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# Autumn 2017

## **Welcome to the 2017 ASWMC Championship Autumn Newsletter**

### **Contents:                      Page:**

|  |       |
|--|-------|
| Editor's jottings  | 2     |
| From the Chair   | 3     |
| New Reis product   | 5     |
| Marshal's Post   | 5     |
| ASWMC AGM  | 6     |
| Inter-Association<br>Navigational Road<br>Rally result ...       | 6     |
| Reminders  | 7     |
| 2018 Targa Rally<br>Club Promotion                               | 8/9   |
| In the News ...<br>Is this a record? ...<br>Classic & Social ... | 10    |
| Oliver's AX debut  | 11/12 |
| Batman & Robin get<br>(very) wet                                 | 13/14 |
| Championship<br>Reviews  | 15-21 |
| Contact details  | 22    |

This issue features another first - articles from you, our readers, and about your exploits – sent in by championship contenders; Nick and Jack Ellis (ghost-written by Sharon!) on page 10, Oliver Foord (pages 11 and 12) and Alf Chanter (13 and 14) – thank you. I hope you will be the first of many – so if you have a tale to tell – who hasn't? – send it in and, with a bit of editing for length and legibility, it will feature. I hope you like them. More great photos have been submitted for the front-page feature, so please keep them coming.

Kev Moore, our Go Motorsport! RDO has some helpful hints for promoting motor sport in general and your club, recruiting new members and good community PR – pages 8 and 9 – which we could all usefully absorb and put into practice.

Lastly, the AGM is on the 22<sup>nd</sup> of this month, in its usual location at the Hartnoll Hotel, Bolham, near Tiverton. It's important that there's a good turnout as there will be some significant issues up for discussion, and potentially crucial voting, so please make sure your club sends a representative - your views matter.

**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.)*

### **Cover Page Photos:** (clockwise from top left ...)

Simon Groves/Andrew Martin tackling Simms on the Torbay Trial (Derek Hibbert); James Hall/Simon Bradley on the Solway Coast Rally; Rowland Uglow/Laura Wilkes (JDS Photography); Ed Hollier in his Empire Evo1 'powerboat' at the Wiscombe National (Derek Hibbert); Nick Woolacott, Vauxhall Firenza 2300, Wiscombe 5 Clubs; Pete Bold playing skittles ...



## Association Partners:



## From the Chair ...

It is the time of the year when the MSA seeks nominations for two of its competitions. Firstly, the "Club of the Year"; if your club feels it has performed particularly well in some way, shape or form in 2017, then consider nominating yourselves. ASWMC member clubs have won this accolade before, so there is no reason why your club could not be the next winner. The second competition is for the "Volunteer of the Year"; within this there are several different categories for different aspects of volunteering and every club, I am sure, will have one person in mind who they think has 'gone the extra mile' for their club in 2017.

Nomination forms for both competitions are on the MSA website, so please make use of them!

The ASWMC recently sought the dates of all the competitive events member clubs are planning for 2018 and it is vital that we have this information as soon as possible. This data enables us to compile both the ASWMC calendar and championships, which increase the competition and the popularity of your events. So please ensure the form is returned to us, even though providing a date for some events may be difficult, in some cases, for a variety of reasons.

Our AGM on the 22<sup>nd</sup> October is approaching fast and I would stress that it is important that your club is represented. This is particularly important this year as there are proposals to change many of our Championships (two are proposed to be dropped and a new one, in a growing and popular discipline, added), plus there are proposals for rule changes in some others. So, please ensure your club nominates a delegate to attend and represent your memberships' views.

On a personal note perhaps, I would like to take this opportunity to express my sadness at the loss of the Somerset Stages for 2018. Multi Venue Special Stage Rallying is in a perilous state at the moment, with many events struggling due to the ever-increasing demands placed upon them and in our region we have lost not only the Somerset Stages but the Sunseeker and Tempest rallies in recent years. Hopefully in the next year or so (possibly when all the enquiries have concluded) that the discipline will have the opportunity to recover and grow again.

**Paul Parker, Chairman**



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## ***New Motorsport Product from Reis ...***

Reis Motorsport Insurance, sponsor of ASWMC championships and a leading specialist UK motorsport broker, has launched a new modified car insurance product.

Reis can arrange specialist motor insurance for heavily modified cars – ideal for ‘Show and Shine’ competitions, exhibitions or specialist shows. The cover focuses on, and supports:

- Limited mileage (up to 7,500 pa) and non-commuting use
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- Drivers aged over 25 years
- Unlimited modifications (minimum of four)
- Right and left-hand drive vehicles
- Optional additions such as agreed values and breakdown recovery from tracks

For more information, or to speak to one of their advisors, call the Reis team on 0115 965 1020 or visit [www.reis.co.uk](http://www.reis.co.uk)

## ***Marshals' Post ...***

The MSA have asked us to advise all ASWMC member clubs that marshals can renew their registrations for 2018 **now**.

Apparently, some clubs are under the impression that renewals can only be completed at the end of the year; however, this adds to the workload of the Licensing Department, which is busy with competition licence renewals around the end of the year and into early January. Renewing early also has the benefit of allowing clubs and individuals the added flexibility to plan well into next year. Please bring this to the attention of any fellow-marshals that you know who may not see the newsletter.



