teams, Drivers, Suppliers, and enthusiasts.



This year the show's organisers implemented an improved floorplan to streamline the flow of visitors and avoid the log jams previously created at areas of the main hall where pathways converged and happily the improvements worked well. The organisers are aware that most visitors focus on any combination of four main categories: Motorsport, Engineering, Performance and Live Action, so they reorganised the key areas in which each was located.

Over four-days the show demographic has always been trade and competitors on Thursday and Friday, with fans and enthusiasts on Saturday and Sunday. As a result, the latter are always the busiest two days, and many of the sport's star personalities mingle and sign autographs. Teams also use the fans' support for launches and unveilings of new racing liveries, including this year M-Sport's new WRC team Red Bull colour scheme.

There's always a fast-moving series of interviews on the main Live stage with a kaleidoscope of personalities across all categories of the sport - BTCC, WRC, Le Mans, NASCAR, TCR and British Superbikes. But it was Sky Sports F1 presenter David Croft who captured the scoop of the week by interviewing newly redundant HAAS F1 team principal Gunther Steiner (*right, cutting the tape to open the show*). The enigmatic Netflix 'Drive to Survive' star, in his first interview since Gene Haas's fateful 'phone call earlier in the week, came across as refreshingly honest, self-deprecating, and good natured, with no rancour directed at his former team. Perhaps a large settlement or NDO softened the blow of unemployment?



At the international motorsport business forum Live stage, hosted by former AMR and now Sky Sport F1 strategist Bernie Collins, a prominent list of industry speakers discussed a range of topics related to the currently thriving motorsport industry. Trade and industry visitors needing somewhere to hold business meetings were able to buy a VIP Club package for £150, including refreshments, access to the Live stage green room and somewhere nice to relax and meet.

Adjoining the capacious main hall, the rejuvenated Engineering Hall assembled a multitude of trade suppliers, equipment manufacturers and professionals, sharing the area with schools, colleges and training associations that are focused on producing the next generation of motorsport technicians and designers.

Cars are one reason visitors make the pilgrimage to NEC Birmingham on a cold January weekend. Disappointingly just one F1 car was on display from Alpine, so the top attraction was the Ferrari 499P Hypercar that lifted the overall winner's trophy at the 2023 Le Mans 24-Hour race, driven by James Calado, Alessandro Pier Guidi and Antonio Giovinazzi. A fairy tale result for Ferrari on its return to top class sports car racing after 50 years, and on the 100th running of the iconic French endurance race.



Also on show was Porsche's 963 Hypercar but although the German manufacturer didn't win La Sarthe 2023, its current tally of LM 24-H victories since its maiden 1970 victory with the 917 stands at 19, against Ferrari's 10.

The popular British Touring Car Championship was well represented by a plethora of driver favourites including insightful interviews with past champions Jason Plato, Matt Neal, Gordon Shedden and Andrew Jordan, together with reigning four-time BTCC champion, Ash Sutton.



From the World Rally Championship, Cumbrian based M-Sport used the show to unveil new livery for its Ford Puma with reigning British Rally Champion Adrien Fourmaux now moving up to Rally1 to lead the squad following Ott Tanak's surprise return to Hyundai, despite two 2023 rally victories for Malcolm Wilson's team.



Also prominent was the national motorsport scene with many well-presented cars from club championships on display. These ranged from TCR or division 2 BTCC cars, to proprietary built 750 specials, all a credit to the high standard of engineering and innovation provided by dedicated preparers and teams, some of them true amateurs operating from lock-up garages on slender budgets. The historic scene was also represented, perhaps not as prominently as in the past, and an ex-Colin McRae Subaru on display was insured for a cool £1M!



The UK passion for club level motorsport was well illustrated with the British Women Racing Driver's Club, acknowledged advocates for women in motorsport, appropriately located next to the British Motorsport Marshal's Club, without whose help motorsport would simply not function! Not far away Motorsport UK was busy in their prominent location with appearances from CEO Hugh Chambers and the Chair, Dave Richards.

So, what is the final verdict on 'A24'? Without doubt, the improved layout certainly made moving around smoother but several prominent motorsport players were notably absent this year. Perhaps the answer is to allot key organisations a basic show-stand on a complimentary basis within an area designated for clubs and circuits. After all, these are the organisations that generate foot fall and interest, especially in the low-budget and affordable end of motorsport disciplines. And, next year can we have a show guide with stand numbers marked on the plan please?

