

ASWMC



South West News
Autumn
www.aswmc.org.uk



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Welcome to the ASWMC Autumn 2016 Newsletter

Firstly, an apology for the later-than-planned publication of this newsletter – the result of a series of demands on my time that piled up concertina-like on the end of September and into early October. Some of you will have guessed!

With some of the championships concluded, and some of those still undecided going 'down to the wire', the opportunity is there for you all to contribute to a bumper Winter/Christmas edition – so please put pen to paper and tell us your stories and tales from this year, dig out those pictures you've taken and send them in – a 'look-back at 2016' gallery, through the lens of you, the competitors, would be great.

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.)



*Kevin Frost in his self-built KDM 004 at Tregrehan hill climb
(Image courtesy of Louise Tope at Dewerstone Photography)*

News in Brief...

Forest Rallying agreements – see 'From the Chair', this page ...

Several rule changes for 2017 were approved at the Council meeting on 23rd October – page 5

'Welcome' to two new ASWMC member clubs – page 5

New Coordinator elected for Open and Novice Navigational Road Rally Championships - page 15

From the Chair...

The forest special stage rallying saga which has run throughout 2016 is about to reach a satisfactory conclusion, with the Forestry Commission in England and Scotland renewing the next three years' mileage charge agreements with the MSA. It would now seem (we're in crossing "t's" and dotting "i's" territory) that the MSA is also close to the final phase of an agreement with Natural Resources Wales (NRW), also for three years, with the new Rally4Wales organisation set to carry out post-event maintenance. Since it looked initially that NRW wanted to double the existing mileage rates this is a significant and practical agreement, both for organisers who would have had to pay and for competitors whose wallets would have been lightened by increased entry fees; hopefully this removes the threat of a drastic reduction in the Welsh forest special stage rallies.

I am pleased to see that Torbay MC have added a further speed venue to the mix we enjoy in the South West by returning Mamhead to the calendar following the recent granting of a Track Licence by the MSA. I know the club have worked hard on this project for some time, so it is pleasing that it reached fruition with its first event in late- season 2016.

I was pleased to make visits to two Cornish venues this year. The first, courtesy of the MSA, observing a Clerk of the Course for licence upgrading, was to Tregrehan which I hadn't seen in donkey's years. Then, a couple of months later, I made my first visit to Treloy, which I had promised myself for several years while each year something else in

the calendar always seemed to get in the way. It emphasised to me that the Cornish speed event world is 'alive and kicking' (not that it was in any doubt), both from the competitor and organiser's perspective. It is a pity that all our disciplines do not enjoy the same strength of venues as hill climbs, although the South West region is much stronger across all disciplines than most other Regional Associations.

Finally, congratulations are due to two ASWMC region-based competitors. Two years ago, Dan Rooke was a contender in the ASWMC Southern Autocross Championship ... and in 2016 he became MSA British Rallycross Champion in a supercar. Where will he go from here? Possibly also heading for loftier heights is Glastonbury's Lando Norris who secured the Japan-based Toyota Racing Series, the Formula Renault Eurocup, Formula Renault NEC and the British "F3" titles. He will end his year with a weekend at the European F3 final at Hockenheim and a trip to the prestigious Macau F3 race - it rather looks as though he'll be off to the European F3 Championship next year.....and he's not quite 17 yet!

Paul Parker, Chairman

Congratulations to ...

... Junior Autocross driver Jaidon Bennet (14), who travelled to Blyton in Lincolnshire for the BTRDA Rallycross on 16th October for his first attempt at the discipline in his SEAT Arosa ... and came away with wins in all his heats, a win in the Final and the Best Newcomer award!

Reminders ...

Please make a note in your 2017 diary

2016 ASWMC Championship Awards Presentation ...

Sunday 19th February 2017
The Exeter Court Hotel, Kennford, Nr Exeter,
EX6 7UX

If you won a perpetual trophy in 2015, please take it down from the mantelpiece, give it a final celebratory polish and contact Pam (trophies@aswmc.org.uk) to arrange to return it in plenty of time for the 2016 awards presentation.

Further details will be in the Winter Newsletter ...