**Devizes & District MC** are looking for marshals for their Driveshaft 20/20 Rally on 14<sup>th</sup> October. Please contact Roger Fletcher on 01225 790916 (before 9 p.m.) or e-mail him at [rogerfletcher@blueyonder.co.uk](mailto:rogerfletcher@blueyonder.co.uk), or see the club's website – [www.ddmc.co.uk](http://www.ddmc.co.uk) - where more information can be found.



**Salisbury & Shaftesbury Car Club** are keen to hear early from marshals who would be prepared to help with the club's Bustard Targa Rally on 21<sup>st</sup> July 2018, a round of the proposed 2018 ASWMC Targa Rally Championship. Based near Shepton Mallet, crews will be needed for tests at the renowned Worthy Farm and other venues in the area. Please contact either Dick Appleton (01202 676350) or Worth Birkhill, Clerk of the Course (01305 854765). Further information will appear in due course on the club's new website, currently under construction, at [www.sandsc.co](http://www.sandsc.co).



## ***ASWMC AGM and Council Meeting***

**Sunday 22<sup>nd</sup> October 2018**

**2.30 p.m.**

### **The Hartnoll Hotel, Bolham, Nr Tiverton**

There are an unusually high number of issues on this year's agenda, including rule changes and proposals to amend championship regulations.

So please attend, either as an individual and/or as a club representative, to ensure your views and those of your club are represented.

### ***Inter Association Navigational Road Rally ...***

The EMAMC 'A' team won this year's Inter-Association AB Motorsport Mercian Road Rally held on 16th/17<sup>th</sup> September.

Seven regional associations - EMAMC, ACSMC, AEMC, ANWCC, ASWMC and ANEMMC – entered teams, whilst several others tried and failed to find enough willing competitors to make up teams to represent them.



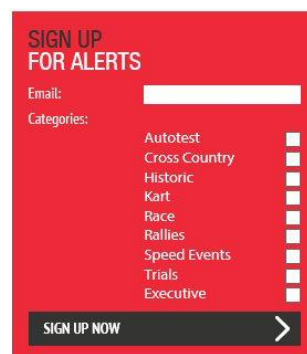
The winners (pictured) were Richard Hunter/Gary Evans, Adrian Green/Ian Gibbins, James Newbould/Lizzie Pope, and they were supported by reserve crew Mark Turner/Richard Pashley. The ASWMC team comprised of Orford/Moore, Carr/Young and Clifford/Chapman finished 6<sup>th</sup>.

## Reminders ...

### **Regulation Changes:**

If you want to receive regular notifications about proposed regulation changes in your discipline, you can sign-up for e-mail alerts on the MSA website at:

<https://www.msauk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation>

A red rectangular form titled 'SIGN UP FOR ALERTS'. It has an 'Email:' field with a white input box. Below it is a 'Categories:' section with a list of motorsport disciplines: Autotest, Cross Country, Historic, Kart, Race, Rallyes, Speed Events, Trials, and Executive. Each item has a corresponding white checkbox. At the bottom of the form is a black button with the text 'SIGN UP NOW' and a white right-pointing arrow.

### **Event Regulations:**

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

### **2017 Championship Rules:**

Clubs are reminded of Championship Rule 15, which states "The association reserves the right to appoint an Observer to any championship event".

### **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/>

### **Photograph 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](mailto:newsletter@aswmc.org.uk) Thanks.

### **Provisional 2017/18 ASWMC meeting dates:**

|                                |  |
|--------------------------------|--|
| 22 <sup>nd</sup> October 2017  | Executive Committee Meeting, AGM and Council meeting |
| 10 <sup>th</sup> December 2017 | Executive Committee Meeting                          |
| 18 <sup>th</sup> February 2018 | 2017 Awards Presentation                             |

## ***Proposed 2018 ASWMC Targa Rally Championship ...***

***The ASWMC will hold a meeting at***

***The Holiday Inn, Deane Gate Avenue, Taunton, TA1 2UA  
(just off J25 of the M5)***

***7.30 For 8.00 p.m., on Wednesday 8<sup>TH</sup> November 2017***

This meeting is open to all - event organisers and competitors alike - to discuss the proposed 2018 ASWMC Targa Rally Championship. We are looking for 8 to 10 events for the championship, so this is a call to any club that wants to be involved. Hopefully clubs will have filled in their dates for next year but even if you haven't, but you are thinking about running a Targa event, come along and have a chat and see if we can include your event as a championship round.

If you are a potential competitor and you want to learn more, come along and listen.

Please don't sit back – come along - and tell your friends about the meeting.

If there is enough time and interest we may also discuss the Navigational Rally Championship and our thoughts for the future. I hope to see you on the 8<sup>th</sup> November.

***Roger Gillard***

## ***Promoting Your Motor Club ...***

With demands on time increasing for everyone, the challenge for Motor Clubs to maintain, let alone increase, their membership base is ever more challenging.

With a lack of mainstream media coverage of any motor sport outside of Formula One and the World Rally Championship, gone are the days when the public would seek out their local motor clubs to get involved in whatever way they could. It is now more important than ever to take club motor sport to the public and compete for their attention against the varied and accessible alternatives. So, the easier we can make the step to becoming involved, the more likely it is that motor sport will be their favoured option.

