

Newsletter



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2019 ASWMC Championships Sponsored by:



Spring 2019

Welcome to the 2019 ASWMC Spring Winter Newsletter

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It's usually editorial policy not to write about one's own exploits, but this early in the season there's been a lack of articles about the exploits of ASWMC championship contenders, so I've taken the liberty of venturing abroad (before the UK shuts up shop and pulls down the shutters!) with a report on foreign soil. Co-written by Chris Mockridge (against whom, with John Varney, I competed on South-Western road events in the early 80's), our report on the 2019 Rallye Monte Carlo Historique is perhaps a pointer to the future of road rallying (except in Wales perhaps) – historic cars, complex regularity sections, satellite monitored timing and long-distance. Oh, and terrible/brilliant weather depending on your point of view. A great challenge and great fun but, it has to said, not cheap. So, what chance have young navigators, starting out in the rally office/left-hand seat, without a careers worth of savings behind them? Some HERO/ERA events are at the lower end of expensive, but not much – in our neck of the woods Andy Ballantyne, Jake Ramsden and others have had some success on these, but they're not the kind of events to see youngsters out several weekends of the year. So, how to bridge the yawning cost-gap between clubbie 12-car events and these is a challenge ... answers please to the Editor, for the Summer issue.

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: 'Winter Wonderland' - veteran South-West road rally crew Chris Mockridge and John Varney tackle L'Echarrason, Regularity 7 of the 2019 Rallye Monte Carlo Historique, in their Austin A40 – see the article on this event on page 14.

Association Partners:



From the Chair ...

I'd like to start with a reminder for those of you who compete in AutoSolo and Car Trials events that you can now take part in Clubman permit ASWMC Championship events without the need for a Competition Licence. This is a Motorsport UK experiment for both this year and next, but if it is to become a permanent concession it will require ASWMC Championship registrations in these disciplines to increase from the numbers in 2018. So, we need those of you who have yet to do so to register for the ASWMC championship in your discipline. We are liaising with the ACTC to make similar arrangements for those competing in Classic Reliability Trials (no Competition Licence for competitors and Clubman Permit events for organisers). This, it is hoped, will save money for both competitors and event organisers alike. But I must emphasise that we will need to show increases in our ASWMC Championship numbers 2018 to enable this facility to become permanent.

I attended a meeting recently in Cornwall which dealt with a number, and wide variety, of topics. One of them posed the question "Are there too many motor clubs?" My personal view is not that there are too many clubs but possibly too many active organising clubs. Many clubs do not organise events so do not present a problem to other clubs. What perhaps we do have are too many clubs trying to organise the same sort of event. Would it not be better if those clubs co-promoted their events with other similar clubs doing the same thing elsewhere? It would mean more sharing of resources, especially people, and although this wouldn't be necessarily "even" it would mean that each event could draw its organising team and marshals from a wider pool of resources, making the running of events that much easier. For example, one weekend at Wiscombe Hillclimb each year is organised by a consortium of clubs and that arrangement has lasted for over 40 years. It is not alone, and similar arrangements exist elsewhere in our region. The first step is to talk to your neighbouring clubs who have similar discipline interests to yours and the ASWMC can help with the process if you wish.

Our aim is to gradually enhance the content of the ASWMC website to benefit member clubs, and there is an update on this elsewhere in the Newsletter. We would also like event information - SRs, entry lists, directions to venues, results, etc. to be available to spectators and potential marshals as well as competitors. Please send event information to your ASWMC Championship Co-ordinator and we will ensure they're uploaded to the website.

Paul Parker, Chairman

News in Brief ...

Vnuk update ...

The February edition of the Motorsport UK on-line magazine carried further good news (pages 2 and 3) that the European Parliament had formally adopted the provisions of its earlier draft report, which recommended that vehicles used exclusively for motorsport should not be included in the controversial Motor Insurance Directive (MID). The motion was carried by 532 to 36 votes, with 19 abstentions.

The process is not yet complete, however, with the next stage being further negotiations in the Council of the EU and then between the Council, the European Parliament and the European Commission. Watch this space ...

'An Evening with David Richards', hosted by Bath MC ...

