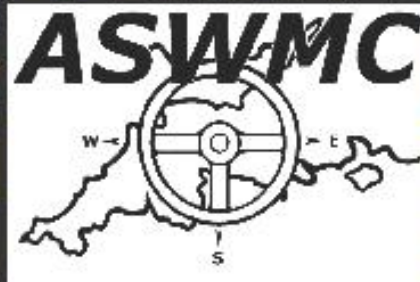


ASWMC



South West News
Autumn 2015

www.aswmc.org.uk



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Welcome to the 2015 ASWMC Championship Autumn Newsletter

The end of the season is not far off for many, with a few championships already settled – as in 2014, full championship reviews and points tables, together with the 2016 event calendars, will be included in the Winter issue in December.

Recently announced changes to regulations and new safety equipment requirements for 2016 will already be uppermost in many people's minds as we head towards the end of the year and there is some reference to this in the notes from the August executive committee meeting (page 5).

Paul Parker's '**From the Chair**' is a departure from his usual fare this month, and is an interesting overview of the association's role and activities. If there's anything you think the committee could do that would be new, or could do more often, or differently ...Paul, and the committee, would like to hear from you – come along to the AGM on Sunday October 25th and talk to us.

As last year, the plan is to make the Winter Edition a bumper one - can we surpass 32 pages? A long, and highly "technical" issue will give you the perfect excuse to slope off to the study/office/spare bedroom for a long read when Christmas becomes all too much. It also has the key advantage of being just marginally more acceptable than spending Christmas Day fettling your car in the garage!

So, don't hesitate to submit anything you'd like to be given wider coverage across the region. Please send your contributions either via your discipline's coordinator or directly to me at newsletter@aswmc.org.uk.

Photos, credited where necessary please, are particularly welcome and don't have to be ace action shots – snaps from the paddock, service area and social events are equally welcome.

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 elected officers.)

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News in Brief...

*Hobday 6th in MSA
Sprint Championship
(page 8)*

*Bang on the head?
(Event Secretaries -
please see page 6)*

*2015 Awards
Presentation date and
venue (page 6)*

*Connett syndicated!
(page 10)*

*Manor Farm hill climb
track improvements
completed (page 11)*

*Simon Blunt, MSA
General Secretary, will
attend the Autumn
ASWMC Council
Meeting ...*

... Don't Forget!

*The next ASWMC
Council Meeting and
AGM will be held on
Sunday 25th October
at the Hartnoll Hotel,
Bolham, nr Tiverton.*

**Please come along and
have your say about
your ASWMC!**

From the Chair ...

A while back, someone asked "What does the Association do exactly?" This was one of those questions that 'set the cogs whirring' and I eventually concluded that 'what the ASWMC does' has three main strands – running the championships, 'bridging the gap' between the clubs and the MSA and club development.

Running the championships is the most visible part of our work, with 8 coordinators managing 15 championships. I'm sure most of you will be at least partly aware of the huge amount of work that goes into recording, analysing (some scoring systems are more complicated than others!) and compiling the results of all your efforts on road and track, leading eventually to the championship awards in the New Year. They also keep an eye on how changing technology affects results and make recommendations to the Executive Committee when they think the championship regulations need changing to ensure a level playing field, check event regulations for compliance with the Association's championship rules, liaise with clubs as needed and turn up to as many championship rounds as they can without completely dismantling their social lives.

Liaison with the MSA takes place through the network of Specialist and Regional committees. As an Association we are fortunate to have committee members who also sit on some of those committees, and can represent both the Association's and individuals' opinions on issues that matter to you.

Club development is all about advice, support and guidance. MSA registered motor clubs are limited companies and the Association has no direct role in their commercial governance. However there is a large 'reservoir' of expertise and experience within the Executive Committee which can be accessed, formally or informally, to help clubs with all the ambitions or problems they may have, from developing a new venue to starting a new championship discipline or improving the club's website. The Executive Committee members have a wealth of experience - about a third of the committee are active competition licence holders, from Nat B to International, across all disciplines, and almost all of them have competed at some time in the past. Over

half are current licensed MSA officials (Clerks of the Course and Stewards) and others are involved with, and/or coordinate National MSA championships. In the background, Executive Committee members draw on wide commercial and technical experience, which currently includes IT, health and safety assessment, engineering, fabrication, car preparation, accountancy, business development and transportation, to name just some.