In the past, the traditional route was through competing at a grassroots level and then progressing, either into a discipline of choice or to take on one of the many roles in event/club organisation or administration. With financial constraints now hitting much of the community, it is often better to turn this process on its head by promoting involvement through the volunteer roles as a virtually no-cost route into motor sport - this then opens the pathways to either roles of further responsibility or becoming a competitor, as they wish.

### ***So, what does good club development look like?***

Assuming your club already organises competitive events, does it hide its activities from the local community to avoid confrontation, or does it push its events 'out there'? Whilst the second option may seem daunting, it can pay dividends if handled diplomatically. Consider advertising



your events to the local community - this helps them feel involved and, with the right PR, they can begin to feel like it is 'their' event and even arrange associated activities – encourage this and consider offering free tickets or (even if entry is free anyway) priority parking for locals.

A great example of a community getting 'on-board' with an event (as seen at one local Classic Trial) would be the local WI or Village Association putting on a 'Coffee and Cake' stall near to a popular section during the event.

With your event up and running, it will naturally attract interest from passers-by; to make the most of this, signpost parking and generally make people feel welcome. If arrows or signs are put up to assist competitors in finding the venue, maybe write on them what the event is so that any interested members of the public will also know what is going on.

Having attracted 'outsiders' to the world of club motor sport, we then need to show them how easy it is to be involved. Ensure there is an obvious 'information point' at the event - this does not need to be manned continuously but will work best if it has a display illustrating what the club does and how easy it is to 'come onboard'. Descriptive fliers and club membership forms on the stand will help. Also make sure that information explains what the event comprises – just watching cars going around a course can soon become uninteresting without an understanding of how the event works.

Manning stands can be an onerous and soul-destroying way to spend a whole day. If helpers are in short supply, display a sign saying something along the lines of *"Thank you for attending today - if you would like to know more, there will be club personnel on this stand at 11.00, 13.00, 15.00 and 17.00"*. This is just an example but gives you the idea.

If you feel a little more ambitious, then the 'Information Stand' can be taken and used as a show presence at other events around the region. These need not necessarily be automotive-based events but perhaps county shows, local village fetes or any other event attended by the public - maybe a local shopping centre? Often it can be more productive to actively target non-automotive events as you are then in the minority and a welcome contrast, rather than competing with similar stands to yours.

Always try and have some form of 'data collection' on the stand to give your club a base for further distribution of upcoming activities or events. This could be an 'on stand' competition that collects e-mail addresses for contacting the winner. Or, a favourite of mine, advertise a free copy of the current club magazine to be sent to anyone leaving their details – this option gives the club the opportunity to include other promotional content at the same time without incurring printing costs. (NB. Remember it is important to offer an 'opt out/in' tick box on any paperwork completed on the stand).

Hopefully this will help you and your club with your own ideas. If you have also found other helpful activities I would welcome your feedback and suggestions for future reference.

If you or your club want further information, ideas or guidance, please do not hesitate to contact me directly by e-mail - [SouthWest@GoMotorsport.net](mailto:SouthWest@GoMotorsport.net).

## In the National News ...

Bath MC member Ross Whittock featured in Motorsport News on October 11<sup>th</sup>, having co-driven Chris Ingram on the last two rounds of European Rally Championship. Ingram claimed the ERC Junior U27 title on the last round, the Rally Liepaja in Latvia.



## Is this a record? ... or a first?



Plymouth MC members and ASWMC Hill Climb championship contenders Nick and Jack Ellis had an eventful weekend at Wiscombe over the weekend of 2nd/3rd September; Saturday's event ran in sunny and dry conditions, with Jack taking the honours in class A4 from Roy Bray, with Nick 3<sup>rd</sup>. Sunday brought atrocious weather, with incessant wind and rain. Some competitors declined to take part and for those who stayed it was challenging to say the least, not least for the marshals and organisers. Despite the

appalling conditions Jack took FTD in 45.37 seconds, which may be the first time an A4 Road Going Production class car has achieved this ... unless anyone else out there knows better!

## Classic and Social ...



**Torbay MC**, supported by their Wiscombe Park hill-climb sponsor, H R Owen Ecurie, will be holding a second 'Breakfast Club' event at the Kenton Park Estate Vineyard on November 12<sup>th</sup>. The event is free and open to all – particularly ASWMC club members and friends – and those driving to the event with classic, sports, competition or 'super' cars will be able to reserve a display place in the area adjacent to the café through the event microsite at [www.grandcru.co.uk](http://www.grandcru.co.uk).

Breakfast, 'brunch' and refreshments will be in constant supply from 9.00 a.m. to 1.00 p.m.

## **Oliver's Autocross Debut Season ...**

I've spent many years racing motocross bikes, but became bored with it so as I'd never competed in cars, 2017 was to be my first year of 4-wheeled motorsport, in Autocross, the refreshing grass roots motorsport! And "love it", are the words I often use to describe what I have done this year.