... See page 10.

TyreMarks ASWMC offers ...

TyreMarks of Tavistock, sponsors of the 2019 ASWMC Speed championships, have announced that all ASWMC competitors will receive a 10% Discount on motorsport tyres, e.g. Toyo R888R, Yokohama A052 & Nankang AR-1. Free carriage and next day delivery direct to the customer (for 2 or more tyres bought at a time), or free fitting at their Tavistock depot is also available for purchases of Toyo tyres. This 10% discount also extends across the standard tyre range for ASWMC members' private vehicles, plus other services offered at TyreMarks. See www.tyremarks.co.uk for details. An additional 10% discount is available on HYDROFLOW Engine Carbon Cleaning treatment - more information on this specialist treatment is at:

<https://www.tyremarks.co.uk/engine-decarbonising.aspx> or <https://www.hydro-flow.co.uk/>

TyreMarks are also offering 20% discount on all POWERFLOW Exhausts, built in house at Powerflow Tavistock – see their work at:

<https://www.facebook.com/Powerflow-Tavistock-569467576749600/>. For further information, contact Mark Tillyer on 01822 611321.

Helmet & Fire Extinguishers ...

Please be aware that the Snell 2005 safety standard (an orange label on the inside of the helmet) is now obsolete, so only 2010 and 2015 labels are valid, until 2023; also remember that fire extinguishers need to carry a dated service sticker.

Andy Collard/John Cooper, ASWMC Championship Eligibility Scrutineers

Hawk F1 update ...

The Colyton Grammar School 'F1 in Schools project, which was supported by the ASWMC, Wiscombe Limited and Woolbridge MC in 2018, has seen two of its team members graduate into roles in motorsport ... one student has gone on to work with the Mercedes F1 team and, more locally, John Froude, Design & Technology teacher, has embarked on training as a Motorsport UK scrutineer.

Notes from the Executive Committee Meeting, 17th February ...

Championship registrations were slightly lower than expected, possibly as the Brean Stage rally had been cancelled ... registrations usually pick up as the Speed and Rally seasons start, with many competitors registering at their first event of the year ...

TyreMarks and DL Motorsport Parts had renewed their championship sponsorship for 2019 and a new sponsor – 1st Choice Finishes of Exeter – had stepped in to sponsor the Autocross championship ... all the yearbook advertisers have renewed ... Link Up had not renewed their website advertisement as Motorsport UK had put the official clothing contract out to tender ... negotiations with Reis Motorsport Insurance had proved insoluble and so it was agreed to end the current agreement ...

'Course Cars' and other official event vehicles are not covered by the Motorsport UK Permit Insurance and will need their own cover ...

Sponsorship requests from schools will be signposted to their nearest local clubs

The **ASWMC website** will be revised so that competitors and visitors can be more easily signposted to member clubs ... member clubs will be encouraged to keep relevant information (entry forms, marshalling opportunities, Championship SR's etc.) available and up-to-date on their websites ... (*see separate item on page 7 – Ed*).

A **'crowd-funding' appeal for Westcountry Rescue** has been launched to raise funds to replace a vehicle that is at the end of its useful life ...

The challenge facing member clubs in promoting, marketing and media exposure were discussed ... support and advice from the ASWMC will be explored further ...

The initiative to remove the need for Clubman licences for certain events under D.4.5.4 is being monitored to see if there is any value in it continuing beyond the 2-year trial period.

The Association's financial position was strong going into 2019 ... although eighteen clubs had yet to renew their 2019 subscriptions by mid-February ...

Nigel Hewett was congratulated on his first, the 2019, yearbook ... this had required significant changes, not least as the MSA rebranded to Motorsport UK ... costs had also been reduced by restructuring the content to save unnecessary pages.

The Autosolo championship had seen a small increase in numbers ...

The ASWMC Forestry Liaison Officer reported that just three Targa Road Rallies were intending to use forestry land in 2019 ... there are no plans for stage rallies returning in the immediate future ...

The **ASWMC stand at BHP Motorfest** at Westpoint, Exeter, on June 16th will be coordinated by Colin Anderson and Jim Bee, and will feature people and cars from as many ASWMC championship disciplines as possible ... a leaflet may be produced to advise visitors who to contact for a particular event discipline ...