So, whether you are a registered club committee member or a registered contender, the Association is here to help you when it can – if in doubt, just ask!

Paul Parker, Chairman

Notes from the ASWMC Executive August committee meeting ...

Year book preparation will start earlier with target print date in December ... calendars will need to be finalised at the earliest opportunity.

A change to general rule 3, to extend membership for clubs joining from October to 15 months, to be drafted and considered at the AGM

Mark Hoppe will replace Brian Alexander as 2016 Car Trials championship co-ordinator.

South Hams MC has proposed a rule change to allow organisers to score points in one event towards the Autosolo and Autocross championships.

Club subscriptions are now being paid much more promptly, with the last in 2015 received at the end of March.

The MSA are keen to encourage associations to run Forums at which the safety message can be reinforced ... the format, locations and possible dates are all under active discussion.

The Endurance Rally championship is to be suspended due to lack of support, both regionally and nationally

The Loose Surface Stage Rally championship to be continued in 2016 despite loss of both the Wydean and Dorset rallies ...

Autosolo & Autotest: Wolverhampton and January rounds to be dropped from the calendar due to distance and date issues respectively ... concern expressed that some ASWMC contenders enter as Clubman, rather than on National B, and may not have appropriate licences ... this and complex problem awarding points at dual permit events (where courses can be different for each licence type) to be addressed for 2016 ...

Speed: FHRs may be a problem in some cars in which it is difficult to accommodate HANS type devices ... trying them in the car before purchase is recommended ... results for diesel cars to be monitored to see if equivalence rules continue to be fair.

Autocross: Registrations and scorers slightly down but new contenders also entering ... new points system working well ... balancing the calendar and reduced entry fees for juniors also under consideration ... the ASWMC won the inter-association challenge.

Registration: Proposal to set a £10 registration fee for autosolos and autotests, to ensure commitment, to be considered at the AGM.

Training: At least one date, probably at Wiscombe, will be run in 2016. Concern about flag procedure at speed events needs to be brought to clubs' chief marshals' attention.

Newsletter: Photos for the 2015 Awards presentation to be sought through the Autumn ... the ASWMC and Welsh Associations are the only regions to publish a newsletter.

Letter from the MSA Medical Advisory Panel ...

The following letter has been received from the MSA Medical Advisory Panel; if you haven't already done so, please ensure that the Chief Medical Officer at your event has a copy of the pro forma mentioned in the letter; this can be downloaded from the ASWMC website

here: <http://www.aswmc.org.uk/MSA%20Concussion%20Survey%20letter%20&%20form.pdf>

Concussion in Motorsport – Incidence Survey



Dear Club Colleague,

Concussion injuries are currently a topical issue and many sporting organisations are introducing procedures/rules to deal with this problem.

The MSA and the MSA Medical Advisory panel are currently addressing this issue. One of the problems we face is knowing the incidence of this type of injury in motorsport (especially the amateur sector). I am, therefore, undertaking a survey of concussive injury.

I would be most grateful if you could pass the attached pro forma to the Chief Medical Officer (or equivalent) for your event. I would ask that the completed form be returned to the MSA with the event documentation. Forms can also be emailed to Sheila Barter at medical@msauk.org.

Thank you for your co-operation and assistance with this survey.

A handwritten signature in black ink, which appears to read 'Phil Rayner'. The signature is written in a cursive style and is positioned above a horizontal line.

Dr. Phil Rayner
Chairman MSA Medical Advisory Panel

2015 Awards Presentation ...

Please note the venue and date of the 2015 ASWMC Awards presentation:

***The Exeter Court Hotel,
Kennford, Near Exeter
Sunday 21st February 2016***

Full details of times, ticket prices and directions will be published in the Winter newsletter.

Returning 2014 Awards ...