ASWMC Facebook Page & Group ...

The Association's Facebook page is now once more open for new members; Duncan Stephens and Mark Chater are the new administrators. They will receive automatic email notifications from Facebook of new applicants to join the group, but if you are not a registered contender or a club official, and there is no obvious connection to the ASWMC or a member club, then e-mailing either of them directly will speed-up the approval process.

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

Training ...

There will be a training day at 7.30 p.m. on 14th November (*that's 2016! – so soon! – Ed*) hosted by Bath Motor Club at the Rose and Crown at Hinton Charterhouse (BA2 7SN). Next year the main training event will be held on 19th March 2017, probably at Wiscombe House as usual. If your club wants any help with organising training events at any time, don't hesitate to ask for support and advice ... for information about future ASWMC training events, contact me at any time 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

Rule Changes ...

Several rule changes for 2017 were ratified at the Council Meeting on 23rd October:

General rule 3: ADD

3(f) Membership may also be terminated if, in the opinion of the ASWMC Executive, a member club is found guilty of conduct prejudicial to the ASWMC or its objectives. Termination will not take place before the accused Member Club is given an opportunity to defend the charge against it.

NEW General rule 17 ADD: Member Clubs may exhibit, print or publish the ASWMC logo, in hard copy or electronically, on their correspondence, club publications, websites or event paperwork to indicate their membership of the Association. Member clubs may not print or display the ASWMC logo on event participation vehicle plates or decals unless the event is a round of an ASWMC championship, in which instance ASWMC Championship Rule 9 applies.

Championship rule 10(b): ADD “that provide their championship registration number when entering” at the end of the final sentence.

Rationale – to prevent competitors claiming a place reserved for ASWMC contenders when not registered with the ASWMC for that championship.

Championship Rule 13: after the sentence ending” certain other criteria”, **ADD:**

Clubs are required to display the relevant championship sponsor’s logo(s) within their Supplementary Regulations, Final Instructions, Event Programmes and any other document which announces the event’s inclusion in that championship.

ASWMC Open Navigational Rally Championship, Regulation 1: AMENDED to read:

The Open Navigational Rally Championship shall be open to any Driver or Navigator, except those as defined as being eligible for the Novice Navigational Rally Championship, competing for separate awards. It shall consist of events run under either Road Rally or Navigational Rally permits having a minimum of 90 miles. All contenders' vehicles must comply with MSA Technical Regulations for ROAD RALLIES or NAVIGATIONAL RALLIES (as the case may be), as defined in section R of the MSA Competitors Year Book.

ASWMC Open Navigational Rally Championship, Regulation 6: DELETE

“recommendations” and sub-paragraphs (a) to (j).

New Coordinator Elected:

At the Council Meeting on 23rd October, Roger Gillard was elected as the ASWMC Open and Novice Navigational Rally coordinator.

Alan Whitney will continue as coordinator for the Sealed and Loose Surface Stage Rally Championships.

New Clubs:

Welcome to two new clubs have recently been accepted as members of the Association, the Red Winches Off-Road Club (<http://www.red-winch.com/page/rw-offroad-club/38/>) and the Cornish Leaf and Coil Club (<http://clcc.uk.com/>).

Around the Clubs ...



Bournemouth & District Car Club members will be marshalling a special test through the Gardens and Pier Approach when the Rally of the Tests returns to Bournemouth on the 3rd and 4th November after an absence of several years. The first car is due around 4.00 p.m. on Friday 3rd and on the following day the club will be running special tests at Bovington in the morning and at Smeatharpe in the afternoon. If you can help, please contact Rob Dance (email: robertgdance@hotmail.co.uk) or call him on 07870 555011.



Bath Motor Club reports a record year for the club in several ways, including membership rising to a level not seen since the early 80's, most of their events reaching maximum numbers and club members competing at every level from Clubman to International. Members competed regular on Autotest, Autosolo, Road and Stage rally events in 2016, including the British Rally Championship and Rally Wales GB, the Festival Rally had a full 70-car entry and the Classic Tour also had a capacity entry. In 2017 the club plans to add a Targa Rally to their events calendar and other additional events are planned. If you can help with organising or marshalling please volunteer, and support those competing and flying the flag for the club.



