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## ***ASWMC Championships Sponsored by:***



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# ***Autumn 2018***

## **Welcome to the 2018 ASWMC Championship Autumn Newsletter**

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If the Wiscombe Park spectators for the Lombard Rally Bath are any guide, nostalgia is in the ascendency. The Wiscombe management team could scarcely believe their eyes at the crowds who turned up to see rally cars of yesteryear 'tour' up the hillclimb course on a beautifully sunny late-Autumn day. Many famous names either drove or navigated - Stig Blomquist, Jimmy McRae, David Llewellyn, Shekhar Mehta's widow, Yvonne, Willy Cave (now 91!) - the list went on, plus many ex- and current international, national, and south-western competitors. The hill was marshalled to capacity (80 people signed-on with chief marshal Roger Nunn!) and the cars were, without exception, pristine as they passed through the Park, which had been a special stage of the 1976 Lombard RAC Rally (albeit run in the opposite direction). Historic motorsport, of all kinds, is now a huge draw, and there are even suggestions that Liberty Media could opt to 'wind back the F1 clock' by a few years, mechanically and aerodynamically, to steer away from ever-more complicated, manufacturer dominated, technology and encourage closer racing.

Meanwhile, a welcome review of the regulations governing the 'life' of safety equipment is underway at Colnbrook – let's hope that this is another sign that the base of the UK motorsport pyramid – at club level - is to be given another injection of sensible 'win-win' policy to help it flourish.

**Rupert Barker - Newsletter Editor**

*The Editor's comments in this column are personal and do not necessarily reflect the views of the Association, its executive committee or other officers.*

**Cover Page Photo:** *Crowds of spectators – and plenty of marshals – enjoyed the brilliant Autumn sunshine and nostalgic rally atmosphere as the Lombard Rally Bath passes through Wiscombe Park - see also the Gallery on page 10. (Image: The Editor).*



## Association Partners:



## From the Chair ...

Three member clubs of the ASWMC were recently at the forefront of the nation's attention, when Truro & District MC, Newquay AC and Plymouth MC co-promoted the first speed event at a closed road venue in England since 1924. Using the new legislation from April 2017 that permits local authorities to suspend the Road Traffic Act, the Watergate Bay Hillclimb became the first, but most definitely not the last, such event, with the next running likely to be both bigger and better. Rallying had staged its first such event earlier in the year, and now it was the turn of speed events ... and it was popular, with the entry list filling within 24 hours! On arrival at the bay, I did wonder whether I had turned up at a Netherlands international football match by mistake, such were the numbers of 'supporters' in orange who turned out in force to marshal. That was one aspect about which the MSA Steward was never going to need to think twice.

Something we tend not to do terribly well in our sport is assess the economic impact on the local community. Perhaps if we did this more often, particularly for events that are reliant on local co-operation, it would help to demonstrate the benefits, and have a positive knock-on effect for other events.

It is hoped that in 2019 'the goalposts will be moved' for some of our ASWMC Championships. Regulation D.4.5.4 permits some championships to include Clubman-permitted events but contenders are required to hold a Clubman competition Licence. Now, for a two-year trial period from 2019, the requirement for contenders to hold that licence is being discarded. If your discipline is one of those which might benefit from this, talk to your ASWMC Championship Co-ordinator. As I write, some of the championship regulations are being revised in the light of this change and will be voted on at the AGM.

In some disciplines, our sport is growing. Targa rallies are increasing in both numbers of events and the size of entries and, as this is true 'grass-roots' motorsport, this is a joy to see. Stage

rally entry lists are growing again since the seeding rules returned to "normal", and in autocross, sprint and hill climbs, event and championship registrations are all healthy. But I am puzzled that championship registrations in autosolo and the trials disciplines seem to have stagnated - are we doing something wrong?

**Paul Parker, Chairman**

### **News in Brief...**

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your club registration –  
this page*

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down - page 5*

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Volunteer Awards  
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*The dawn of a new  
era? Watergate Bay  
hillclimb – page 12*

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Rally championship  
meeting – page 17*

## **On-line MSA Club Registration ...**

You can now renew your club registration online at [members.msauk.org](http://members.msauk.org). The fee for 2019 is £80.00 (Kart Sections of Motor Clubs - £50.00). Club Secretaries and Treasurers can use their club login to update club officials' details and pay the registration fee for next year. If you do not wish to pay online, you can print off a postal registration renewal invoice and pay by cheque. Marshals' clubs and Approved Organisations, which do not pay a fee, will be contacted separately by email.

To access the club renewals page, you must log in using your club's username and password. If you are unsure of your login details, please contact Competitions & Clubs. You must ensure that all your club officials' details are correct in 'Edit Club Details' before you proceed with your registration renewal.

After you have completed the online registration, a receipt will be sent to the registered club email address and you will then be able to print off your club registration certificate. The insurance certificate for 2019 will shortly be available on the MSA website by browsing over 'Clubs & Organisers' and clicking 'Public Liability Certificate'. Copies of the MSA Yearbook will be posted to the registered club address just before Christmas.

### **Please complete your club renewal by 30<sup>th</sup> November 2018**

Online Organising Permit applications will be available from 10th October 2018.

Should you require any assistance with your Club Registration please do not hesitate to contact the Competitions and Clubs Department on 01753 765 000.