Other reports in the national motorsport press were not as complimentary as mine regarding the event and NEC venue – parking your car now costs an eye-watering £18! That said, 'A24' remains the annual 'go to' event for the motorsport industry and the three-year blueprint implemented to improve show content can only enhance the overall experience for visitors, many of whom are international ... but organisers need to listen and act on constructive criticism from within the sport if progress is to be maintained.

Ken Davies ©

Images: Ken Davies & Autosport International

Rally Prep & Classic Open Day ...

Rally Prep extend a warm invitation to the ASWMC clubs and their members to their Annual rep Open Day. Join them on **Saturday 11th May** for a day showcasing a remarkable collection of race, rally, and restoration vehicles, catering to every car and motorsport enthusiast's taste. This free-entry open day event promises not only an impressive array of vehicles but also live entertainment, motorsport-orientated activities, delectable catering, and a touch of competitive action.

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**Howden Ganley is Castle Combe Racing Club's AGM Speaker!
 F1 Driver from the Glorious, Glamorous – and Deadly – Seventies ...**

CCRC is delighted to announce that well-known 1970's F1 driver, and former constructor, Howden Ganley has agreed to be our guest speaker after the 2024 Annual General Meeting at the circuit on Thursday 25th April.

Born in Hamilton New Zealand, Howden Ganley was determined to pursue a career in motor racing after attending the 1955 New Zealand Grand Prix at the age of thirteen. Following school, he became a reporter for the Waikato Times and also wrote a column for Sports Car Illustrated. Between 1960 and 1962, Howden competed in many events in his native New Zealand driving a Lotus Eleven sports car before moving to the UK to pursue a vocation as a racing mechanic, while still harbouring ambitions to further his own racing career.



After successfully coordinating competing with working for an embryonic F1 team – he was one of the first employees of Bruce McLaren Motor Racing – Howden raced in Formula Junior, F3 and then F5000, eventually choosing to become a driver.



This decision paid off and in 1970, he finished second to Peter Gethin in the European Formula 5000 championship which caught the attention of the BRM Formula One team, who gave him a contract for 1971.



From 1971 to 1974 he went on to take part in 35 World Championship Grands Prix, driving for March, BRM, ISO-Marlboro and Maki, finishing 4th twice and scoring a total of 10 world championship points on 5 occasions (when only the top 6 finishers scored points), and also participated in several non-Championship F1 races.



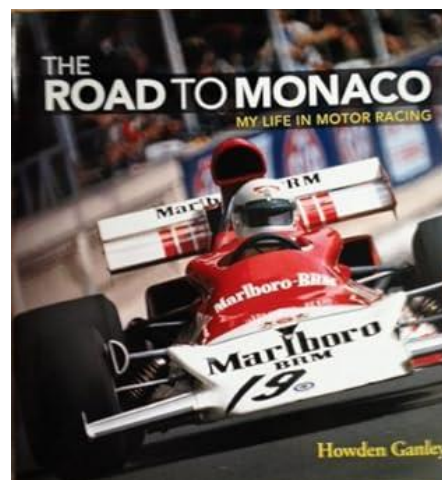
At the end of 1971, Howden was awarded the prestigious Wolfgang von Trips Memorial Trophy for best performance by a newcomer to Grand Prix racing and the following year raced for the Marlboro BRM team, finishing 13th in the world championship with 4 points and a best result of the season of 4th at the daunting Nürburgring. For 1973 Howden signed to drive an ISO-Marlboro for Frank Williams Racing and at the Canadian Grand Prix, was almost declared the winner because of a timing malady under safety car conditions, but on corrected results was classified sixth. A suspension failure in practice for the 1974 German Grand Prix, driving for the Maki team, left Howden with serious foot and ankle injuries that ended his Grand Prix career.



In 1975 Howden initiated an F1 project of his own – the Ganley-Cosworth 001 – built at his Windsor premises complete with two Ford DFV engines, but sadly it never ran in anger and the equipment was eventually used to start Tiga Race Cars in 1976 with fellow Antipodean driver Tim Schenken. Tiga, a British-based race car constructor, also had plans to compete in Formula One in 1978, but the project floundered due to sponsorship withdrawal.

During his varied career Howden took part in four Le Mans 24-hour races, his best result coming in 1972 after an eventful, wet/dry race with co-driver Francois Cevert in a Matra-Simca MS 670, finishing in second place overall to team mates and winners Graham Hill and Henri Pescarolo. First and second places for the popular Matra-Simca home team was greeted with great euphoria by the fiercely patriotic and partisan French spectators!