(left) Bath MC members enjoying the good weather at Castle Combe Circuit for Rally Day.

Pictured, right: Bath MC Member Ross Whittock co-driving Jamie Anderson's Ford Fiesta R5 on the British Rally Championship. Ross finished the championship in 9th place in his first full season on the notes.



The Motor Cycling Club will be organising three Long Distance Reliability Trials in 2017 and entries are already open for the Exeter Trial on 6th & 7th January. This will be followed by the Lands End Trial on 14th and 15th April, and the Edinburgh Trial, which is based in Derbyshire, on 7th October, each often attracting entries of over 200 cars and 100 motorcycles. Classes are highly varied and cater for front wheel drive production cars, pre-1941 cars, front-engine rear-wheel drive production saloons, rear-engine rear-wheel drive production saloons, both under and over 1300cc, front-engine production sports cars, front engine cars manufactured on a limited basis, and 'Specials'. Go to www.themotorcyclingclub.org.uk for details.



The HSA's 2016 SBD Speed Championship has been won by Matt Carter in his Radical PR6; 109 competitors entered the championship in 22 classes, with 96 scoring points at 32 rounds across England and Wales. A full report can be found on the HSA website and in the November/December edition of Speedscene.

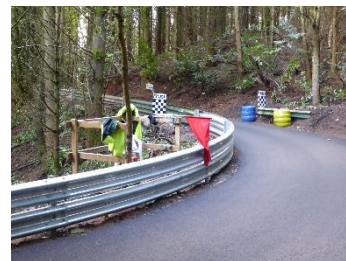
SBD have confirmed that they will continue their sponsorship in 2017 and the regulations are now being prepared; they will be finalised after the MSA announce any changes in the regulations to apply next year. One probable change is the introduction of a new class for standard saloons and sports cars under 2000cc, with a view to encouraging new competitors to the sprints and hill climbs. At the same time, several of the existing classes, which have not been as well supported in recent years, will be combined to offer better competition at events.

Although the calendar has not yet been finalised, it is again likely to include over 30 rounds with a good number of those within the ASWMC region; the association also hopes to add one or two new venues, including Cadwell Park.



Torbay MC's Mamhead hill climb on October 15th and 16th went ahead after a mammoth effort by club members to install over 100 metres of Armco, a similar length of water and tyre barriers, and other safety equipment required to meet the conditions of the revised (since 2012) track licence.

The new layout features a new start straight before an acute right-hand bend onto the original track and culminates in a new section featuring a double left-hand corner immediately before the finish line.



Martyn Glover (Mitsubishi Evo4 RS) and club competition-secretary Roy Sims (Ralt RT33/34) took the inaugural FTD honours on the new layout, the latter setting a new course benchmark of 32.34 seconds.

Left: Roy Sims receiving his award from Paul Carvell, Brand Ambassador for H R Owen Ecurie

The event's Clerks of the Course enjoyed themselves supervising the open and closing of the track between runs driving a Lamborghini Gallardo supplied by sponsors H R Owen Ecurie of Cheltenham.

Right: Rodger Harvey at the wheel of a supercar he can't afford!

(Images courtesy of Riches Digital Photography)





Castle Combe Racing Club's final meeting of the year on October 8th produced two dramatic and unpredictable races which determined the outcome of the Formula Ford 1600 championship. The afternoon began with an emotional lunch time tribute to Chippenham's 80-year old Pete Diccox,



who entered his final FF1600 race after 26 years as a championship regular. Pete first raced in October 1990, when he was already 54, the age at which many drivers are considering retiring. He has always contested the class for cars built prior to 1990, having originally purchased an RF89 Van Diemen from Archie Aplin, who was then, coincidentally, the oldest competing FF1600 driver. Since then, Pete has contested almost every race in the FF1600 championship and as he admits, "I've had a few small spills but have been lucky and always walked away from them". One of his biggest was in 1997 when he



vaulted the barriers, resulting in a written off car with only the engine salvageable. His replacement RF89 is still looked after by Wayne Poole Racing from Dursley. Pete is still a little reluctant to retire, but said, "The fast boys have got faster and I'm 2 seconds a lap slower so I feel it's time, so they don't have to worry about me at the back. I want to bow out gracefully, before I have to."