**Simon Fowler**

*Competitions & Clubs Manager*

*For and on behalf of the Motor Sports Association*

## **Training ...**

This will be my last trainer's report as I stood down at the AGM - two candidates put themselves forward for the post of Training Coordinator and Jay Brown was voted in as my successor.

I am particularly pleased that our, and my last, ASWMC training day in March was a success, with over forty marshals attending on the day.

My thanks go to the Association for their support, and West Country Rescue and all the volunteer marshals who have helped me deliver training days over the years I have been doing the job - it has been a very enjoyable period.

I will be continuing as an MSA-registered trainer, so no doubt will still be appearing at training days in the future. Due to the early deadlines for funding requests, I have assisted Jay (who recently completed the MSA Registered Trainer course) with an application for two training days in 2019. So please keep supporting us and enjoy your motor sport.

**Roger Nunn, MSA Trainer.**

**E-mail:** [training@aswmc.co.uk](mailto:training@aswmc.co.uk)

**Web:** ASWMC or VIM (<http://www.volunteersinmotorsport.co.uk>) web sites.



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## **MSA Bulletins ...**

**MOTOR SPORTS ASSOCIATION**  
UNITED KINGDOM



### **Entries open for JLT MSA Club and Volunteer of the Year awards**

The very best of UK motorsport will be recognised in the 2018 JLT MSA Club and Volunteer of the Year awards, which are now open for entries.

The club award focuses on the wide range of grassroots motorsport activities that provide opportunities for members to compete, volunteer and socialise throughout the year. Clubs can nominate themselves and are encouraged to do so no matter how big or small their contribution to the sport.



The volunteer awards recognise excellence and commitment across several categories, from Steward and Clerk of the Course to Technical Official, Marshal and more. A winner will be declared in each category and the best overall entry will be crowned the Volunteer of the Year. Nominators should ideally be from MSA-recognised Regional Associations, Clubs or Groups, although this is not essential, and all nominations will be considered.

Suze Endean, MSA Development Manager, said: "Clubs and volunteers are the bedrock of motorsport, so we really want to celebrate and showcase their achievements. We've listened to feedback from last year to further improve the awards process, so we look forward to seeing lots of entries start to roll in from all corners of the UK."

All category winners will receive a cash award and a trophy at the MSA Night of Champions ceremony at the Royal Automobile Club in January. Nomination forms and guidance documents can be found at [www.msauk.org/awards](http://www.msauk.org/awards). Entries close on 12th November.

For more information, email [awards@msauk.org](mailto:awards@msauk.org). For details of last year's award winners, [click here](#).

*Image: JLT's Richard Rainbow (l) presents Southsea Motor Club with the 2017 JLT MSA Club of the Year award at the MSA Night of Champions.*



## ***Entries Open for MSA Young Journalist & Photographer Awards***

Entries are open for the 2018 MSA Young Journalist and Photographer of the Year awards, recognising most promising young members of the motorsport media aged 30 and under.

Established in 2002, the awards are designed to celebrate the UK's new generation of reporters and photographers working in motorsport. An expert panel will consider the applications, and each winner will receive a trophy



and a cheque for £1,000 at the MSA's prestigious Night of Champions ceremony at the Royal Automobile Club in January.

Additionally, the two winners and any highly commended entrants will receive a year's provisional membership of the Guild of Motoring Writers, the world's largest organisation of automotive editorial professionals.

Stephen Lickorish, deputy editor of *Motorsport News* and winner of last year's journalism award, said: "It was a massive honour to win in 2017. When you look at the list of the previous winners and what they've gone on to achieve, it's quite inspiring to be following in their footsteps. Since winning the award I've been very fortunate to have been promoted at work, but I am still learning all the time and the award win still helps to motivate me to keep improving as a journalist."

Matt Sayle, who won the photography accolade, added: "Winning the MSA award was the best moment of my career so far. To see my name on the trophy alongside some of the best motorsport photographers in the world is incredible and something I am extremely proud of. It has opened many doors for me and 2018 has been mega busy as a result. I was fortunate enough to be invited to Le Mans with Aston Martin and Prodrive as a result of winning this prestigious award, which was just simply an incredible experience. I can't thank the MSA enough for the award and the boost this has given me."

Candidates must have been aged 30 or under on 1 January 2018. They must be able to demonstrate published work involving UK motorsport and are required to submit a minimum of three published articles or five photographs from 2018. Outlets can be specialist or general, national or regional, and online or offline.

Application forms are available on the MSA website at [www.msauk.org/awards](http://www.msauk.org/awards) and entries must be received by the MSA no later than 12.00 on 5 November 2018.

## ***MSA to optimise cost of safety equipment for competitors***

The Motor Sports Association (MSA) has committed to an in-depth review of competitor safety equipment over the next two years. This will explore a raft of initiatives, including strategies to reduce the burden on competitors of the unnecessary replacement of seats and harnesses, while ensuring suitably high standards of safety are maintained in the sport.

A cornerstone of this new initiative will be to provide greater education for competitors in respect of their own safety and to place more responsibility on the competitor to maintain a level of safety equipment, above a defined MSA minimum standard.