In 2016, my father and I drove from our home near Hastings, in East Sussex to Sugworthy to watch Michael Grant race his Fiesta. Our family know the Grants well, having spent many days at Rallycross with 'Papa Smurf' Andy and their pit crew/sons, Michael, Chris and Stephen, not forgetting another familiar face often there too, Alan Tapscott. We usually stayed to spectate for both days and to look at the 'specials' - and I was even once persuaded to help Michael change a rear axle after shearing a stub. It was clear that people in the paddock are a friendly and sociable bunch; everyone talks to everyone and helps each other in times of need. We left there thoroughly impressed, and with an offer from Alan to use a loan car for the 2<sup>nd</sup> event at Sugworthy in 2016 - but it didn't tie in with our existing plans and wasn't to be. After that I forgot about it, except occasionally looking at videos and pictures on my 'phone, but not really thinking about it - might I do a 'one off' event in 2017?

'Fast-forward' to a week before Christmas and, quite casually, Dad said to me "Are we going racing next year then?" ... and, well, who was I to deny him his wish? (In the last millennium he too had had plans to race cars, having raced bikes before but then he had kids ...).

The months after Christmas were spent sorting everything we needed - licences, club memberships (North Devon MC becoming my 'home' club), safety equipment, spare parts and a car, ... and preparing it. Production Class A2 was the logical route, and the Peugeot 206 GTi 180 my choice of weapon. Colin Anderson was probably sick of me asking questions, but he was there when I needed prompt answers. A week before the first event we had no roll cage or trailer, but we were determined to compete - a trailer was located and bought, and the roll cage was delivered and welded in to the car on the day before we left for Devon.

Dad and I arrived at the Kilminster venue after about 6 or 7 hours on the road, and what a place for a first meeting! Set in a beautiful valley, the track and paddock were in two fields on either side of a stream, which we had to cross to access and leave the track. We didn't know anyone, as I'd only had contact with Colin via messages, but we were soon chatting to people.

Come race day on Saturday, it was all new to me. Scrutineering, signing on, track walking, and drivers briefing. Along with many questions ... so what exactly do I have to do? What tyre pressures do you run? Handbrake in the turns or not? And so on ... I soon realised this was different to anything I'd done before - the lack of grip, course undulations, the car moving around beneath me ... not to mention the noise! In a stripped-out car, a rock up in the wheel arch or hitting the floor pan sounds like a bomb going off! I soon forgot about that and had a huge grin on my face after only 3 practice laps! That was it - I was hooked! I finished 3<sup>rd</sup> in class on Saturday and 1<sup>st</sup> on Sunday - I like this!

We packed up and headed home on Sunday evening, back before midnight with a big smile on my face and trophies in hand. When is the next one?? Three weeks away, at Sugworthy, the very meeting that a year ago we went to watch!



I must give credit to Steve Frost and Colin Anderson for the 'Cheetah' nickname I have come to be known by in the latter half of the year, due to a suspicion that I had been using an illegal differential - cheating! All cars that are supposed to run 'open' differentials are occasionally checked, and all had been found to be legal. However, on the Sunday of August's Isle of Wight event (I think because of a competitor's query) my car was checked - and found to be legal.

Thank you to whoever that was - it's a compliment to be doubted and found to be OK!

Fast forward to Witney MC's event and I came back from walking the track to find a new sticker on the car – an orange Cheetah on the rear bumper! I like it, and its staying put.

As I write there is one round left to run - it'll be a crucial one for me as I am leading the ASWMC Autocross championship, something I would never have imagined at the beginning of the year. I am still in the mind-set of 'going out and having as much fun as I can', and positions and points ultimately a by-product of that. There is much more to it than just the racing - the trips to the pub, communal gatherings around different food, having the wood burner going and music, table football, and socialising, the banter and the chanting at prize giving ... and Steve calling me Oliver 'Fraud' instead of 'Foord' when handing over an award! I'll miss all this when the season ends and will be counting down the days until it all starts again; for 2018 I'll be running a modified car with a different differential, so in a new class for me. If for any reason that doesn't happen, I'll be happy with the memories and the fun times I have had in 2017. I thought I'd feel like an outsider, coming from so far away and knowing no one beforehand, but what I now have is a family of people, friends, acquaintances and rivals. Why did I not do this years ago?

In addition to those already mentioned (I can't possibly mention everybody!), there are a few notable others, so in no particular order ...

Firstly my Dad, Nick (or 'Pasquale' to the autocross scene, thanks Mr Holton!) - without him, I wouldn't have done any of this, and I hope I have done you proud. My mother too, for letting Dad escape with me to the races!

Colin Anderson, for all his help; Simon Ford, always supportive and helpful, and Jenny Coxon - without her, I don't think we'd be able to go racing a lot of the time.

My fellow rookies this year - Alan and Chris from Oxfordshire - always the first to take the micky out of me, stir the pot and make me laugh. Steve Frost, for always just being a nice bloke from our very first meeting. Roger Brunt, a 'proper character' in the paddock and 'well experienced'. He has a saying for me – "balls of steel" - which makes me chuckle every time. I can't name everyone, but I have made some good mates along the way and want to thank all of them for making this sport what it is. And special thanks should go to all the organisers, helpers, medics, marshals and land owners.