(Pictures courtesy of Trackside Images)

As Diccox began what he thought was his final race, all eyes were on Roger Orgee and Michael Moyers' battle for the title. Reigning champion Orgee had the slight advantage of only needing to finish 1st or 2nd whilst Moyers's only option was to win, the latter making a flying start from pole to establish a useful lead with Orgee tucked in behind Ben Norton. In these positions, Moyers would be champion. As the rear of the pack entered Quarry, Moyers' good work was effectively undone when Diccox was hit from behind, sending him into the barriers and stopping the race. With less than a lap completed, the race restarted as if it had never happened, and at the green lights Moyers was caught unawares by Ed Moore launching himself into the lead from the 4th row. Moyers was now down to 5th behind Orgee but at Tower hit the rear of his team mate's Van Diemen; Orgee continued but withdrew soon afterwards, knowing he had the title in the bag. Luke Cooper relieved Moore of the lead and a tremendous battle to the flag ensued, eventually finishing in that order. Orgee regretted being unable to dice with Moyers in a straight fight - "I was hoping to be elated, this has taken a bit of a shine off it" he said.

Unhurt, but angry his final race had ended almost as soon as began, Diccox thought his day was over but his team judged his Van Diemen fit enough for a final race for the 20th Formula Ford Carnival later in the day. This time Moyers and Norton battled at the front, with nothing between them and each determined to win. With just over 2 laps left, Moyers dived down the inside at Camp only to complete the manoeuvre at 90 degrees to the track; although he recovered from his mistake, the 2015 winner retired a lap later and had to console himself with a new lap record, his only prize from a frustrating day. Norton won a record 4th Carnival, Orgee endured a tricky race in a less than healthy car to finish 5th but sadly Diccox retired with broken rear suspension on lap 9.

2016 Championship Updates



2016 Southern Counties Autocross Championship

What should have been a hectic climax to the season, unfortunately turned out to be a very long waiting game ...

Witney MC hosted their traditional August Bank Holiday weekend event at Ardley in Oxfordshire, with the very small but dedicated team putting on another challenging track for the 35 drivers. First to show for overall honours was Richard Davies, who managed to pull a 3second lead over Mark Tredwell with John Rigden enjoying the wide and fast nature of the track just a slender 2 seconds behind. Things were soon to change for everyone when a tremendous cloud burst drenched the field during the lunch break! With no chance for an improvement in times during the afternoon, fingers were crossed for day two ...



Slowly, the water that had settled during Saturday gradually drained through and times began to come down with Davies and Tredwell taking run wins alternatively.

Just 1.7secs separated the two drivers when the final times had been calculated, finishing in Davies' favour. Craig Tredwell lost out to John Rigden for 4th overall by just 0.52sec with Kieran Anderson finishing 5th.

Next up should have seen Wickford & Green Belt MC co-hosting Rounds 13 and 14 but due to a lack of Senior Officials, the event had to be cancelled.

Everyone's attention was then focused on the 2nd running of Pembrokeshire MCs event near Tenby with high expectations after a hugely successful 2015 in a stunning location. It was disappointing to say the least when news of its cancellation came through due to a lack of entries making in unfeasible for the club to run the event.

So, after what should have been a busy 6 weeks, all eyes focused on Torbay MCs final event and the Championship decider at Fairmile on October 8th and 9th.

Whether it was due to a lack of events during the previous weeks or it being the final time for a 'revvin' in 2016, the event attracted one of the largest entries of the year, with 41 drivers signing on over the weekend. It was good to see some new and 'not so new' faces come out and play, including our latest Junior driver, Michael Woolcott, on his first event in preparation for 2017.