In 2015 Howden published his fascinating autobiography entitled Road to Monaco, an evocative story which tells of his career in motor racing during the playboy era of F1. Essential reading for all fans of classic F1!



All images courtesy of the Howden Ganley Archive



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



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2024 Championship Updates ...

Fusion Fostering

I'm pleased to announce our new sponsor for both championships in 2024, and hopefully beyond.



Fusion Fostering 2024 ASWMC Hillclimb Championship

Registrations for the Hill Climb Championship are down on the total that we had at this time last year. The first hill climb weekend of the season will be Woolbridge MC's event at Wiscombe Park. Entries opened on 2nd February and hopefully that will result in registrations picking up now that SRs for events are being published..

Fusion Fostering 2024 ASWMC Sprint Championship

Registrations for the Sprint Championship look like they are a little down on the total we had at this time last year, but not by too much.

The first sprint of the year was Bournemouth & District CC's event at Clay Pigeon Raceway on the 17th March; entries filled quickly.

Truro and District MC have notified me that the April 13th and 14th sprints at Portreath have had to be cancelled due to military training.

Roy Sims (speed@aswmc.org.uk)

2024 Classic Trials Championship

The start of this year has been very busy with five championship rounds and two other Classic Trials in January and February.

After an enormous amount of work, and negotiations with Forestry England, Camel Vale MC ran their Bodmin Heights Trial in January, using hills in Cardinham Woods, which were last used on their Bodmin Trial in November 2019, and in Dunmere Woods, last used on the Camel Heights Trial in March 2020. These two locations were linked by roads and sections such as Eddy's Branch Line that were first used on the Land's End trial last year. The trial was eagerly awaited and well received by both bike and car competitors alike. The infamous Hoskins Hill seemed to have lost its bite, which meant that more enjoyed the long climb to the top. Simon Oates in his Liege once again won Class 7 and David Haizelden, the 2023 Champion, chose to drive the Deere Special and coped well with the demands of Class 8 to take second in class. Some others were not so lucky and retired early.

The Clee Hills Trial, under the new banner of Midland Manor Motor Club but the same management team, took place a week later just north of Ludlow, with the start again at the ideally located Squirrel on the by-pass. Like many trials, they had suffered the loss of popular and demanding sections this year, their two being Jenny Wind and Flounders Folly. Conditions were warmer than last year, but the ground was nowhere near as dry. This led to the lower classes struggling to climb the field into Coats Wood and elsewhere deep ruts led to fails for

cars with live axles. This resulted in many delays and the lower classes covered the last few sections in the rain before travelling several miles back to the finish at the Squirrel. The winning car scored just 1, but several others scored in the 70s.

Stroud and District ran their very popular Cotswold Clouds in the first week of February, with an entry of over 80 cars that filled within a few days. Conditions were dry (although not as dry as last year) and the careful placement of restarts lead to more failures on hills such as Merve's Swerve & Wicked Juniper. The new section 'Might be Tricky' lived up to its name and proved to be very tricky for some. The trial finished in daylight, despite the large entry, and provisional results were ready at the finish.

There were ten clean sheets across the classes and Duncan Stephens won overall based on Observed Test times. Dave Haizelden, this time back in his Scimitar, won the sports car Class 5 and Dean Vowden in his VW Notchback came second in Class 6.

A week later North Devon Motor Club ran their Exmoor Trial, in good weather but with muddy ground conditions. The trial followed a similar route to last year, starting with the Porte Farm complex of three hills and finishing at the famous Beggars Roost. In between were the dreaded Holdridge Hell Section, where most penalties were incurred, and the Infamous High Bray where the rocky steps caused problems, particularly for the lower classes.

Class 8 dominated the Top Ten, with Paul Merson in the Shopland Mk 2 beating Tom Walker on observed test times, both having finished on 6 points. Once again Simon Oates and Dave Haizelden won their respective classes and Karen Warren in her VW Beetle won Class 6.

The Holsworthy Motor Club popular Chairmans Trial ran a fortnight later, but the persistent rain made the muddy hills very challenging for both bikes and cars. Once again the trial was dominated by Class 8 Specials and was won by Jack Selwood who managed to clean the last section, Smallbrook Wood, where close competitors only passed the fourth marker to score 3. Once again Simon Oates won Class 7, Rob Holden (BMW) and Brian Hampson (X90) won their respective classes and Paul Merson and Karen Warren came close a second in theirs. Dave Haizelden (Deere) suffered a damaging collision with a tree and finished well down the Class 8 order.