As a first step, the MSA will recognise an extended life for certain FIA-homologated seats and harnesses in the UK. The MSA Board has approved the following Motor Sports Council recommendations with immediate effect:



- In stage rallying, seats homologated to the FIA 8855-1999 standard are granted a two-year extension at the end of their initial five-year life.
- Across disciplines requiring a homologated harness, the MSA will recognise a ten-year life for harnesses homologated to the latest FIA 8853-2016 standard. This homologation is for six-point harnesses as a minimum and is tested with higher loadings than the previous standard.

These regulation changes are detailed in a document on the MSA website [here](#).

The MSA will be publishing new guidance on installing seats and harnesses, while giving scrutineers further training in this area. The governing body will also be reiterating scrutineers' powers to retain or invalidate homologated equipment if they have serious concerns regarding its condition or know it has been involved in a major accident.

Looking ahead, the MSA is investigating new ways of tracking homologated components as well as evaluating more cost-effective accident data recorders (ADRs) for wider use.

David Richards CBE, MSA Chairman, said: "As the governing body, one of our principal roles is to grow motorsport at grassroots level while promoting safety within the sport at a realistic cost for competitors. I firmly believe the time has come for a wholesale review of our approach to safety across the entire motorsport landscape and this review will be delivered by 2020. It's therefore appropriate to allow our competitors to continue using their recently purchased seats at least until then, when the outcome of this review will be published."



## Welcome to ...

The ASWMC's newest member club, the **Welsh Sprint and Hillclimb Club**, based in Kidwelly, Carmarthenshire, was elected at the October Executive committee meeting, bringing the total of member clubs to 90. The club was founded by several regular competitors in the Welsh Association of Motor Clubs Sprint & Hillclimb championship and aims to encourage more people to take part in Speed events, both novices and those already competing in other branches of motorsport. Their website is at [www.sprint.wales](http://www.sprint.wales)

## FaceBook ...

Some of you may have noticed a change to the ASWMC website, in that the section at the top right of the home page has been revised. The reason for this is that Facebook changed its 'rules' a while ago so that websites could no longer 'import' group feeds, which is why it became blank and has been so for a couple of months.

We have been working on a solution to this, with the additional aim of having a place for brief ASWMC news updates; our webmaster, Nigel Hewett, has now created a new page - 'ASWMC News' - which can be found at <https://www.facebook.com/ASWMCNews>.

The purpose of this new page is to give a place for brief news and reminders of championship points updates, notifications of ASWMC meetings, calls for newsletter contributions etc., etc.

To stay informed on ASWMC matters, please add this new page to your shortcuts – thank you.

The ASWMC Facebook group - <https://www.facebook.com/groups/331829570210716> - continues as before for you to promote your events, 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 which are offensive or unrelated to motorsport will be removed).

## Reminders ...

### **ASWMC Club Project Fund**

Please remember the deadline for applications, in writing, to the General Secretary, is 31<sup>st</sup> October 2018.

### **Provisional 2018/19 ASWMC meeting dates:**

9 <sup>th</sup> December 2018	Executive Committee Meeting
17 <sup>th</sup> February 2019	2017 Awards Presentation
12 <sup>th</sup> May	Executive, SGM and Council Meetings
18 <sup>th</sup> August	Executive Committee Meeting
20 <sup>th</sup> October	Executive, AGM and Council Meetings
8 <sup>th</sup> December	Executive Committee Meeting



## Gallery - Lombard Rally Bath 2018 ...



(Images – 569 Motorsport Media; The Editor; unknown).



## **ASWMC win 2018 Inter-Association Autocross ...**

The 2018 Inter-Association Autocross was held at Torbay MC's Autumn Autocross, where 'ASWMC 1' took the win with the ACSMC team second.



*Pictured above:* the winning and runner-up teams with their Inter-Association trophies (L to R): Stephen Frost, Simon Ford (ASWMC), John Rigden (ACSMC), Kieran Anderson (ASWMC), Oliver Foord and Simon Taylor (ACSMC).

*Below:* all Sunday's award winners, the last round of the 2018 championship.





## ***Around the Clubs ...***



*Truro & District MC, Newquay AC and Plymouth MC* ran the first closed-road hillclimb since 1924 in mainland UK at Watergate Bay near Newquay, Cornwall, over the weekend of September 15<sup>th</sup>/16<sup>th</sup> on the B3276 Atlantic shoreline coast road. The event attracted large crowds as motorsport fans watched a diverse range of cars tackle the 720-metre course.



Tavistock's Doug Bennett (Sylva Striker) had the honour of setting the first FTD on his first timed run on Saturday afternoon, stopping the clocks on 24.74 seconds.

*(Image: Howie Fowler)*

FTD on Sunday went to Chard-based Stewart Lillington in his Radical SR4, setting an impressive 23.57 second run and a new hill record.

*(Image: Howie Fowler)*



Local charities benefited, with all profits being donated to the Cornwall Air Ambulance and the Cornwall Food Foundation, which includes Jamie Oliver's apprentice scheme at the nearby Fifteen restaurant. Initial estimates are that over £10,000 will be donated.

Spectators, estimated at about 1000 each day, enjoyed a heady mixture of the popular surfing location and motorsport within the space of a few hundred metres, seeing the cars at close hand in the top paddock and chatting with the drivers in the bottom paddock in the heart of Watergate Bay.