The long and wide track nature seemed to suit everyone and it seemed all too easy to get led into over driving the turns. After a near season-long layoff due to illness, it was a delight to see Simon Ford back at the wheel and he promptly showed that he hadn't forgotten how to drive the Blackbird engined special, going fastest in practice. It wasn't to last with the engine going sick and despite changing it during lunch, a broken rose joint which led to suspension failure saw his retirement. Again, it was Davies who took up the running when timed runs began, but it was Craig Tredwell who seemed to have gelled with the track to be the nearest to challenge.



Tony Miller had decided to bring the Peugeot out for a last run in the season and held a 2.7sec lead overnight from Stephen Frost in his first season. We won't ask what happened Saturday night Tony, but whatever it was, the lead was eaten up and beaten on Sunday, with Frost taking his first-ever class win. Overall, Davies continued to revel with his totally committed driving on the fast layout extending his lead. However, it was Mark Tredwell that made the biggest improvement to jump ahead of Craig and take the class spoils.



The only other significant incident during the event was the unfortunate inversion of Megan Down. A 'very-nearly saved' moment ended in a gentle half roll and despite some heartfelt pleading with Dad, her weekend was done. Excellent work by the Westcountry Rescue team minimised any injuries with just a sore arm and some panel damage to be rectified for 2017.

All in all, an excellent weekend was had by everyone to end the season and hopefully more of those that didn't register for the championship this year will look at 'what might have been' and come back for more.

Provisional final standings have been uploaded to the website.

Colin Anderson



2016 Hillclimb Championship

The hill climb season has now finished, with the championship going to Anthony Wright in his Audi; David Foster was the runner-up in his Classic Mini, closely followed by 2015 Champion Ian Ingleheart.

Places two to four were covered by just 1.77 points, whilst our 2016 champion was a further 2.32 points ahead.

In 2016 there were 84 registered contenders, of whom 77 scored points. In 2015 the championship had 90 entrants, with 82 scoring, so on balance this was a good level of support considering the obstacles thrown at the hill climb and sprint scene this year. However, it looks as though we may be missing quite a few single seaters in 2017 if the ROPS issue is not resolved satisfactorily.

Roy Sims



2016 Sprint Championship

The sprint season has also finished, Ben Bonfield coming out on top of the pile in front of last year's runner-up Richard Trevail and 2010/13 Champion Ian Parr. 2nd and 3rd places were split by the tiny margin of 0.61 points but our champion was a comparatively distant 2.81 points ahead.

Entrants for the Sprint Championship were only one less than in 2015, with 57 registered and 46 scoring points; in 2015, 58 registered and 47 scored by the season end.

I am currently working on the 2017 calendar and I have had some dates come in already.

Roy Sims

2016 Classic Reliability Trials Championship

After an excellent first half of the year Aaron Haizelden led the championship with five class wins in the five rounds entered, although he has been unlucky since the summer. His Scimitar blew its diff on the Taw Torridge (don't ask who was driving!) resulting in him not being able to start the Tarka Trial one week later and then retiring from the Exmoor Clouds. This meant that Dave Haizelden, Bill Bennett and Duncan Stephens, who have all scored well in those events, have caught up. Keith Sanders achieved an excellent overall win on the Taw and Torridge and Bill Bennett, in his class 2 MGJ2, finished 5th overall on the Exmoor Clouds, an event that was dominated by class 8 cars that filled the first four places overall. After the Exmoor Clouds, Dave has a five-point lead with Bill second, just three points behind. With six rounds left everything could easily change provided all the contenders enter the events.

After a promising start to the year, with 17 championship contenders and good entries in many events, the low entry levels since the summer have been disappointing. Most events since the summer break have had relatively low entries and only six of the championship contenders have entered an event; hopefully entries will pick up again for the remaining six rounds.

There have been no extra events added this year but there have been some readjustments to dates due largely to issues with landowners. The only Classic Trial-free Sunday between mid-September and the first weekend in December is Remembrance Sunday, with eight championship rounds in those weeks. Many people think that there are simply too many trials in the calendar – what do you think?

Carlie Hart

2016 Sporting Trials Championship

This year's championship had 14 entrants, with all but one scoring points, and the best eight scores from twelve events to count. With two rounds to go, the leading pair are separated by just 3 points so the championship will be decided on the last event, probably between Colin Flashman and Roland Uglow (who will count all scores).