2018 Awards Presentation Gallery ...



Images from the Awards presentation are available from the Newsletter editor on request – newsletter@aswmc.org.uk

Event Information on the ASWMC website ...

In response to feedback, Nigel Hewett, ASWMC webmaster, has made some changes to the way in which the association's website links to those of our member clubs. Alongside each event listing in the championship calendars you will now find a small link 'Visit Website' which will take you to the organising club's website to find SRs, Entry Lists, Results etc. This depends, of course, on clubs uploading their event documents to their websites, so if you cannot find what you want, please contact the organising club (not Nigell!).

Training ...

A further event is also being planned, to be held in Cornwall, date to be advised. For further information, please contact ... **Jay Brown, Training Officer** (training@aswmc.org.uk)

John Turpin: 1923 - 2019

We are sad to report the death of John Turpin, aged 96, a long-time member and supporter of Torbay Motor who was very well known throughout the South West motor sport fraternity for his hill climb exploits with a Porsche. Members of Torbay MC visited him in Southlands Care Home, Newton Abbot, a couple of years ago, taking competition cars for him and his fellow residents to admire and reminisce.

Motorsport UK makes major changes to its governance ...

In one of the most significant changes to the administration of motorsport in the UK, the governing body has adopted new articles of association, which bring it in line with Sport England's Code of Governance and best practice. The new articles see the Motorsport UK Board become the ultimate decision-making body in the governance of UK motorsport. This has historically been the role of the Motorsport Council, who will now become the body that informs and advises the Board on key issues affecting motorsport, helping to shape strategy and promoting the sport in the UK. The Board will be made up of a greater proportion of independent non-executive directors, in addition to the members representing the sport's direct interests.

The Council will expand significantly to include representatives of a wider range of stakeholders, including motorsport venues, broader motorsport activities such as commercial karting and the motorsport industry in general. This will allow a greater range of views to be considered and ensure the governing body better reflects the whole sport.

A new Rules Committee, drawn from across the disciplines, will be established to review regulation changes proposed by the various specialist committees. Meeting bi-annually, the Rules Committee will review proposed regulation changes and ensure that full consideration is given prior to submission to the Motorsport UK Board.

Find more on this at <https://www.motorsportuk.org/Major-changes-to-the-governance-of-Motorsport-UK>

Reminders ...

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.

ASWMC Club Project Fund ...

The deadline for applications to the fund in 2019, which need to be made in writing to the General Secretary, is 31st October 2019.

Photography Credits ...

When sending photos please include event details, location (e.g. stage or corner), car, driver/crew, the photographer (if crediting is required) and any other relevant information. E-mail contributions to newsletter@aswmc.org.uk Thanks.

ASWMC on FaceBook ...

The ASWMC News page is at <https://www.facebook.com/ASWMCNews>.

The ASWMC Facebook group is at <https://www.facebook.com/groups/331829570210716>

Marshals 2019 registration ...

Don't forget to renew if you haven't done so already!

2019 ASWMC Meeting Dates ...

12 th May 2019	Executive, SGM and Council Meetings
18 th August 2019	Executive Committee Meeting
20 th October 2019	Executive, AGM and Council Meetings
8 th December 2019	Executive Committee Meeting



**Recognised
Club**

Motorsport UK Branding ...

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

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



Formally known as Subaru WRC Spares

DL Motorsport Parts Limited offer a complete spares service for all Subaru WRC and GPN cars which were originally manufactured by Prodrive Ltd.

As well as catering for other Subaru rally cars built by non-official teams. We also have parts for GPN cars that are used for track days, hill climbs and road going cars.

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If you have any questions please don't hesitate to contact us

Oakfield Press, Elliot Road, Plymouth, Devon, PL4 0SG

Email: dlmotorsportparts@hotmail.com

Tel: 01752 276166

Around the Clubs ...



Bath MC are proud to announce 'An Evening with David Richards CBE' on Friday 17th May 2019 at 7.00 p.m. at Williams Automobiles, Horton, Chipping Sodbury. BS37 6QG, less than 5 miles from the M4 Junction 18.