*(Image: Rupert Barker)*



The event also staged demonstration runs for several cars from the racing-car classes during the lunch break.

*(Image: The Editor)*

Organiser Dave Brenton has dedicated the past few years to launch this event - "This has very much been a labour of love for a long time now and to see that first car leave the start line on Saturday morning was a very special moment for me and all of the organising team".

"It's been a mammoth task ... there have been some issues that we worked hard to overcome during the weekend ... the atmosphere was amazing ... and each competitor loved every second. It's been a remarkable motorsport success and I can't thank everyone enough for their support, from our sponsors, partners and charities, to the marshals and spectators who turned up to watch" ... "we are already looking at how to improve" ... "We look forward to welcoming everyone back in Cornwall in September 2019 for the second running of the Hillclimb."



### **Luke Cooper Crowned Castle Combe Formula Ford Champion on Bittersweet Day**

Yatton Keynell's Luke Cooper secured the CCRC Formula Ford title at Combe Countdown on Bank Holiday Monday (August 27), despite heartbreak when his engine expired. The Wiltshire ace was quickest in qualifying, notching up his fifth pole position of the season in his Future Inns/Swift Cooper SC16 with a 1 minute 10.01 second lap – 0.03 secs up on Michael Eastwell – and capitalised with a good start in the Melksham Motor Spares-backed series before dropping back to sixth by the end of the opening lap. He battled back, however, and was challenging Josh Fisher for the lead, until he had to pull up on the start-finish straight with just one lap to go. Fisher eventually won, 3.8 secs up on Roger Orgee, while Adam Higgins was third.

"It is good we managed to win the Championship and I am ecstatic about that," Cooper said after his DNF. "It is just a shame to win it like this." "It was looking like a really good race and it was a really good race until the engine went bang. I had managed to work my way up well and get myself into a really good position starting the last lap, but unfortunately it just wasn't to be." "The team and everyone involved with Swift Cooper have done a brilliant job though this year to get the car so fast," he added, "We have been on the pace all the time and it has been fantastic. We had taken six wins out of six coming into this meeting and we were in a position to potentially make it seven going into that last lap. Like I said, it's just a shame to end like this. Now we will have to see if we can get an engine for the remainder of the year, but it is all very expensive and not something I can really afford."

Meanwhile, Eastwell came through to win the second CCRC Formula Ford race of the day, 1.577 secs ahead of Fisher, with Orgee claiming the last podium place.

In the Castle Combe GT Simonstone Championship, Tetbury's David Krayem and Cowbridge's Andy Southcott shared the spoils, the former winning the opening race to mark his 66th birthday in style, while the latter – having lost out in the first race despite starting on pole – made amends with victory in race two.

Alex Kite won a last-lap thriller in the Castle Combe Saloon Car National Windscreen Championship, with Calne man Simon Thornton-Norris runner-up and race long leader Gary Prebble slipping to third, just ahead of Bath's Dave Scaramanga – less than 1.08 secs covering the top-four. With Prebble missing the other saloon race due to technical issues, Thornton-Norris led from start-to-finish, with Scaramanga second, 4.58 secs adrift and Kite third, a further 2.56 secs behind.

In the Hot Hatch Challenge, Bath-resident Will di Claudio proved unstoppable, bagging pole position, two races wins and two class fastest laps. He was also a massive 49.52 secs up on his closest rival at the end of the twelfth and final race of the meeting, lapping everyone in the field except runner-up Matthew Bawtree.

Steve Collier also completed a double in the MGCC Lackford Engineering MG Midget/Sprite Challenge, while Simon Kendrick and Martin Wills secured a win apiece in the Lancaster Insurance/MG Owners Club Championship.

## Marshals' Post ...

Saturday evening, 24<sup>th</sup> November, looks like a busy evening for road rally marshals, with two clubs running events on the same night ...



**Exmouth MC** are looking for marshals for their Barbara Carter Rally on November 24<sup>th</sup>/25<sup>th</sup>. The event is a round of the ASWMC Open and Novice Navigational Road Rally championships and starts at the Pitstop Diner at Raceworld, Greendale Business Park, Woodbury (Map Ref 192/018½897½).

Please contact Chief Marshal Roger Holder by e-mail – [roger.holder@hitachicapital.co.uk](mailto:roger.holder@hitachicapital.co.uk) or on his mobile – 07789 707472.



**Devizes and District MC** are also looking for marshals for their Driveshaft 20-20 rally, which is also raising funds for the Wiltshire Air Ambulance, starting at Chippenham (map ref. 173/ 925 793.5 post code SN15 5LH).

Please contact either the Secretary of the Meeting, Janet Edwards on 01225 755077 (between 19.30 and 21.30 hrs) - e-mail [keithandjanet1@btinternet.com](mailto:keithandjanet1@btinternet.com) or Chief Marshal, Roger Fletcher, by e-mail - [rogerfletcher@blueyonder.co.uk](mailto:rogerfletcher@blueyonder.co.uk).



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## Team Tempest ...