The weekend of the 15th and 16th October saw the inter-association team trial, with twenty of the 28-strong entry entered in the 6-team inter-association competition. The ASWMC entered three teams with a generic reserve. They were:

- Team 1 - Roland Uglow, Duncan Stephens and Jerome Fack - 150 points (all championship contenders),
- Team 2 - John Fack, Andy Wilks and Colin Flashman - 148 points (all championship contenders), and
- Team 3 - Ian Fullwood, John Cole and Mike Readings - 314 points (two championship contenders). Alan Murton was the generic reserve for all teams.



Our teams put up a fantastic performance, with Team 2 winning the competition by a single point from the ANCC, and Team 1 third, just another point behind!

Left: The victorious ASWMC Team 2 (Photo – Duncan Stephens)



Right: Simon Kingsley (ANCC), 1st O/A, Mercian Trial (Photo – Duncan Stephens)

Although sporting trials are struggling for entries, with the norm even at national level being about 20 (with a few exceptions) I envisage the same format for 2017. This year there has been a discrepancy in tyres between the Blue Book and MSA/BTRDA Championships. However, I see that some tyres will drop out of the Blue Book list for 2017, which will negate any need to add to the championship rules.

The calendar will remain the same, although Camel Vale may agree to their Calvin Kneebone Trial (first run in 2015 with 19 entrants, although only 9 this year) being added in June. There are no other changes planned.

Duncan Stephens

2016 Car Trials Championship

The final two championship rounds at Minehead and Woolbridge were both held in dry conditions and resulted in some good tests. Mark Hoppé debuted his Dutton at Minehead and performed well but was not a match for David Robinson's Scimitar SS1, whilst Shawn Franklin drove superbly to pick up the Class 1 award against a big class field.

At Woolbridge Robinson dropped a paltry 2 points all day to land the overall win; Hoppé needed the win to take the championship and duly dispensed with the Class 2 opposition despite hitting an errant 7 post early in the day (*Did the post leave its designated position without permission? - Ed*). Franklin took Class 1 in fine style to finish his season with a well-deserved 3rd overall.

The 2016 championship has been a success, with nine excellent rounds hosted at eight different venues. The number of points-scoring competitors has increased over previous years, although there is still a lack of consistent entries across more than a handful of the rounds; hopefully there will be a way to improve this.

Nevertheless, our last two champions, David Robinson (Scimitar SS1) and Mark Hoppé (Citroen Saxo) slogged it out all year in a tight battle, with both ending the season with six maximum scores. The tie break procedure had to be brought into play to resolve the tie, and 2014 champion Hoppé took the title by virtue better dropped scores, which showed the benefit of competing on more rounds.

The battle for the other championship placings was very tight, and finished in favour of an on-form Shawn Franklin (Citroen Saxo) just a few points ahead of a Nigel Weeks (Hillman Imp) and Wayne Grimshaw (Vauxhall Nova) who also tied, with Nigel also winning out on the 'best dropped score' rule.

We are planning to add a 10th round in 2017 with Windwhistle MC having secured a new venue near Axminster.

Well done to all that competed this year ... please come back next year and do a few more rounds to ensure we have an even more contested battle for the championship.

Thank you to all the organisers for their 2016 rounds and we look forward to a great season next year.

Mark Hoppé

2016 Autotest Championship

At the start of the year eight events were planned but as I write three of those have not run; the 27th November event now has no venue and so Woolbridge MC are uncertain whether it will run. So, if you have a venue available for 27th November, please e-mail me immediately so we might rescue this event. There will be no need for any organisation by you as I can provide the team to run the event.

There are now 6 contenders scoring points in 2016 and it is very close at the top – there will be everything to play for if we can run the last event. I'm sure the registered contenders will all support this last one and I look forward to seeing you all there.