Please could all winners of 2014 perpetual trophies return them during December, and preferably before the Christmas 'rush', to:

Pam Hartill, 17 St Leonards, Bodmin, PL31 1LA

Reminders ...

2016 Event Regulations

Please help the ASWMC's championship coordinators to do their job by remembering that event secretaries need to send draft copies of their event's supplementary regulations to the relevant coordinator before being released to competitors. Thank you.

ASWMC Facebook group

Promote your events, post links to your club's website, keep competitors informed, appeal for marshals, advertise cars, parts and trailers, etc., or recruit a driver/navigator.

New members are vetted before acceptance to ensure that only genuine motorsport enthusiasts join the group (anyone submitting posts unrelated to motorsport, or offensive, will be removed).

Go to <https://www.facebook.com/groups/331829570210716/>

Photography

Please send photos of ASWMC events to newsletter@aswmc.org.uk with details of the event, location (including specifics such as the corner or stage), car, driver/crew, the photographer (if crediting is required) and any other information available.

Programmable Rally Clocks for Hire:

For details please contact Alan Whitney (rally@aswmc.org.uk) or

Exmouth Motor Club - <http://www.exmouthmotorclub.co.uk>

Training

Please direct any enquiries for 2016 training events to me, Roger Nunn, ASWMC Training Officer:

Telephone: 01823 652676,

Or by e-mail at training@aswmc.co.uk or rogernunn7@hotmail.co.uk

Or via the VIM web site: <http://www.volunteersinmotorsport.co.uk>

Roger Nunn

Hobday makes sensational National Sprint Championship debut ...



I suppose I ought to begin this piece with an explanation so no-one thinks that your Chairman is giving preferential treatment. As well as my ASWMC role, I wear several “hats” in motorsport, and one of those has been Championship Co-ordinator of the SBD Motorsport British Sprint Championship for the last 15 years. It is from that perspective that I can report on a remarkable debut season at the National level for our 2014 ASWMC Sprint champion.

Bradley at Snetterton, Round 4 of the British Sprint Championship, May 16th (Photo: Andy Leivers)

This year, having won the ASWMC Sprint Championship in 2014, Bradley Hobday decided to widen his competition ambitions, adding the British Sprint and HSA Championships to the ASWMC Sprint Championship as his targets for 2015. Over the winter the car acquired a new power unit, a K8 GSXR Suzuki, to replace 2014's K2 GSXR unit, and spent time in the Jedi factory so that owner John Corbyn could sprinkle some of his set-up magic on the chassis. Bradley decided to avoid two of the British Sprint Championship weekends, Knockhill in Scotland (about a 900 mile round trip for me so even more for Bradley) and Kirkistown (Northern Ireland), where a ferry crossing is involved.

The British Sprint Championship course records form the basis of bonus points in some elements of the Championship and scoring in other elements. One of those is the Britannia Trophy, the concept of which came from an idea by current ASWMC Sprint Championship (and former British Sprint Championship) contender Simon Clemow. This has been run since 2010 and is scored against British Sprint Championship category records. Apart from Castle Combe, all the venues were new to Bradley in 2015 but despite this steep learning curve he broke the 1100cc racing car record at all of them bar two, and was only 2/10ths away in one of those; none of these could be reasonably described as “soft” records as they had been set by competitors who were at the ‘top of the tree’ in that class.

The final reckoning after the season-closing Anglesey rounds on 3rd and 4th October saw Bradley taking 6th overall in the British Sprint Championship, with all those ahead of him running either 2-litre or unlimited capacity cars.

Bradley is pictured here taking 1st in class and 2nd overall at Bristol MC's Dick Mayo Sprint at Castle Combe in July.



(Photo: Steve Kilvington)

If that were not enough for a maiden season against national opposition, Bradley also won the Foundation Cup (for competitors without the 'permanent number', awarded to the preceding year's BSC Top 12), the Junior Challenge (counting and scoring just 4 events) against reigning BSC champion Colin Calder's daughter Louise (herself a former Scottish Kart champion), the 1100cc Racing Car Category Award, the Britannia Trophy (see above) and the Saxon Trophy (scored at all the English rounds).