I can't really talk from much experience, but many people in autocross compete in multiple disciplines, or have moved from hill climbs, or go banger racing and drifting at times - to those who drive in other disciplines, I'd say 'come and have a go'. I could go on and on – it's been a 'mega' year and thoroughly enjoyable. See you all again in 2018, with hopefully some fresh faces too.

***Oliver 'The Cheetah' Foord #88***

## ***Batman and Robin get (very) wet in Devon ...***

The summer was devoid of many things, sunshine and stage rallies being two of them – the first causing the cancellation of the second, the Boconnoc Motorsport Carnival. So, from the rallying perspective, the summer was all about sitting back and chilling, although there was plenty of other local motorsport in the area for those looking for their fix.

My fix was to be satisfied in early September - or should we call that 'late summer' – when I had an entry with Dan Gibson (the 'Cornish Pixie') in his Darrian T90 'Batmobile' on Bournemouth and District CC's Prima Stages at Smeatharpe, the disused RAF Upottery WW2 airfield north of Honiton. As the event approached we basked in glorious sunshine; the previous weekend had seen a glorious bank holiday weekend, with the sun was high in the sky and beaches stacked; I had sunburn and all was good in the world – truly a classic British summer's end. The week had been much the same, with the weather requiring us to wear shorts and t-shirts, and sit in the garden in the evenings sipping Pimm's and Vino ...

As the rally approached, we did what all good rally people do which is check the weather apps - and it wasn't looking pretty. As I sat in the garden with my cuppa, thinking all was still good in the world, my app told a different story. Rally people tend to assume the worst, so the night before, despite the evening's gorgeous sunshine, we packed food, drinks, warm clothes and waterproofs - we are 'rally people' after all, so we prepare for every eventuality. On the day of the event, we awoke at 4.30 a.m. - when I say we 'awoke', I mean I awoke - Sam just grumbled and bumbled around, bleary eyed. She most definitely wasn't awake. I pulled back the curtains to reveal that summer was officially over that morning - the rain was torrential and it looked bleak. Ever hopeful, we both thought it might improve, despite the app's prediction. We dragged our supplies to the car (in the rain) and loaded, stopping to pick up Sam's brother and nephew who were coming to watch their first rally. 5.00 a.m. – and it's still raining. I bet they were super excited.

Logistically things went well – we travelled from Plymouth, Dan, plus Darrian, and Mark and Andrew Clayton in their Mini, came from Falmouth in convoy, and we arrived at the same time. We unloaded (in the rain), went through scrutineering (rain continuing) and set out our service area (still raining); we were joined by Simon Heywood and Kev Moses in their 'yellow peril' Honda Jordan. In the rain. The big entry meant that the service area was full, with cars and vans everywhere and minimal space to manoeuvre but it all worked and everyone was happy. By 7am we were signed on and ready to go apart from tweaking tyres and checking the fuel level. Except for the rain. It was still raining – did I mention that? Our awning was wide enough to cover us but unfortunately the wind drove the rain in sideways; at best it was damp and at worst, soaking. And we had to service on a tarpaulin which is, by its very nature, waterproof, to stop spillage reaching the ground. But it also stops rain from draining away, so within half an hour our area was awash with standing water – a sign of the day ahead.

Just ahead of our due time at MTC1, I squeezed into the Darrian (not gracefully I grant you but my method works), strapped myself in, wished Dan 'Good Luck', and off we went. Stage 1 was 'wet' (did I mention it was raining?) and we set off for 2 laps around Smeatharpe – we had no dramas other than a minor delay at the split when a fellow Darrian-driver on his first lap seemed

keen to hold his stage position by sitting in the middle of the track, holding us up for five corners ... and then it broke and they had to pull over. Stage, and day, over for them.

Dan's can be 'a bit of a Granny' when it comes to his performance, frequently beating himself with a wet celery stick whilst driving and moaning that his Granny could have driven faster, etc., etc. I think this is a trend amongst drivers (they all seem to do it) - he was apologetic, worrying that he was braking too early, going too slow etc., etc. It felt OK to me, but then I'm only the idiot who holds a picture of the route, so I'm just there for the ride. The stage conditions were officially "wet" (*That's a surprise – Ed*) - lots of water everywhere, so a cautious drive was probably the best option as the RWD Darrian doesn't inspire confidence in the wet, and we naturally assumed the FWD and 4WD cars would have the advantage. However, we were 5<sup>th</sup> fastest – we didn't check initially (knowing how well he's doing isn't good for Dan's nerves - he frets) - so our plan was not to be too concerned in the early stages and just go as well as could.



Stage 2 felt much the same - a good clean run in similar stage conditions - but our planned ignorance about progress was ruined by a text from Ben Parker saying we were "going well" and were up to 3<sup>rd</sup> overall, having posted 3<sup>rd</sup> fastest time, 16 seconds quicker than SS1. Dan stayed composed and we continued in the same vein, with every run going well and Dan 'living the dream' as we blasted around the stages. We spent a lot of the day chatting to other competitors, comparing times etc.,

and generally having a giggle. In our view the 'Drive of the Day' was another ASWMC championship contender, Darren Pool and Chris Beer, who were absolutely flying in their Super 1600 spec Corsa and lying 2<sup>nd</sup> overall; we were swapping seconds here and there with them, and the 2<sup>nd</sup> to 4<sup>th</sup> places were covered by a whisker. So, all was truly good with the world ... except, of course, the weather, which progressively worsened. Martyn England was driving the socks off his Ford Fiesta R5 Evo (a mega piece of kit) and out in front by some margin on each stage; none of us were going to catch him in those conditions, so we continued the fight for the highest place 2WD car. On the penultimate stage (SS7), 2<sup>nd</sup> to 5<sup>th</sup> in the order set almost the same time, such was the consistency of the group, and SS8 also saw us all hold our positions and finish as we had started the stage.