In March this year, Colyton Grammar School's 'F1 in Schools' team - HAWK Racing – took third place in the UK finals, and immediately started preparations to compete in the 2018 International finals of the competition. In September three CGS students set off for Singapore to represent the UK, where they were to partner three Malaysian students from team 'Beta Lightning', from Kolej Sultan Abdul Hamid school, Alor Setar, Kedah, Malaysia.

The competition involves designing, manufacturing and racing a 1:20<sup>th</sup> scale F1 car to a very long set of competition regulations, similar to those used in professional motorsport worldwide. A successful team's car progresses through regional and national finals, where a panel of judges assesses the design process and enterprise strategy, from marketing and social media to CFD and physical testing, and the car itself is scrutineered for compliance with the regulations. The three top national teams then progress to the international final to test their mettle against industry leaders in F1, CAD and engineering businesses.

Our trip had a difficult start when a team members' baggage, containing our enterprise and engineering portfolios and all our cars' spare parts (all critical components), being mishandled at Gatwick airport. On top of this our "pit booth" was broken during the flight from Kuala Kedah to Singapore but, despite these setbacks, the team successfully recovered the situation in just 24 hours and were able to compete as planned.

Team Tempest finished 29<sup>th</sup> out of the 51 international final teams drawn from schools all over the globe; whilst we would have hoped to finish higher, we were heartened by the knowledge that almost every Top 20 team had competed in previous world finals and that the 7% points penalty (for our malfunctioning pit booth) was sufficient to knock us out of the top 30. On top of that we have since been invited to take part in the judging of the 2019 competition. We were also invited to dinner with Renault Motorsport F1 Executive Director Marcin Budkowski and Ian Goddard, Head of Technical Partnerships; this also led to a tour of the F1 garage and meeting Carlos Sainz. Above all, the experience taught us the power of networking and we hope that more can come of our newfound contacts in the F1 industry.

We have all learnt to be confident under pressure, especially when speaking in public, how to manage a budget effectively and how to work as a cohesive team, even when partnered with colleagues on other sides of the world.

Entering the International competition requires between £12,000 to £50,000 (depending on your location and access to machinery – a difficult task for a group of 6 schoolchildren!) and all our funding came from sponsorship and community fundraising. We are very thankful indeed to the ASWMC, and to our main point of contact Howard West, for helping us financially through the association's sponsorship, and for giving the team, and other CGS students, an introduction to

the rich history of local motorsport. We hope this will be the start of a new relationship between grassroots motorsport and students at CGS, as there are great opportunities for students in all sectors of motorsport. It is through exposure to the clubs and events that a passion for sport is developed and we wish the ASWMC club committee every success in the future.

With many thanks again for your support,

**Anthony Ford**  
***Previously Director of Finance and Resources,***  
***Tempest Racing***

P.S. We are now designing a hill climber- thanks for the inspiration!

To find out more about 'F1 in Schools', go to <http://www.f1inschools.com/world-finals/>.

## ***2019 ASWMC Targa Road Rally Championship***

***There will be an ASWMC meeting at***

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

***at***

**7.30 for 8.00 p.m., on Tuesday 20<sup>th</sup> November 2018**

This meeting is open to all - event organisers and competitors alike - to discuss the 2019 Targa Road Rally Championship.

If you are considering a Targa Road Rally Event as an organiser, competitor or just an interested observer, please come along and see if we can generate ideas to move the championship along and upwards. Although there were only four championship events this year, it was a successful start and the outlook for 2019 is a lot better. There are ten championship events, provisionally, so far so this is a call to any club and competitor that wants to be involved— please come along. (If there is time we will also look at the Navigational Road Rally situation and our thoughts the future).

### ***Provisional 2019 Dates:***

Bath MC:	March.	North Devon MC:	April.
Burnham-on-Sea:	April.	Bath MC:	May.
Tavern MC:	June.	VCRR:	August.
Devizes & DMC:	September.	Tavern MC:	October.
Salisbury & Shaftesbury MC:	November.	North Devon MC:	November.

***Roger Gillard***





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## **2018 Championship Reviews**

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### **ASWMC 2018 Hillclimb Championship**

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The championship has been well contested this year, with 99 registered contenders, 82 of whom have scored. There were to have been 21 rounds but one, at Manor Farm, had to be abandoned because of damage to a large gas pipe; it was a horrible wet day anyway!

The championship was led by Ben Bonfield for most of the season but he was eventually overhauled by two top contenders, Ian Ingleheart and Jon Langmead, both of whom had been scoring strongly all season, albeit always a couple of scores behind. They didn't take their positions at the top until after the Five Clubs weekend and they then didn't contest any further rounds.



The championship Top 3 are:

- 1<sup>st</sup> - Ian Ingleheart,
- 2<sup>nd</sup> - Jon Langmead,
- 3<sup>rd</sup> - Ben Bonfield.

Outside the championship, the Watergate Bay event, the first closed road hillclimb in England and Wales since 1924, ran on the 15<sup>th</sup> and 16<sup>th</sup> September. From the competitors' point of view this was a well-run event; there were some inevitable minor glitches but not much that you'd have noticed from the paddock.



## ASWMC 2018 Sprint Championship



Registrations for the Sprint championship were slightly up on 2017, with 66 registered contenders, 55 of whom scored. There were to have been 19 rounds but the July 14<sup>th</sup> round at Llandow was cancelled due to a lack of officials to run the event.