The Celtic Trophy (consisting of rounds in Wales, Scotland & Northern Ireland) was beyond his reach as he could not score in four of the ten rounds, although he still finished in 10th place.

So, an absolutely standout and extraordinary performance in 2015, given the limitations of an 1100cc power unit against more powerful opposition, and his overall placing gives him the permanent number '6' to wear in 2016. Which leads to one key question - what car will he run next year? One part of the equation may already be solved, as it is rumoured a potential buyer for his car is waiting for it to become available, perhaps to reappear in new hands in the 2016 ASWMC Sprint Championship. For Bradley to further develop his career a change of car with a greater capacity may be needed, and that will exercise both his family and supporters as we approach the 'off season' – let's hope that the best decision is reached as we look forward to 2016.

Paul Parker

A cautionary tale ...

As many of you will be aware I had a nasty fire on the drive this summer involving a jerry can of fuel, a burnt-out mower and a semi-cremated car. I will probably need a skin graft on my leg and both my hands were severely burnt as well ... despite this, it could have been a lot worse.

This is to share my experience, and hope that my learning might perhaps save someone else.

1. It was started by heat alone. No spark. Heat + Fuel + oxygen = out of control situation, in seconds. **Refuel from cold!**
2. Once my leg was on fire I was lucky to have a **bucket of water** that I could jump in after running round the drive. I only put it there the day before!
3. I had a number of extinguishers in the garage but never thought of them, even though the fire was only about 10ft away. Extinguishers are not items you use or touch every day and, more importantly, weren't in my line of sight ... so I never thought of them. **Place extinguishers nearby in line of sight when refuelling.** This may sound ridiculously obvious, but in the moment rational thought isn't necessarily available.
4. Are your extinguishers **suitable** for such a fire? I'm not sure mine were ...
5. I was home alone, the neighbours were away and I only realised it was out of control when flames came from under the car. I flagged down a passing motorist (the first car stopped, which is amazing, and then two others). Seek help immediately; you're probably going to need it! **Ensure someone is nearby** – again, obvious, but do you think of this?

If this helps someone to avoid the pain I did, then these five simple points will be worth remembering! My only other thought is 'Thank Goodness' it wasn't in the garage!

I hope to see you on the slopes sometime in the autumn, although I don't think it will be as early as I planned.

Duncan Stephens

Around the Clubs ...



Bath Motor Club members have been busy during the late summer, exhibiting at local transport shows and helping out with action days promoted by Castle Combe Circuit. Members have also competed on Autosolos, regularity road rallies, stage rallies, hill climbs and circuit races, as well as more sedate tours of the British countryside. The club closed its year at the end of August with 106 members.

The annual summer Autosolo, a round of the ASWMC, ACSMC, AWMMC and BTRDA championships, ran in August at Kemble Airfield and attracted a bumper entry of 45 cars.

Pictured is Steve Connor at the club's September Autosolo, also held at Kemble (Photo: Scott Boulton, Jack Flash Photography).

The next major event in the club's calendar is the Festival Rally on 27th/28th February 2016 and preparations are already well underway. Regulations will be available at the end of October.



Weston-Super-Mare MC will be running the 2015 Regency Stages Rally on 28th November at the Bath & West Showground at Shepton Mallet Showground.

Planning is well under way and although it is a single venue event many marshals are needed to cover the numerous junctions and blind corners etc. Jason Homes (Deputy Chief Marshal) is keen to hear from anyone who can be available to marshal on this popular event.

Contact Jason by e-mail - Jasonhomes@hotmail.co.uk – or telephone on 07597368878



Torbay MC member Les Connett's article for the club magazine 'Missfire' about Bruce Halford, Torquay's very own, and only, F1 driver, was picked up by a local journalist and has been re-published on the Torbay Herald Express website.

Halford was a Brixham trawler-owner and amateur racer who decided he wanted a go at F1 – so in the mid-50s he bought a Maserati 250F, converted an AEC long-distance coach into a transporter and set off across Europe to compete against fellow-Brits Stirling Moss and Bruce Salvadori, and other GP stars of the era.