At the start we were all a bit 'doomy' due to the weather but a clean and tidy drive in the wet paid dividends. Dan drove brilliantly all day, focused, calm and handling the pressure, and pushed on to give us the result. The Darrian performed well and just winding it up a little more on each stage kept us in touch with the leading group. We were delighted with 3<sup>rd</sup> overall, 1<sup>st</sup> 2-litre and RWD; an awesome event despite the weather and the challenging conditions. With just Caerwent in early October and Bovington in late November, a good points haul put Dan 2<sup>nd</sup> in the ASWMC championship, and gave him a mathematical chance of winning. We left looking forward to our grand tour to the fantastic Jersey Rally, so watch this space for updates!

**Dan Gibson/Alf Chanter**  
**Darrian T90 Batmobile.**



## 2017 Championship Reviews



### 2017 Sporting Trials Championship

With the Calvin Trial having to be cancelled, only seven rounds will now count, so with three trials remaining – and plenty of dropped scores to come into play – it's far too early to make any reliable predictions.

Colin Flashman, who's become a grandad for the first time, has been on fine form over the last three events, with some great driving rewarding him with three top ten overall results. Alan Baker has also been very busy, competing in Cumbria the week before the last three events, and now lies just a point behind Colin, but with currently only six scores on the board. Sadly, Andy Wilks missed the Pete Fear trial - we all wish him a speedy recovery and hope to see him at the top of the hills again very soon. Alan Murton continues to support each event, travelling up from Cornwall, and now lies in fourth place, just one point ahead of double champion John Cole.

It's now the time of year that sees me looking forward to next year's championship, and in particular the events and the rules. The BTRDA has completely changed their class structure this year, but I have stuck to the original classes and structure we issued. What would everyone like to see next year? Independent and live axle classes, or just driver-result classes, irrespective of car configuration? Live axle drivers might be disadvantaged by competing in a small class through the year, thereby reducing their points regularly. Another option might be to stick with the existing structure and those with live axles receive a bonus point on top of their class position, as we do now for the overall winner. What do you think? Feedback please, as quick as you can ...



The Pete Fear trial also saw Ross & District host the 2018 Inter Association Team Trial. With just nineteen entries and so many red drivers, it was a challenge to put together the teams, fifteen drivers eventually comprising five regional association entries.

Representing the ASWMC were the "Cornish" team - John Fack, Jerome Fack and Colin Flashman, all Cornwall residents and all driving Cornish-built MSR's – who retained the trophy for the association. In a superb second place were the ASWMC "Miss Match" team of Ian Veale, Josh Veale

and Alastair Moffatt, driving a mix of Sherpa's and Richard Robarts cars from various counties! Well done to you all!

**Duncan Stephens**



## **2017 Classic Reliability Trials Championship**

The only event since the summer break has been Holsworthy MC's Roger Pole Taw and Torridge Trial. Due to the unusually muddy conditions it proved to be a high scoring event, with the overall winner scoring a total of 34; the entry was dominated by the higher classes, with the overall results being dominated by class 8 cars. Duncan Stephens, Aaron Haizelden and championship leader Craig Allen all won their classes. Paul Merson, driving his 'Shopland Special', claimed an excellent 2<sup>nd</sup> in class against very strong class 8 opposition. Dave Haizelden once again took 2<sup>nd</sup> in class behind his son in a rather depleted class 5.

The second half of the year will be very busy, with another seven rounds between mid-October and the first weekend of December, the only free weekend in this schedule being Remembrance Sunday.

After an excellent first half of the year Craig Allen (class 4 VW Beetle) leads the championship with 57 points, 12 points ahead of last year's champion Aaron Haizelden after being beaten into second place in three of his six events. The next four places are very close, with Stewart Green in his new Class 8 Gruffalo lying just one point ahead of Ray Ferguson (Liege), who is in turn just two points ahead of Paul Merson and Keith Sanders. There are, however, another 7 rounds to go and so everything could easily change once more if all the top contenders tackle the remaining events.

**Carlie Hart**



## **2017 Car Trials Championship**

The 2017 season concluded with Woolbridge MC's event at Hogcliff on October 8<sup>th</sup> - a great clubman trial with 30 entries, so it was somewhat disappointing to only have two registered ASWMC contenders competing.

However, quality not quantity was the order of the day, with newly crowned BTRDA Gold Star champion Shawn Franklin (Citroen Saxo) consolidating 2<sup>nd</sup> in the championship with a fine class win. Mark Hoppé (Citroen Saxo/Dutton Melos) secured the championship a couple of rounds ago and finished the season with a class win, just missing out on the overall win, taken by David Robinson, who had not registered this year, but has had a great set of results; 3<sup>rd</sup> in the championship went to Craig Allen in his VW Beetle.