The top 2 places were fiercely contested in good humour all season and at the end the difference between first and second was just 2-hundredths of a point. The battle for 3<sup>rd</sup> to 5<sup>th</sup> places was also close.

The Championship Top 3 are:

- 1<sup>st</sup> - Roger Brunt,
- 2<sup>nd</sup> - David Sims,
- 3<sup>rd</sup> - Dave Greenslade.

**Roy Sims**

## 2018 Classic Reliability Trials Championship

The second half of the season started with Holsworthy's Taw and Torridge Trial on September 18<sup>th</sup>, with a revised route that once again included Cutcliffe Lane that until recently was used as a hill section of the MCC Lands' End Trial. The revamped trial featured a good variety of sections and was well received by the contenders. Paul Merson continued his class 8 battle with Stewart Green and they, along with Ray Ferguson, managed to conquer the Cutcliffe Lane restart; Paul once again won both the class and the trial outright. Aaron won the battle of the Haizelden Scimitars in class 5, whilst Craig Allen, Ray Ferguson and Matt Facey all won their respective classes.

A week later the North Devon Tarka Trial also contained a good range of sections, from rocky lanes to slippery grassy slopes and plenty of green lanes, and again Paul was the outright winner; Dave Haizelden and Ray Ferguson won their classes.

With seven events remaining this year, there are still plenty of points to be scored and the championship table could easily change ... but the low entry levels that clubs appear to be attracting for their trials is worrying.

**Carlie Hart**

## **2018 Car Trials Championship**

The 2018 championship has been extremely disappointing, with only 4 points scorers so far and fewer registrations than in previous years ... and at least one of those was last year's runner up who dodged the new £15 fee!

With one round to go I have again won the championship ... I say won, but that may be a somewhat exaggerated use of the word! However, we may see a change in the contest for 2<sup>nd</sup> overall as we will see at least three contenders at the final round.

The weather has affected some events this year and, together with apathy from competitors, this has led to events running either with very low numbers or even not running at all. The proposed changes for 2019 will, I hope, give contenders a more open championship and more prospect of winning the championship. Time will tell.

Woolbridge MC and Ross & District MSL have already confirmed they will run two championship events in 2019 and I am expecting a similar positive response from Windwhistle MC. I have written to previous event hosts and asked them to confirm whether they will be able to support the championship next year.

The only outstanding issue needing clarification is how the reduction in licence requirements for regional championship events will interact with events that will also be running simultaneous rounds of the national series. I am currently confused as to how this will work!

**Mark Hoppé**

## **2018 Southern Counties Autocross Championship**

2018 has been an excellent season for Autocross in the South West, especially when you consider that the North East championship was cancelled before it had even started and the only autocross event attended by any NE drivers was the final round of our championship!

Every event ran, and only 2 timed runs were stopped due to weather, or time issues, across the whole season. Thirty-three competitors from the mainland travelled to the Isle of Wight CC round this year; unfortunately, due to other commitments, the IOWCC won't be hosting a round in 2019, with Southsea MC hopefully running a replacement event instead.

112 different drivers signed-on during the season but registrations were slightly down on 2017, partly due to some competitors only entering selected events and others taking time out; two registered contenders scored points for acting as C of C.

The Rally Car classes haven't attracted as many as we anticipated, and so if 2019 doesn't see a rise in numbers, I intend to amalgamate Rally Cars with the Modified classes. After a request at the beginning of the season for drivers to bring forward their ideas for rule changes, only one response was received, and that supported the current structure. On this basis, the 2019 regulations will remain largely unchanged; however, during the closed season I will draw up a new provisional set of regulations for all classes (for implementation in 2020) and present them to all drivers for consultation during the 2019 season.





The 2018 Championship was won by Kieran Anderson, just 2 points ahead of Luke Holly; Michael Woolacott was 3<sup>rd</sup>, John Rigden 4<sup>th</sup> and Oliver Foord (the 2017 Champion), 5<sup>th</sup>.

**Colin Anderson**

*(Images: Rachel Telfer; Colin Anderson)*

## **2018 Autosolo Championship**

Congratulations to Dave Fooks for winning the Championship in his first year of competition! Dave's wife and family supported him at events, demonstrating that a championship isn't just a commitment for the driver – a great job by all. The “old boys” of the championship – Steve Conner and myself - finished second and third. It was a pleasure to be beaten by Dave!

- 1<sup>st</sup> - Dave Fooks,**
- 2<sup>nd</sup> - Steve Conner**
- 3<sup>rd</sup> - Alan Wakeman**

It was great to see a wide variety of standard cars taking part in the championship. MX5s were the most popular - Antony Brown, Geoff Bromfield, Sandy Smith and Chris Foxley – whilst Brad Snow added some spice with his Z3. Pumas were the next most popular, driven by Phil Turner, Alan Spencer and Steve Conner. Dave used a Clio, my daughter and myself were in our Micra and Liam Rollings brought out an indecently quick Mini.



It was great to see everyone develop during the year, the champion being one great example, as Dave became steadily more competitive as the season progressed, and regularly led events towards the end of the season.

2018 was a solid year with good competition on all the events. Autosolo is an entry level discipline in a 'grass roots' environment, where drivers can still be competitive in standard cars, and this enables new competitors to progress in

a friendly, supportive and fun atmosphere - so please spread the word.