Les' excellent article can be found at:

<http://www.torquayheraldexpress.co.uk/BRUCE-HALFORD-Torbay-s-Grand-Prix-racer/story-27823625-detail/story.html#1>



Plymouth MC released the following statement on 3rd September:

"It is with great regret that Plymouth Motor Club announces that it will no longer be assisting Purple Motion in the running of the 'Pentillie Festival of Motorsport' in July 2016. We wish Purple Motion all the best in getting this event up and running"

Alan Tomes, Secretary, PMC.



Woolbridge MC's planned track improvements at Manor Farm, Charmouth, were completed in time for their hill climb on 26th & 27th September. These included levelling the start line area (greatly welcomed by the start-line marshals!), improving the radius of the first corner for racing cars, track widening adjacent to the electricity supply pole and adding extra width to the narrow section up to the left turn before the finish line.



Gerry Philbrick's 1952 Aston-Butterworth ready to go on the new (levelled) start line

Rodney Thorne's Pilbeam on the improved first corner



Track widening on the narrow section up to the left turn before the finish line.

(All Photos: Tony Freeman/Woolbridge MC website)

Full details and pictures of the improvements can be seen at:

<http://www.woolbridge.co.uk/news.html#150918charmouhimprovementscompleted>

The 2015 Inter-Association Challenge



Picture: Phil Tucker, 4th in the 2015 Sprint Championship and top-scorer in the 2015 Inter Association Challenge (Photo: Steve Kilvington, www.sbkmotorsport.com)

On Sunday the 13th September the ASWMC sent two teams to contest the Sprint Inter-Association Challenge at Blyton Park in Lincolnshire. The ASWMC were the title holders, having won the challenge at Castle Combe in 2014, so were keen to defend their crown. Team 1 comprised Phil Tucker, Bradley Hobday and David Sims, and Team 2 entered Elen Worthington, Craig Sampson and Roy Sims.

With nine other Association teams in the fray competition was intense and at the end of the day ASWMC Team 1 took the win, with Phil Tucker the top scorer overall in the challenge. ASWMC Team 2 posted a fine 7th place, and the two teams between them notched up another fine result, with the challenge title coming back to the ASWMC for the second consecutive year.

The Challenge appeared to be organised in rather a 'last minute' fashion and despite a rush to submit our entries just about on the closing date the entry from the regional associations was good. Thanks are due to our Chairman, whose considerable and invaluable input into the running of the event threatened to give the impression that it fell to him to organise the whole show, despite it being East Midlands' turn this year.

Roy Sims

2015 Championship Updates



2015 Hillclimb Championship

The hill climb season is now nearing its end, with Tregrehan hosting the last two championship rounds – by the time you read this all will probably be decided. There is plenty to play for, with any of the top three contenders within touching distance of winning the Championship if any of their rivals has a less-than-perfect weekend.



The title is being fought out between Ian Ingleheart, currently in pole position, Dean Gammon and Rodney Thorne, who are separated by just 1.2 points. Nic Benton has moved up to 4th place with Mike Lee 5th, but neither can quite catch the leading trio.

Roy Sims

Picture: Ian Ingleheart rounding Sawbench Hairpin at Wiscombe
(Photo: Scott Boulton, Jack Flash Photography)



2015 Sprint Championship

At the end of the season, Dean Gammon won the championship relatively easily, with Richard Trevail 2nd, with David Sims a mere 0.34 points behind in 3rd place. Phil Tucker had a very solid season and finished 4th, with Simon Clemow a solid 5th.

Roy Sims



Picture: Richard Trevail (Photo: Scott Boulton, Jack Flash Photography)

As I write the last round of the championship is almost upon us - entries have been up and down all season, with such a variety of names appearing on entry lists that it's hard to know what prevents competitors from entering more frequently. Southsea MC's event came very close to being cancelled but a last minute push secured sufficient numbers to run. Excellent weather greeted us and Richard Davies took FTD, finishing a mere 2.2secs ahead of Mark Tredwell. This event also hosted the Inter Association Challenge and of the 8 teams entered only 3 managed to accumulate the necessary times to qualify due to an extremely high attrition rate of vehicles! The 'ASWMC 1' team of Richard Davies, Roger Brunt and Kieran Anderson triumphed, coming out on top after a hard contest.