The event is 'ticket only' at £10.00 each and spaces are limited, so reserve your seat early – all profits will be divided between the BDRC Motor Sport Charity and Westcountry Rescue.

Tickets are available on-line at <https://helmtickets.com/events/3861/david-richards-cbe-talk-at-williams-automobiles> and you can also e-mail Dave Whittock at whittock@talktalk.net for further information.



Truro High School Motorsport Club have been very busy in the first few weeks of their ASWMC membership, achieving Motorsport UK recognition and organising their launch day on 1st May. This will feature 'Dare to be Different' and 100 year 7 pupils in Truro, when guests Louise Goodman, Jenny Morse, Cristiana Pace and Jamie Chadwick will be running a "Women into Motorsport" conference. The club are also taking part in the 'Cornwall Motorsport Month' in September with a 'Classic Car and Bikes Show' (see 'Classic & Social', page 12)

The Greenpower section of the club was formed in 2012 and has grown from a team of five with one F24 car to thirty-three active members and 6 F24/F24+ and 3 Goblin cars. In 2016, 2017 and 2018 they raced in the F24+ Greenpower series, against many teams with more resources and money supporting them; despite this disadvantage the team qualified for the International Finals in all three years.

David Richards, Kevin Moore, James Robinson, Stephen Lui, Cristiana Pace, and staff at Williams F1 have supported the team over the years. Whereas their drivers have previously registered with clubs outside of Cornwall, the club hopes that becoming a Motorsport UK registered and ASWMC member club will support more students, especially women, make the transition into motorsport and become involved in running events in Cornwall.

The club's FaceBook page is at:

<https://www.facebook.com/TruroHighSchoolForGirls/posts/2026010187519559>

And for an insight into their Greenpower successes, please go to:

<https://www.trurohigh.co.uk/news/greenpower-go-ahead-for-high-school-girls/>

<https://www.trurohigh.co.uk/event/greenpower-racing-goodwood/>

<https://www.trurohigh.co.uk/event/greenpower-race-day-at-castle-combe/>

<https://www.trurohigh.co.uk/event/greenpower-team-at-rockingham-speedway-international-final/>



Sevenoaks & District MC are promoting 'Motorsport at the Palace', on the 26th and 27th May at Crystal Palace, London. The event includes a Sprint on parts of the old race circuit, for those who fancy some extra action outside the ASWMC championship, a car show and a host of other attractions including children's activities.



Sprint and car show entries are now open and are filling up fast, and full entry details can be found on the event website - www.motorsportatthepalace.co.uk – along with spectator ticketing.

More information is available from Karen Webber, Event Coordinator - karenmatp@gmail.com.



Castle Combe Racing Club are set for exciting year, with the season kicking off in style with a celebration of 50 years of the circuit's Formula Ford 1600 championship at the opening race meeting on Easter Monday (22nd April). The annual season-opening Howard's Day meeting will feature a double-header round to kick off the 2019 championship, with the aggregate winner from the two races winning a commemorative Guards Trophy to mark the championship's first sponsor. The race programme will also include a round of the very popular

Classic Formula Ford Championship for cars up to 1981.

An invitation and free circuit entry is on offer to all Formula Fords to take part in a static display, with a VIP Lounge for FF drivers in the Strawford Centre. All former Castle Combe FF champions will be invited to a lunchtime grid photo-call and the meeting will feature a bumper collector's programme full of history, images and memories.



Wheel-to-wheel dices, thrills and spills have been key elements of Castle Combe race meetings and the championship has consistently delivered hugely competitive racing from strong grids.

First created in 1967, early races were held at Castle Combe in 1967 and 1968 before the first circuit-based championship in British motor racing was inaugurated in 1969, thanks to the foresight of the late Howard Strawford, the man who later saved the circuit from closure and developed it into one of Britain's most popular venues. Speaking in 1998, Strawford said "I was the first person in the country to come up with the idea of having a regional championship" ...and "I applied directly to the RAC for the championship. By chance someone I knew ... was in charge of advertising for Guards cigarettes. So, we started off with (that) sponsorship ... I thought we could generate enough interest in the area for it to work." As usual, Strawford's vision was proved correct. It is hoped many cars and drivers from those 50 years will feature on and off the track.