Ten contenders scored points this year, which made for a disappointing championship compared to 2016 in terms of a battle, attendees at each round and the total rounds contested.

Only feedback on what is wanted can change this situation - so please provide feedback urgently so we do not plan the 'same old, same old' for 2018. It's your championship ... so you need to tell me what you want!

**Mark Hoppé**



## 2017 Southern Counties Autocross Championship

Twenty-six contenders made the trip to the Isle of Wight for the championship round co-hosted **Southsea MC and the IOW CC** at the beginning of August and none were left disappointed. With a 47-strong entry and a very demanding course on a smooth grass field, credit must go to both clubs for all the hard work put on the event. This was the first time that many of the host clubs' own members had competed on an event of this type and they all seemed to thoroughly enjoy the extra seat time and challenge of Autocross. Hopefully it will encourage more to make the journey to the mainland events in 2018. Simon Ford was again in fine form, setting fastest times throughout the weekend, although he was chased down by Kieran Anderson, John Rigden and Richard Davies for the top honours. However, it was the mainland drivers that completed a clean sweep of the top six overall positions, as well as all the first in class awards except the Rally Car class. Well done to everyone involved - it was certainly worth the journey and I think there could be even more making the ferry trip in 2018.

The August Bank Holiday saw the running of the traditional **Witney MC** 'GP' and proved to be an excellent example of how our club members come together to keep events running. Volunteers from numerous clubs stepped up to help and a great weekend's motorsport was had by all. There were some issues with the dust, but without resorting to running everyone alone this was something that could not be completely avoided. The open and flowing track held up well for the thirty-nine competitors, with just a few some small changes having to be made overnight. The leading three drivers were separated by just 2.3 seconds at the end of Saturday, with Kieran Anderson holding a slender margin of 1 second from Simon Ford, who in turn led Richard Davies by 1.3 seconds. The tightest of margins went to Craig Tredwell who, on his first outing of the year, led Mark by just 0.1 second! Oliver Foord continued his customary habit of setting outstanding times and lay 6<sup>th</sup> overnight, a slender half a second ahead of Roger Brunt. Sunday remained dry and bright this year, but times were slightly slower due to the track layout changes. Kieran Anderson kept his small leading margin to secure FTD ahead of Simon Ford, who hung on from Richard Davies despite having his lead reduced by 0.2 seconds. Just 4.1 seconds covered the top 3 drivers after 8 laps of a 1200m course on a stubble field! The biggest trophy haul of the weekend went to 'Team Holton', with Stuart collecting the 2<sup>nd</sup> in class award, Grace the 3<sup>rd</sup> in class and Best Lady Driver, as well as the Marshal's award. Well done!



One 'mishap' of note was that befalling Jenson Cozens (*pictured here at Coryton Park on the Torbay MC Spring Autocross*), who unfortunately inverted his very rapid Peugeot 106 as he crossed the finish at the end of 1<sup>st</sup> timed run on Sunday. The car was very much the worse for wear, but the driver was fine if a little shocked.



**South Hams MC** provided a new venue, with a very promising layout, in the 'South Hams' for their September event and had the unenviable task of 'second-guessing' the weather leading up to the weekend. Those that took to the track early on Saturday certainly made the most of the track at its best, with Simon Ford finding some grip and producing a time some 10 seconds quicker than his nearest rival, John Rigden. However, only 2.9 seconds covered John, Alan Holly and Craig Tredwell. Stuart Holton edged out Grace by 0.4 seconds, much to her disgust, for the class win as both Roger Brunt and Kieran Anderson encountered their own problems. Jenson Cozens made his debut in the ex-Dan Rooke Citroen AX, probably not on the best of track conditions, but certainly showed promise after his 'mishap' at Witney. Class wins for Oliver Foord, Andy Hoare and Robert French were both hard fought and appreciated. Despite a lot of hard work by a small team, the overnight rain that persisted into Sunday morning meant the organisers had to end the event early on safety grounds, a decision that I think everyone agreed was the right call to make in the circumstances.

In the lead up to the event, we received news of the sudden passing of long-time competitor Phil Kempthorne. Phil was a regular figure in Autocross for many years and was much respected by his fellow-competitors. Phil always brought immaculate cars to events and never failed to find time to chat and share his extensive knowledge and advice with anyone. He will be greatly missed by all that had the pleasure of knowing him.

***R.I.P. Phil Kempthorne #57***

***Colin Anderson***



## **2017 Autotest Championship**

Having tried to establish a championship from the Autotests listed by the few clubs running events in 2017, there was little take up on the actual events run, so the table on the website shows only the events which did go ahead.

Special 'thanks' should go to Ross and District who put on a great event for only one registered ASWMC contender - a great shame really! I did drive the event and, although not a typical Autotest, it was great fun. Hopefully Ross can confirm that there is no additional work to put on an ASWMC section to the event and there was no need to change the format of the event to accommodate us. It would be nice to see other clubs embracing the ASWMC championship within the events they run.