August Bank Holiday weekend saw the championship return to Witney MC's long, wide and flowing track at Ardley in Oxfordshire, and 41 competitors made the journey. Unsettled weather threatened all weekend but the rain held off until Sunday's final run. Richard Davies dominated the time sheets again, with Mark Tredwell chasing hard to

reduce the gap all weekend. Simon Ford, Craig Tredwell and Ben Dixey had their own very close fight, with just 4secs covering their times on Sunday. The most competitive class battle of the weekend was fought out between Kevin and Bradley Down, Kevin snatching the win by just 1.8secs after 2 days! There were few retirements, the most notable being that of John and Alexander Eyles after an unfortunate moment for Alexander end in an 'almost' saved roll; with nobody injury and the car repairable, all ended well.

Wickford MC held rounds 13 & 14 at Much Hadham in Essex, 75% of a relatively small entry being regular championship contenders. Once again Richard Davies took the spoils whilst Roger Brunt suffered ill-fortune when a driveshaft and both CV's decided they wanted to go home on their own. Carl Stebbings was getting to grips with his latest car and took full points with another class win.



(Photos – Colin Anderson)

Rounds 15 & 16 meant the majority of competitors had to make the journey that Richard Davies has to make for every other event as we all headed to Pembrokeshire MC's event near Tenby in West Wales. This was a new venture for the club and I think everyone that attended will agree that they certainly did themselves proud; the hospitality, venue and scenery were second to none. Throughout the weekend the organisers 'went the extra mile' to make the event a success, sourcing and collecting parts, and loaning competition vehicles. One of the team even gave a competitor the keys to his house so he could go and weld a broken bracket! Thank you Pembroke for a fantastic welcome! Everyone enjoyed Saturday's runs, the only downside being having to watch England lose at rugby. Sunday was a busy 'repairs day' for many, and a big 'thank you' is due to Simon Ford for the loan of his fuel pump, which was swapped between his Special and Kieran Anderson's car for each run. Richard Davies excelled on his local event, extending his Saturday lead to take another FTD. Tim Comer was back in action after missing the Wickford event and promptly took the class A2 win from Derek Hill, which helped boost his campaign points. Craig and Mark Tredwell had some excellent close races over the weekend until on the 3rd run, although no contact was made, it all proved a bit too close as Mark's car dug in and was pitched into a dramatic roll. No injuries were sustained and there was a surprisingly small amount of damage to the car ... panels apart!

The championship will reach its climax at Torbay MC's final round at Fairmile (near Honiton) on October 10/11th. With Richard Davies and Kieran Anderson tied at the top on dropped scores, it's all to play for. A number of people could gain places at the last event and entries are looking very promising for a great end to the season.

Colin Anderson



2015 Sealed Surface Rally Championship

After the Patriot Stages, EMCOS member Paul Davis has a healthy lead over Paul Sutcliffe and Bill Paynter, with championship sponsor close behind in 4th place.

In the co-drivers' championship, Keith Richings has an equally commanding lead over Hannah Sutcliffe, Yvonne Furzeland is 3rd and Bournemouth & District CC's Jeff Talbot clings to a slender 4 point lead in the last trophy position.



2015 Loose Surface Rally Championship

Martyn and Dawn England continue their domination of the championship but with a reduced lead from Pete Adams after a non-finish on the Purbeck Stages dented their record. Richard Barrow remains in 3rd place, the only other driver to score so far. Weston-Super-Mare MC's Andrew Richards holds onto second in the co-drivers table from Tony Bassett.

2015 Open & Novice Navigational Road Rally Championships

After four rounds positions have reversed, with John Considine tying with Paul Freeth in 1st place, and Paul Prance now relegated to 3rd. Chris Head holds a narrow 3-point lead over Glynn Hayward and Shaun Layland in the navigators' contest.

In the Novice championship a non-score on the Myotis rally for leaders Jon Isaac and Darren Stevens has narrowed the gap to just 6 points for Simon Heywood and Sam Treleaven.