Carlie Hart (classictrials@aswmc.org.uk)

2024 Autosolo Championship

With the issuing of the permit by MSUK, we're all 'go' for this year's championship and the provisional calendar is on the ASWMC website.

The training event for using the timing equipment was held successfully at Castle Combe – thank you to everyone involved who helped to make it a success.

Sourcing low cost PAYG SIM cards is proving to be a painful process; EE may have the best network coverage, but the worst customer service of any company I have ever dealt with!

Philip Turner (autosolo@aswmc.org.uk)

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2024 Autocross Championship

Unfortunately we had bit of a setback in that the permit has had to be changed due to a “clerical/admin” error at Motorsport UK, meaning that the championship has had to revert to Interclub status. This is something on which I am still working, and I will post any updates as and when they become available.

With the start of the 2024 Autocross season only a few weeks away, entries are coming in for the opening rounds hosted by Torbay MC to be held at White Slade, Wilmington on a grass field. It looks as though there are several new names venturing out this year and hopefully this will be a growing trend.

The anticipated return to Long Newnton has had to be put ‘on hold’ as communication with the landowner proved to be somewhat difficult.

When you apply for licences this year, please remember that if you are under 18 years old Motorsport UK have now made it mandatory for a parent or guardian to also hold a PG Entrant licence, in addition to any competition licence that they may hold. This can be applied for on the Motorsport UK website but NOT at an event, so please make sure you have one in your possession beforehand!

I look forward to seeing as many of you as possible at Wilmington, whether competing, marshalling or officiating ... and hopefully the sun will be shining!

Colin Anderson (autocross@aswmc.org.uk)



2024 Targa Road Rally Championship

The Championship will have fewer rounds this year due to some events taking a year off. The first event, the Bath Festival Targa, ran very successfully on the 24th February with a full entry of 90 cars plus 15 reserves, received within an hour of opening entries, which shows the popularity of Targa's are still popular.

Gavin Rogers (targaroadrally@aswmc.org.uk)



2024 Stage Rally Championship

The first event of the championship, Bournemouth & District CC's Bovington Stages ran successfully on the weekend of the 2nd and 3rd March. Unfortunately we have lost one event at Portreath - hopefully we will not lose any more access to MOD land.

Vic Fancy (stagerally@aswmc.org.uk)

2024 Car Trials Championship

After the first round we have a higher registered number of contenders than in the last 8 years, with a strong contingent from Woolbridge MC; with three events scheduled this year, we will hopefully see some of our more Western competitors on board.

Mark Hoppé (trials@aswmc.org.uk)

Obituaries ...

John Webb, 1931 – 2024

The visionary impresario who mingled motorsport with razzamatazz!

John Webb, who passed away at his home in Spain on the 11th January, aged 92, was the first British motor racing impresario who – like the legendary 19th century circus ringmaster Phineas Barnum – increased and broadened the sport’s spectator appeal.

Born in Caversham, near Reading, John was the son of an accountant and as a teenager became interested in aeroplanes and railway engines but, ironically, not cars! Born into a well-off, middle-class, family he attended private school where he showed aptitude for mathematics and figures, prompting his father to suggest he join a bank. Instead, John left at 16 to pursue a career in Press and PR, initially in the aviation industry.

John’s natural flair for publicity inspired him to become a freelance aviation journalist and then assistant press officer for the world-renowned Farnborough Air Show. Press work for Silver City Airways followed, where he discovered that generating publicity about an alluring subject such as aviation was easy and, in September 1953, he formed John Webb Press Services, with Brands Hatch Circuit as one of his first clients.



Above: Brands Hatch’s first Boxing Day race meeting 1954

At that time the Kent circuit’s amenities were ‘primitive’, to say the least, but nevertheless John began circulating press releases detailing forthcoming race meetings and in February 1954 announced the opening of the Druids loop track extension. John’s fertile mind was always looking for innovative angles to publicise Brands and in January 1960 the Grand Prix loop was added before the track underwent a change of ownership to Grovewood Securities Ltd.

In 1964 John's ambition to have a Formula 1 World Championship race at the 'Hatch' was achieved when the circuit replaced Aintree to stage the 1964 European (British) Grand Prix after which the Kent circuit alternated with Silverstone to stage the UK's round of the F1 World Championship for the next 25 years. Three other circuits were then added to Grovewood's portfolio – Oulton Park, Mallory Park and Snetterton – and in May 1966, Motor Circuit Developments Ltd (MCD) was founded with John Webb as CEO. The time was right and the MCD group of circuits went from strength to strength with Brands holding 14 World Championship races and twice being awarded the Formula One Constructors Association (FOCA) trophy for best promoted Grand Prix in 1978 and 1982. Brands Hatch also held the non-championship 'Race of Champions' F1 race and the 1000km World Sportscar Championship endurance race.