Camel Vale MC had the misfortune to clash with other events and unfortunately this meant there were no championship contenders entered. The event was on grass however, and this might have discouraged entries. Unfortunately, Bath MC did not run its first event, which left the Inter-Association round without a host event – I was given a great deal of help to organise this from Woolbridge MCs' Vic Fancy and Mervyn Brake, who obtained a permit and established that Blandford Camp was available on 8<sup>th</sup> October. I produced regulations and distributed them to all area chairmen and coordinators, having been assured we could raise sufficient bodies to run the event on the day. Unfortunately, I received no entries in time for the closing date, so with regret the event had to be cancelled.

So that was that for the year; with only two drivers scoring points, both on 11 points, the title is shared between Ian Griffiths and Tom Burles - I suggest the cup is held for 6 months each.

Hopefully the new Autosolo coordinator for 2018 will also take on the Autotest mantle and organise a championship for 2019.



*(All images courtesy of Mike Judge)*



## **2017 Autosolo Championship**

Seven events have run to date, and the results are available on the ASWMC website. With only one to run (Truro & DMC), the best 6 from 8 will count, so the championship is still wide open. Steve Conner and Anthony Brown are the current front runners and appear to be the only two who can win but second and third places seem to be open to at least 4 drivers; dropped scores and entries to the Truro event, assuming it runs, will make all the difference.

As you may be aware, Bristol MC could not gain access to Chepstow racecourse for 2017 and this, with a poorly supported Camel Vale MC event, has led to the cancellation of three events to date. Hopefully normal service will resume and we can count on two Autosolos from Bristol MC in 2018.

The ASWMC Autosolo championship does seem to be attracting more registered contenders who are scoring points; if we can continue with this rise in numbers in 2018, and increase the number of championship events, we should develop a strong base for future inter-association events.

On a personal note, it's good to see someone put themselves forward as the Autosolo coordinator for 2018; I have been anticipating semi-retirement for at least the last two years but somehow life has conspired against me and I seem to be working more now rather than less! Having started the ASWMC Autosolo championship, I hope the new coordinator will grow the discipline (there seem to be plenty of clubs looking to have their events included in the championship) so it all bodes well. Once the appointment is confirmed I will pass over all the information to help with a smooth transition. Perhaps they will be able to organise an Autotest championship for 2019.

At this point I would like to thank all the executive committee for being so welcoming of my co-option, which now seems like years ago, and, for all the help they gave to me in taking over the coordinators post. It's been a pleasure to work with you, Gentlemen and Lady.

In closing this, my last report, I wish all the ASWMC committee, and all contenders in all disciplines., all the best for the future – I hope to see you around when I am competing.

**Ernie Burles**

## **ASWMC 2017 Hillclimb Championship**

The Hill Climb season is over for another year we had 98 registered contenders, of whom 80 registered a score.

There have been several different leaders in this championship but eventually Paul Reynolds took a convincing win by 3.49 points from Ben Bonfield, who was in turn 2.83 points ahead of Rodney Thorne. In hill climbing, these margins are quite large. And I'm happy to report that I predicted Rodney for a likely podium slot in the summer!



## **ASWMC 2017 Sprint Championship**

The Sprint season effectively ended back in July with the DMS at Castle Combe as the October meeting at Clay Pigeon was called off due to fog after practice, and for some only one practice run. There were 66 registered contenders, of whom 50 scored championship points.

During the season there were five different championship leaders but, as I predicted in my Summer newsletter report, Roger Brunt and Elen Worthington looked to be likely candidates for the top slots; David Sims finished 3<sup>rd</sup> due to dropped scores. Interestingly, the top four in this championship were covered by just 2.52 points which, when you compare the total track time, means that the margins are a lot tighter than in the Hill Climb championship.

**Roy Sims**



## **2017 Open & Novice Navigational Road Rally Championships**

With no rounds since Devizes MC's Devils Tour at Easter, the points are unchanged. However we now have four rallies in the run-up to the end of the year; Exmouth MC's Barbara Carter, South Hams MC's Harvest and North Devon MC's Ilfracombe here in the south west and a trip to Wales for the Powys Lanes – let's hope that each one has enough entries to run.

As the points stand there is all to play for in both championships, so I hope to see you all there. With 2018 coming up very quickly, the first event of the year will soon be upon us; SRs will be out soon, if not already, for the 13<sup>th</sup> /14<sup>th</sup> January's Bagger Rally in the Dorset/Somerset/Devon border areas.

If the proposed Targa Championship comes to fruition, then the very well-subscribed Bath MC's Festival Rally is likely to be the first or second round, so put in your entry in early to avoid disappointment.

**Roger Gillard**



## **2017 Sealed Surface Rally Championship**

In the drivers' championship Chris Wheeler is hanging on to his 12-point lead with Dan Gibson, Darren Pool and Yvonne Furzeland chasing hard in the other three award positions.

In the co-drivers' championship, Chris' Dad, Steve Wheeler, has a slightly healthier 16-point advantage over Chris Beer, with Dawn England in third place.



## **2017 Loose Surface Rally Championship**

The awards positions just couldn't be closer in this championship, with Rex Ireland holding on for all he's worth to his slender one-point lead over Martyn England, whilst in the co-drivers' standings Adrian Scadding clings to the same margin over Dawn England.

**Alan Whitney**

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