### ***Looking back on 2018 ... and forward ...***

Increasing the total number of rounds, both to balance those in the east with those in the south-west and to encourage more contenders from the latter, clearly didn't work. There was no meaningful increase in registrations from the more distant clubs; having visited two (Camel Vale and Truro MCs) it seems that not many new local people are entering motorsport, and therefore there are fewer new potential Autosolo competitors.



Many existing competitors have moved on to the Truro Speed Academy. Just two championship contenders travelled from the East to enter SW events (Dave Fooks and myself) and none travelled the other way, and so it seems distance is the issue - Cornwall is a long way from the next nearest venues (Smeatharpe and Westonzoyland). Some could not commit to the maximum number of events (9 scoring) to make championship registration worthwhile.

I'd like the ASWMC championship to differentiate itself from other Regional Championships which share events. There is no lack of ASWMC organising clubs, covering a wide geographical area, and about 25 autosolo events in all, which could attract many potential competitors. But given the distances involved would some localisation help?



Would introducing 'forward-only' Autotests, a closely related discipline, attract more organising clubs and competitors? Are there any suitable events and would this help to re-introduce the ASWMC Autotest championship, with a larger pool of competitors, in more standard cars, from which to draw contenders? This might increase the Championship rounds, but with fewer events to count there would be less commitment needed in time and mileage, and more choice for competitors.

Autosolo is an entry level sport, with the championship enabling competitors to take their first step outside 'closed to club' events. More choice, flexibility and reduced costs might attract more people into motorsport and onto the "ladder of opportunity" from club to regional championships and beyond; our Autosolo championship has a role to play as part of a drive to attract new competitors. The good news for 2019 is that the MSA have removed the requirement for competition licences for regional Autosolo championships (and in some other disciplines). This means that all events can run as Clubman events, saving event costs; BTRDA championship rounds, however, will still require Nat B licences, which will be a complication. More news on this as it is clarified, but this is a welcome step forward. Overall, the first step is to attract more new people to join motor clubs, so local recruitment is the key.

If you have any other ideas on the 2019 championship, or comments on these ideas and thoughts, please talk to me.

**Alan Wakeman**

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



## **2018 Stage Rally Championship**

So far this year ten events have run but the next round, the Wyedean, has been cancelled leaving just one round, the Challenger Stages, to finish the year.

There is a lot of uncertainty about next year with the loss of Brean (for one year), the September Smeatharpe date lost to drifting and uncertainty about the future running of the Wyedean. I am sure that there are issues with other events, mainly the very large amount of work required to run an event to the current regulations, with organisers wary of the workload required. I fear we may lose two or even three more over the next year or so.

At the moment I expect next year's championship to consist of nine rounds, with six scores to count; this will be achieved by dropping both the cancelled rounds and those that were not supported by championship contenders in 2018. I am aware, and concerned, that if a planned event is taken out of the championship it could put the event in danger of cancellation due to a lack of entries. However, entries have been quite poor on most events this year due to cost of competing and hopefully a reduced number of rounds will help competitors with the ever-rising costs. The challenge for organising clubs is to ensure that they give value for money while keeping their events financially viable.

**Vic Fancy**



## ***2018 Open & Novice Navigational Road Rally Championships***

The year started well with a positive feeling, with Targa rallies brought in to the championship, as suggested by competitors, to keep their fellow contenders happy and with something to do in the summer months. However, that plan didn't really materialise well, and optimism seemed to fall away through the year; by the early Autumn the round in Wales did not really work, either for us or them, and then the Harvest was cancelled due to lack of entries.

The Harvest organisers came up with an event with a low entry fee, but this did not seem to work and so has been postponed to 2019. So, Epynt MC's Powys Lanes, on the first weekend in November, is next; this event has a full entry and hopefully the championship points will make the journey over the bridge into Wales worthwhile. The last round, Exmouth Mc's Barbara Carter Rally, will hopefully attract enough support to make it a fitting end to the season for all concerned.

Just five events from only three different clubs does not make for a good championship, so in 2019 the championship will be rested whilst everyone has a chance to re-think which formats will have the best chance of success beyond that. Dan Pidgeon is looking at ways to improve the situation for 2020, with perhaps a new format, with '20-20' events added to the championship. Might this work? Time will tell ...

## ***2018 Targa Road Rally Championship***

After a good response to the formation of the championship 12 months ago, it is disappointing to report that only four events have run; perhaps the commitment was there at the start but not enough appreciation of the amount of work needed to put on the events. However, clubs are reportedly preparing at least ten events for 2019, with a few others aiming to secure deals for land access and use as well.

At least three different crews could win this year's championship and the Exmoor Targa, the last event of the season, will have decided the final placings.

North Devon MC are promoting a Targa rally on December 8<sup>th</sup> at Chivenor, near Barnstaple; this will be a 'taster' event for competitors and officials alike. If you'd like a run they will be pleased to receive your entry - a new team, new ideas, new venue and, hopefully, new competitors. See you there.