Given the number of events that haven't run this year, I am asking any ASWMC member clubs that are planning to run an Autotest on a Saturday or Sunday in 2017 to put your event forward as a Autotest Championship event. It would be fantastic to have new venues in the championship to complement the events that have been established for many years. There is no additional work required to enter your event in the championship; you don't need to change the type of tests run and hopefully you will receive more entries. If you would like to enter your event in 2017 please contact me on autotest@aswmc.org.uk and I will do everything I can to help.

It would be a shame if the Autotest Championship were to stop running, so 2017 will really be a 'make or break' year. Come on all you auto testers, drag your cars from the garage and show everyone how it is done.

Ernie Burles

2016 Autosolo Championship

The Inter-association event ran in conjunction with the Bath Autosolo on 21st August, with the ASWMC team “selected” on the day as there had been no volunteers from the registered drivers. The event ran smoothly, the only glitch being the automatic timing which was being trialled; fortunately, several helpers stepped forward and manual timing saved the day. Eight runs over four 4 courses and a great day’s sport later the Association with the lowest time, and winners of the first Inter-association Autosolo were ACSMC (A) by 11.9 seconds from ASCMC (B). Congratulations to Mike Biss, Stuart Harrison and Hayden Marks from the winning team.

On 2nd October, the final Autosolo of the year took place at the Oxford event, Alan Wakeman repeating his class win at Bath (as at all the other events he entered) and scoring sufficient points to just overhaul Alexander Smith for the championship win.

So, the top 3 are Alan Wakeman, Alexander Smith and Luke Holly - congratulations to you all. Hopefully there will be even closer competition in 2017

Talking of which, we are keen to have Autosolo events across the region, particularly along the South Coast, Cornwall, and North Devon, as well as all those clubs which ran one or more events this year.

If you will be running an Autosolo, and would like it to be included in the 2017 championship, please write to me with your date(s). I will do my best to include every club that wishes to be involved, at least once in the calendar. Devizes have already booked 19th February for their 2017 event. We are expecting South Hams to run their event in January, so please you have your licence ready before the end of 2016.

Contact me on autotest@aswmc.org.uk or ernieburles@gmail.com

Ernie Burles



2016 Sealed Surface Rally Championship

Despite missing the Patriot Stages, North Devon MCs Ed Lambert has a runaway lead in the Drivers’ championship, with an unassailable 83-point margin over Steve Furzeland, who has a not-so-invincible 11-point buffer to Plymouth MCs Ben Parker; Ben needs to put in a couple of good performances on the last rounds as he has South Ham’s driver John Oldrieve breathing down his neck just two points adrift.

In the Co-Drivers’ championship, the points gaps are identical, with Gareth Drayton secure at the top, Yvonne Furzeland second and Nigel Hewett just holding off Bournemouth & District CCs Jeff Talbot.

Organisers of the 2017 championship rounds are asked to note that there will be some requirements soon to ensure that there is a process in place to enforce Championship Rule 13, and the recently approved addition to that same rule (see page 5).

Alan Whitney

2016 Loose Surface Rally Championship

With just the Wyedean left to run, the Drivers' championship will go down to the wire, with Martyn England and Rex Ireland tied at the top of the table on 93 points and Weston-Super-Mare CC's Bill Paynter only 7 points.

In the Co-Drivers' championship, Dawn England leads Richard Crozier by just 4 points, so the outcome is by no means certain either, and the Forest of Dean event on 12th November should see some fierce competition to settle both titles.

Alan Whitney

2016 Open & Novice Navigational Road Rally Championships

The Guy Fawkes will see the Drivers' championship decided; James How has the luxury of a 24-point lead but behind him Simon Heywood, Roger Holder and Tim Owens are covered by just one point – have pity on any of their navigators who makes a school-boy error on 19th/20th November!

The situation in the Co-Drivers' championship is even tighter, with Nic Jones holding onto a slender 2-point lead over Pete Barnard, who has Sam Treleaven just one point behind him – so there's all to play for!

Up-to date points tables for all the ASWMC rally championships are on the website.

Finally, can I welcome Roger Gillard to the role of coordinator for the Navigational Road Rally Championships in 2017, whose first task will be to work with the organising clubs to gradually rationalise the regulations of our championship events.

Alan Whitney

2016 Championship Points Tables

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.

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