Alan Whitney

Following a long battle with pulmonary fibrosis, I'm sad to report that Calvin Kneebone passed away on Friday 7th August, peacefully and at home, aged 77.

The surprise trial in June for Calvin, hastily organised by Camel Vale Motor Club and myself in just 12 days (see article in the summer newsletter), involved twenty regular and former competitors, and paid tribute to his extraordinary achievements over the years. At his funeral, we learned that Calvin had recorded in his diary the presentation of a photo, signed by all present, taken at his last trial (December 2014 at Launceston & North Cornwall Motor Club's Ron Beer trial), the emotion he felt on the day and his comment ("I've got one just like that") as he was driven past his own trailer and Kincraft! This was the last time he drove the car competitively.

Calvin's funeral was held at St. Clement church on the banks of the River Fal on 2nd September. Over 120 people came to say 'goodbye' and smile at the 'Kincraft Red' coffin and hear a remarkable eulogy from his daughter, Julie. His widow, Anne wrote:

'Most joined us after the service at Alverton Manor for refreshments and to remember his achievements and escapades! Calvin loved life and made a valiant attempt right to the end to get the most out of it. My heartfelt thanks to all who wrote, e-mailed or 'phoned to offer support - and to those who attended the funeral but didn't join us later - it meant so much. Thank you also to the BTRDA, Camel Vale and Launceston and N.Cornwall clubs for their support and kindness. Thank you all, Anne Kneebone'.

Calvin was the inaugural winner of the ASWMC Sporting Trials championship in 2000, won a BTRDA Gold Star four times, and the MSA British championship three times, completing the double in 1992 and 2000. In the league table of national event winners Calvin is fourth overall with nearly sixty wins to his name, not to mention numerous local trial wins, and was an avid supporter of sporting trials at every level.

There have been no championship trials since the last newsletter but the season re-started in September at MSA Championship leader Roland Uglow's farm. A disappointing entry in the low-twenties unfortunately shows how much the sport is struggling currently, even though it's fiercely competitive at the top! Nationally there were eight different winners in the first half of the season.

As in all sports, development is continuous, and it is important encourage more newcomers. At Calvin's June trial I experimented with all the expert drivers running on 6psi and everyone else on 4psi, which nearly led to a surprise result with Alastair Moffatt (live-axle Facksimile) pushing for the win. Perhaps this is the way forward as the gap between the leaders and the rest has grown significantly over the last twenty years. We may also need to consider the number of events - are there too many?

Following Camel Vale MC's lead in June, Launceston and North Cornwall put on another trial in mid-July and 6 psi tyre pressures made for an extremely challenging day in the bracken. Do we really need to stop in the summer? A party atmosphere, BBQ and drinks provided, was created, with many locals venturing out to view the trial and see four villagers out in their cars. Plans are afoot to develop this further.

With one round in November and the last in December, the challenge for this year's title is likely to go to one of the current top six contenders, and

Duncan Stephens

Minehead Motor Club were blessed with wonderful sunny weather for their new championship round at their delightful Treborough venue on the first weekend of September. The Minehead team provided eight challenging sections and attracted an entry of 19 including 4 ASWMC championship contenders. The scenic venue, high up on Exmoor, featured wonderful views across the Bristol Channel to distract the drivers from a variety of demanding sections. With a little more 'fine tuning', for example regimentation of the class running order and streamlining of the score card system, this event has the potential to be the best trial on the calendar.

David Robinson (Windwhistle MC) and Mark Hoppe (Woolbridge MC) continued their duel for the championship, both once again dominating their classes. David's score of 28 was the lowest of the day, but the retirement of my double driven Suzuki meant that Mark, on 37, inherited best overall performance on index.

Championship leader David in the Reliant has now scored a maximum 54 points from six events, but Mark Hoppe in his Saxo has only to score one more class win from the remaining two rounds to draw level. Woolbridge MC's Shawn Franklin (Ford Ka) achieved his best result so far to finish a meritorious second in the front wheel drive class on 60 points.

The clutch on my Suzuki gave up on the 3rd round after having been well and truly 'cooked' in Windwhistle's "Uphill Challenge" two weeks ago, leading to retirement, and only a single point, so that Shawn has now moved up to third place in the championship.