***Roger Gillard***

<b>Contact Us:</b>		
<b>Chairman: Paul Parker</b>	<b>E:</b>	<a href="mailto:chairman@aswmc.org.uk">chairman@aswmc.org.uk</a>
52 Brendon Road, Portishead, Bristol, BS20 6DH	<b>T:</b>	01275 843478
<b>General Secretary: Howard West</b>	<b>E:</b>	<a href="mailto:secretary@aswmc.org.uk">secretary@aswmc.org.uk</a>
'Letaba', 2 Sellers Close, Colyford, EX24 6PB	<b>T:</b>	01297 551375
<b>Championship Registration Secretary: Pam Hartill</b>	<b>E:</b>	<a href="mailto:registration@aswmc.org.uk">registration@aswmc.org.uk</a>
17 St Leonards, Bodmin, PL31 1LA	<b>T:</b>	01208 73676
<b>Treasurer: Jenny Coxon</b>	<b>E:</b>	<a href="mailto:treasurer@aswmc.org.uk">treasurer@aswmc.org.uk</a>
51 Twickenham Road, Newton Abbot, TQ12 4JF	<b>M:</b>	07980 061772
<b>Training Officer: Jay Brown</b>	<b>E:</b>	<a href="mailto:training@aswmc.co.uk">training@aswmc.co.uk</a>
18 Cromer Walk, Plymouth, Devon, PL6 6HF	<b>T/M:</b>	01752 662043; 07867 860984
<b>Forestry Liaison Officer: Chris House</b>	<b>E:</b>	<a href="mailto:forestry@aswmc.org.uk">forestry@aswmc.org.uk</a>
Brindham Farm, Wick, Glastonbury, Somerset BA6 8JR	<b>T:</b>	01458 833348
<b>Venue Development Officer: Roger Gillard</b>	<b>E:</b>	<a href="mailto:navigationalrally@aswmc.org.uk">navigationalrally@aswmc.org.uk</a>
33 Elmwood Park, Loddiswell, Nr Kingsbridge, TQ7 4SA	<b>T/M:</b>	01548 550529; 07720 137771
<b>Newsletter Editor &amp; PR Officer: Rupert Barker</b>	<b>E:</b>	<a href="mailto:newsletter@aswmc.org.uk">newsletter@aswmc.org.uk</a>
	<b>T/M:</b>	01392 490848; 07594 584129
<b>Webmaster &amp; 2019 Yearbook Editor: Nigel Hewett</b>	<b>E:</b>	<a href="mailto:webmaster@aswmc.org.uk">webmaster@aswmc.org.uk</a>
41 Trematon Drive, Ivybridge, Devon, PL21 0HT	<b>M:</b>	07858 387270
<b>Championship Coordinators:</b>		
<b>Autosolo: Alan Wakeman</b>	<b>E:</b>	<a href="mailto:autosolo@aswmc.org.uk">autosolo@aswmc.org.uk</a>
21 Deerswood, Maidenhead, Berks, SL6 8XF	<b>T/M:</b>	01225 331126; 07703 607114
<b>Autocross: Colin Anderson</b>	<b>E:</b>	<a href="mailto:autocross@aswmc.org.uk">autocross@aswmc.org.uk</a>
35 Haydons Park, Honiton, EX14 2TA	<b>T/M:</b>	01404 41535; 07813 769213
<b>Car Trials: Mark Hoppé</b>	<b>E:</b>	<a href="mailto:trials@aswmc.org.uk">trials@aswmc.org.uk</a>
(Telephone only after 6 pm w/days please)	<b>T/M:</b>	01935 816827; 07967 646086
<b>Classic Reliability Trials: Carlie Hart</b>	<b>E:</b>	<a href="mailto:classictrials@aswmc.org.uk">classictrials@aswmc.org.uk</a>
Tile Barn, Church Road, Doynton, Bristol, BS30 5SU	<b>T:</b>	01179 372611
<b>Navigational &amp; Targa Road Rallies: Roger Gillard</b>	<b>E:</b>	<a href="mailto:navigationalrally@aswmc.org.uk">navigationalrally@aswmc.org.uk</a>
33 Elmwood Park, Loddiswell, Nr Kingsbridge, TQ7 4SA	<b>T/M:</b>	01548 550529; 07720 137771
<b>Speed (Hill Climb &amp; Sprint): Roy Sims</b>	<b>E:</b>	<a href="mailto:speed@aswmc.org.uk">speed@aswmc.org.uk</a>
Rohan, Totnes Road, Ipplepen, Newton Abbot, TQ12 5TN	<b>T:</b>	01803 813703
<b>Sporting Trials: Duncan Stephens</b>	<b>E:</b>	<a href="mailto:sporting@aswmc.org.uk">sporting@aswmc.org.uk</a>
Ty Gwyn, Coxpark, Gunnislake, Cornwall. PL18 9BB	<b>M:</b>	07801 281053
<b>Stage Rallies: Vic Fancy</b>	<b>E:</b>	<a href="mailto:stagerally@aswmc.org.uk">stagerally@aswmc.org.uk</a>
5 Robin Close, Weymouth, DT3 5SG	<b>T:</b>	07836 389726
<b>U-21, All-Rounders &amp; Club: Pam Hartill</b>	<b>E:</b>	<a href="mailto:registration@aswmc.org.uk">registration@aswmc.org.uk</a>
17 St Leonards, Bodmin, PL31 1LA	<b>T:</b>	01208 73676