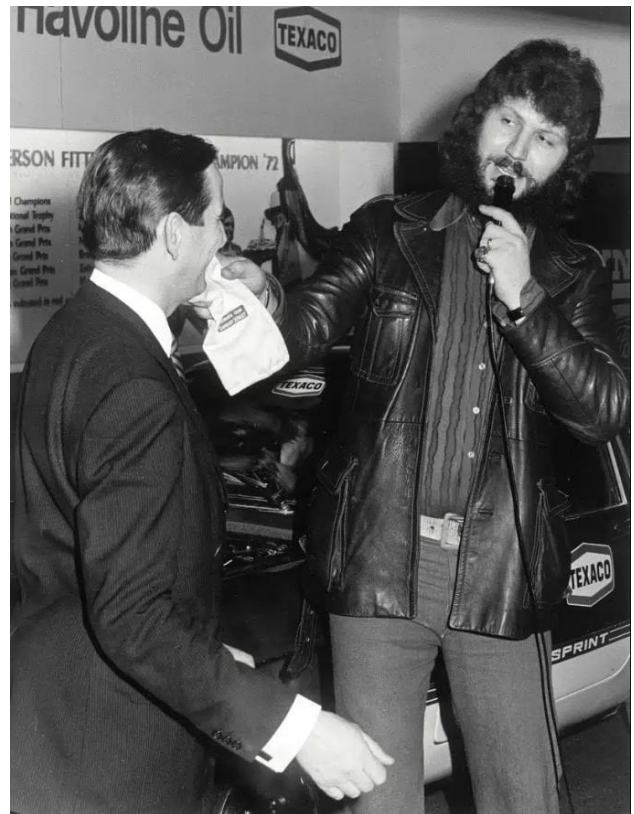
Above right: Publicity photo for Ford & BOAC 1000km Sportscar Race.

Below: Brands Hatch is full to capacity for 1960s BOAC 1000km Sportscar race.



In alliance with Ford's Walter Hayes and Stuart Turner in 1968, Webb helped create the evergreen low-cost starter formula for aspiring racing drivers all over the world – Formula Ford 1600! Over the years he also introduced other racing formulae including Formula F100, Formula Ford 2000, Sports 2000, Formula Atlantic, Multisports, Formula Turbo-Ford, Formula First, Thundersports, and Thundersaloons. He also brought the spectacular Formula 5000 to UK circuits although some of his innovations enjoyed more success and longevity than others.

Memorably, Webb introduced IndyCars to the UK for the first time over two weekends in 1978, shared between Brands Hatch and Silverstone. Other Webb marketing ingenuity included the Shell Sport Ford Mexico races, held at the end of a day's racing in which all the prior race winners competed. The fleet of Ford Escort Mexicos' – garaged and maintained at Brands Hatch – was also used for the infamous 'Lords v Commons' parliamentary contests and for show business and celebrity races, including F1 team managers and principals! He even introduced a short-lived methanol-fuelled Formula Talbot as insurance against a potential petrol crisis - how farsighted was that? Then there were the unforgettable 'Radio One Fundays' extensively plugged by Radio One DJs, who sometimes raced themselves - take a bow Noel Edmunds and Mike Smith. And his championing of female racing drivers was also a great example of John Webb's fertile mind.



Above: John Webb & Radio One DJ – Dave Lee Travis

John had strong connections with Castle Combe Circuit after MCD took a 3-year lease from 1969 to 1971 from freeholders AFN-Porsche at an annual rent of £7,000. This was a troubled time in the circuit's history and most people thought it to be its final 3-years of operation due to planning issues and noise objections from residents. But AFN-Porsche successfully appealed the circuit's closure and was granted a 4-year reprieve, based on just 5 annual race meetings. By this time MCD's lease had expired and Howard Strawford and BRSCC SW took over. Cut from the same cloth, Webb became Howard's mentor and during track refurbishment assisted by sourcing cut-price Armco barriers and other commonly used circuit hardware. It was also useful that Castle Combe's popular marketing manager, the late Rodney Gooch, had previously worked for Aerosigns at Brands Hatch, which was another MCD/John Webb company.