We now have a four week break before travelling to Dorset for Woolbridge MC's Round 9 at Coombe, near Maiden Newton.

Brian Alexander

The second half of the season started with the well-attended Holsworthy MC's 'Roger Pole' Taw and Torridge Trial, with most of the championship contenders taking part.

Nick Farmer was the overall winner whilst Duncan Stephens, Andrew Rippon, Keith Sanders and Bill Bennett all won their classes.

The following Sunday saw North Devon MC's 'Steve Knight' Tarka Trial host a notably large front wheel drive class. The three leading championship contenders all took part and achieved class wins with Dave Haizelden also winning the trial outright. With another 6 events to go there is still time for the positions to change and the table leader to be caught.

Carlie Hart

Two events remain in this year's championship and SRs are out for the October Woolbridge MC event; as the Bournemouth event is due to run on the same site it is hoped that their event will also run in November.

With no scores to be dropped and a runaway leader, the championship looks like a forgone conclusion - but stranger things have happened so we shall see.

I certainly wasn't expecting a clutch bolt to snap like a carrot and try to make a break for freedom through the bell housing, where my woes were just part of the attrition at the Bath MC event; a few cars retired and others were repaired before and during the event, including one tow car. Thanks go to all those who helped keep, and in some cases just starting, things running.

The 2016 calendar seems rather light so far - if you are running an Autotest, please consider entering it into the championship calendar. It doesn't take any more work, you don't have to draw special tests and, you might attract some extra entries.

It is possible that at least one event in 2016 may be forced to run on a Saturday; I would be interested to hear any feedback on this before putting it into the calendar.

Hope all you autotesters have enjoyed the events this year so far – I hope to see you in October and November.

Ernie Burles



2015 Autosolo Championship

All the championship events have now run, and the provisional results have been circulated. There are now a couple of weeks for any comments to be submitted, or errors to be notified, after which time the results will be declared final. The last few events and the dropped scores made a huge difference to the final outcome which proved very close in the end.

It has been disappointing to hear a few isolated rumours that trailers have been used to bring cars to some events, that organisers have failed to ensure competitors are entered in the correct part of an event and that experienced competitors have not helped newcomers to integrate into the competition as much as they could. None of this is absolutely confirmed and no formal queries have been raised, but the rumours are disquieting nevertheless. Despite these, the general feeling is that all those who entered have had a great time.

At the risk of repetition, to clarify the rules in question:

The level of event for the championship can either be 'Clubman', or 'National B'. If 'National B' is run at the venue, then all ASWMC Championship contenders must enter the 'National B' part of the event. If only a 'Clubman' permit has been issued then all ASWMC Championship contenders will have to enter the "Clubman" event. This year as all competitors in each event competed on the same courses and completed the same number of runs, this has not caused any problems. All competitors are graded against the other ASWMC championship competitors at the event and in the same classes. Next year events may be different, e.g. a clubman event might run less attempts or different courses, so please take note of the above for next year.

As a multi-venue championship, the minimum licence required by ASWMC rules is 'MSA License minimum level Clubman's'. This was highlighted at the beginning of the year, and dispensation was given for the first couple of events to allow time for registered contenders to obtain a correct licence and qualify for classification in the final results. I have asked for the MSA Licence number and grade of all registered contenders, but as I write this I still await replies from several drivers.

Under the current rules, competitors are not permitted to trailer their cars to the event, and I would ask that this is observed within the spirit, not just to the letter, of the rule. That is to say, using a trailer to bring a car to three miles from the event, leaving the trailer in a lay-by and driving from there is not acceptable. Anyone found to be using a trailer next year will be excluded from the results of the relevant event, You have been warned!

That's enough of the heavy stick. Next year kicks off early in January, so please apply for your licence early, be prepared, and have a great year in 2016. Happy Autosoloing!

Ernie Burles

2015 Championship Points Tables and 2016 Calendars

The final championship points tables and the 2016 championship rounds will be published in the Winter edition of the Newsletter - in the meantime, please go to the ASWMC website for details.