The inaugural champion Bryan Sharp (Merlyn Mk11) was followed by favourites Bob Higgins, Gavin Wills, Kevin Mills and Josh Fisher; winning fathers and sons are Roger Orgee, Senior and Junior, and Bob and Adam Higgins, while both Higgins Senior and Wills have won the championship four times.



BARC Midlands Centre will be running sprints (not in the ASWMC championship) at the following venues in 2019 ...

MotoFest Coventry Sprint – 1st and 2nd June – go to the event page at <https://barc-midlands.co.uk/about-the-centre/2019-motofest-coventry-sprint/> ...

Three Sisters Summer Sprint – 31st August - <https://barc-midlands.co.uk/about-the-centre/2019-midlands-centre-sprints/> and

Grand Finale Sprint - Curborough Sprint Course – 21st and 22nd September - <https://barc-midlands.co.uk/about-the-centre/2019-midlands-centre-sprints/>



Salisbury & Shaftesbury Car Club's Bustard Targa Road Rally, a round of the ASWMC and CMSG Targa Road Rally championships, has changed its date to ensure access to the best available venues – the new date is Saturday 16th November. For more details please e-mail Chris Mills - chris.mills378a@gmail.com.



Tavern MC will be running the Washingpool Farm Targa Rally again this year, now that the organising team is in place, on Saturday 29th June. Entries will be open in mid-April ... e-mail Denise Desbois - denise@desbois.co.uk

Classic and Social ...

Williams Crawford, a Porsche Specialist in Saltash, are holding a 'Cars and Coffee' event on Saturday 6th April, from 8.30 a.m. to 12.30 p.m., at their new showroom premises, with talks from their Master Restorer and one of their Directors.



The Facebook event page is at <https://www.facebook.com/events/782263485507112/?ti=icl>
And the showroom is at 911 Forge Lane (*What a great address – Ed*), Moorlands Trading Estate, Saltash, Cornwall, PL12 6LX and they can be contacted on 01752 840307



Truro High School Motorsports Club will be holding a Classic Car and Bikes event on the 8th September at the school site, Falmouth Road, Truro. The event is a fundraising event for the Greenpower Engineering Team and forms part of the Cornwall

Motorsport month to promote motorsport within the county. This event is planned as a complete family day out, with fundraising stalls including crafts, local produce and refreshments.

Entries close on 14th August and entry forms are available from:

Yelda Parsons - Mobile: 07773 772193

Email - yeldamuge@hotmail.com



The Axle Tramps have been asked to promote the Kingsbridge Classic Car Show on the Quay this year on Monday 27th May. The club's successful Classic Car run will take place the day before, Sunday 26th May, allowing competitors to also show their car on the Quay the following day if they wish. Entry forms will be available in April from Kevin Moore – please e-mail axletramps@gmail.com.



Torbay MC have had to postpone their Tour, originally scheduled for 14th April, to the early Autumn – the re-scheduled date will be advertised as soon as possible.

South-West Road Rally crews go 4-wheel skiing ...

A larger than usual contingent of South-West road rally people set off for the continent in early February on the annual competitive festival of historic rallying that is the 'Rally Monte Carlo Historique'. Somerset-resident Bernard Northmore started the famed 'Concentration Run' from Monte Carlo as he was again in the left-hand seat of Monaco-resident David Stanley's Triumph TR4A, Chris Mockridge and John Varney started their second attempt at the event from Glasgow in their Austin A40, whilst Tewkesbury man Clive Berry, with the ASWMC Newsletter editor alongside, opted to start from Reims in his Chrysler Sunbeam 1600 Ti (painstakingly rebuilt after its autobahn shunt on the 2017 event). Others with allegiance to the South-West included Bristol mast-maker Wes Massem, servicing for another pair of Brits in an MGB, and Retrospeed Magazine editor and 'snapper' Peter Baker, service crew navigator and tea-maker-in-chief for Clive and Rupert's Sunbeam Ti. The 22nd running of the event turned out to be one of the snowiest and toughest for many years, with crews battling not just the elements and navigational challenges but also organisational disruption caused by the widespread protests of 'Les Gilets Jaunes'.