In 1989, after 35 years at the helm of MCD, Webb stood down and moved to Spain after the Foulston family acquired the group. But to many people inside motor racing John Webb was the visionary who saw publicity value in many things which have subsequently become part of motorsport normality. We extend our condolences to John's wife Angela, who worked with him for several years at Brands Hatch, his extended family and his many friends in the sport.

Ken Davies ©

Images courtesy of: John Webb Archive

Antoine Lurot 1940 – 2023

The golden era of rallying lost a little more of its alluring charisma with the sudden passing of rallying Anglophile Antoine Lurot just before Christmas.

Born May 1940, Antoine came to London from his native France with his mother, the artist Doris Lurot Betjeman, a member of the tea merchant dynasty Betjeman & Barton, founded in Paris 1919, and cousin of the celebrated poet Laureate, Sir John Betjeman.



Following National Service in France he moved to London permanently and in the swinging 1960s discovered motorsport and mingled in the racing community with such legends as John Surtees, James Hunt, and Tony Lanfranchi. Perceptively, Antoine noticed that many of the drivers operated from mews houses that provided stylish accommodation and garage space in what had been a stable or coach house for the grand houses in vogueish Kensington and Knightsbridge.

During that time, you could buy a chic 'pied á terre' in a London mews for modest money and soon these houses became so fashionable that in 1971 Antoine established Lurot Brand, the first estate agency specializing in mews properties. Enterprisingly, Antoine used his 70cc Honda monkey bike to research the market in all 800 such streets in London!

Motorsport and the London Car Club became Antoine's main pastimes and being French he was always comfortable competing in Europe. In the 1970s he became the main recruiting agent for British crews participating in the Dieppe Rally – Criterium Dieppe – a night road rally with tests and hill climbs in Normandy and daytime tests on Dieppe seafront. The event was an alliance between London Car Club and the local Dieppe car club, but he was also a regular on the Rouen-based International Rallye Jeanne d'Arc.

As an aside, the Royal Automobile Club learned of Antoine's Dieppe Rally initiative from Verglas's Motoring News column and contacted him to say that UK competitors needed full International Competition Licences to compete. Antoine said this was not so as it was a 'closed-to-club' event that just happened to be in France. He won the argument, but the RAC promptly changed the rules so that UK Competition Licence Holders needed an RAC Visa to compete on foreign soil – even closed-to-club events!

Prominent milestones in Antoine's rally CV included forming the Wild Boar Rallying Team with Jim Gavin and Nick Price in 1972. WBR then entered a 3-car team of Moskvitch 412s in the RAC Rally, with Antoine and Nick competing. On the 1972 Dukeries Rally Antoine co-drove Tony Lanfranchi's Moskvitch, the same year that Lanfranchi won the price based Britax production saloon car race championship in a similar Moskvitch. Antoine also competed in the 1973 Scottish Rally and on the first Avon Motor Tour of Britain as part of a 3-car team pairing three racing drivers with three rally navigators.

Antoine's WBR Moskvitch competed on other UK events including the Mintex Seven Dales Rally where, with Tony Pettie co-driving, they gently rolled into retirement on the first corner of the first night forest stage! At that point they were about 12th, after some stately home and the Otterburn range stages. Antoine was also a competent rally co-driver and probably his biggest success was finishing third overall on the 1974 Avon Tour of Britain in a BMW CS driven by Tony Lanfranchi, against a glittering 96 car entry list!



He continued co-driving for Tony Lanfranchi, as well as driving his own Mk 1 and Mk 2 Escort RS 2000s, both bearing the same registration number, followed by a Fiat Abarth TC (*left, Rallye Jeanne D'Arc, 1985*), all of which were road driven to/from events at mostly Ypres, Dieppe, and other European rallies. More recently, he co-drove for Stuart Collins in a Volvo 122S on the 1997 Ypres Historic.

I remember Antoine as enigmatic, charming, and great company. Fun was the ultimate objective of every rally and there's a legion of untold stories that would fill a tome. Memories of him wearing an Arab's thobe in Kemmel during a fast-moving Ypres weekend still haunt me, and Kemmel residents too!



Left: Antoine with his RS 2000, Kemmel 1980; his medallion said 'Appellation Controlee.'



Left: 1997 Ypres Historic, co-driving for Stuart Collins (Volvo 122S)

We extend our condolences to Antoine's family Kati, Oliver, and Charlotte, his wider family, and many friends. RIP Antoine Lurot, rally driver extraordinaire.

Ken Davies ©

With thanks to Peter Moss & Tony Pettie for additional information.

Images courtesy of Antoine Lurot Archive & Ken Davies

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