Chris takes up the story ... our steed this year was a 1967 Austin A40 Countryman fitted with a 1275 Midget engine with 45 Weber, 3 branch exhaust, different camshaft, etc and straight cut close ratio gearbox and LSD ... not exactly 'standard' and somewhat different to the one that Pat Moss drove for the BMC works team. We bought this car - nicknamed 'Tina the Farina' - in March 2018 and spent 10 months preparing her but we were nearly thwarted when the garage was burgled the day before departure to Glasgow - 6 wheels and tyres destined for Tina, 4 for our LR Discovery service barge, 5 on the trailer and numerous imperial spanners were all taken. E Bay and frantic 'phone calls to James at Bridge Tyres resulted in replacement tyres and Kim from 'Magic Midget' in Melksham kindly loaned us some Minilite-style wheels.

Apart from cold draughts, our run from Calais to Reims was somewhat uneventful. From Reims we wound our way south through France to Buis Les Baronies, joining other competitors on alternative routes along the way. Our only problem was a snapped fan belt at 0230; after the burglary we hadn't replaced the spare. Our saviour was a Norwegian in a frogeye Sprite who gave us one of his two spares although after he drove away, we found that it was too long. After some head-scratching we found that a ratchet strap, looped from the nearside wing over the rocker cover, around the alternator and back to the wing, provided enough tension.

Rupert ... The traditional Concentration Run ended with two regularity sections (ZRs), the first of which was a pointer of things to come – 3K of twisty, uphill, bone-dry asphalt ... and then suddenly unexpected deep snow, blizzard conditions and a 'white-out' that reduced many crews to a crawl. This was nearly Chris and John's downfall as they understeered off on a hairpin and stalled the engine ... to their amazement 'Tina' restarted on first turn of the key and the diff pulled them out of the snow.



An equally icy second ZR took crews to a time control in Crest where they were greeted with the news that parc fermé in Valence was the scene of a violent pitch battle between French protestors and the security services, and the whole of rally HQ had been moved to an athletics stadium on the outskirts. The re-route instructions close to Valence were so vague that the next five hours saw scores of lost rally cars crossing and re-crossing housing estates in an attempt to find the last control. Faced with a rising tide of angry and weary crews (who'd had no sleep since at least Thursday night!), the organisers did the decent thing and cancelled all the (many) road penalties.



Sunday's loop of four ZR's in the Ardeche was reduced to just the first, the rest having to be cancelled when organisers couldn't reach them to set up controls. The lunch service halt in St Agreve (above) was almost inaccessible and resembled Norway in a bad winter; pictured, above right, is the road section back to Tournon, with Chris and John's A40 leading Gordon and David Glen's Opel Kadett GTE.

Monday saw the event move into the Vercours, with more deep snow on the first ZR taking crews over the infamous Col de L'Echarrason (see images on cover page and right – Ed). Early and late runners went through without much falling snow but those in the middle were hampered by very heavy snow showers. The road sections were almost as snow-bound as the Col and the time control at the Gare De Clelles saw almost the whole field incur road penalties that were later cancelled. ZR9 was cancelled due to an avalanche but ZR10 ran, despite many crews meeting snow ploughs!



Chris again ... By now we realised that Tina had 'a drink problem' with about 1½ gallons used so far and our service crew were kept busy searching for, and buying, the correct grade of oil. *Tuesday ...* Valence to Monaco ... all three ZR's completed without drama except for very hot and smoking brakes – a portent for later - on the final ZR of the day at Entrevaux.

Rupert ... we also had just one drama, just 400m from the end of ZR12, when Clive understeered off the road, sliding on loose gravel dug out by preceding cars, squeezing the Ti between a tree and telegraph pole and launching it across the offside bank and into the field beyond ... luckily this was smooth and a convenient exit between two white posts saw us back on the road with very little time lost.

Chris ... As the result of someone else's road accident we arrived in Monaco a little later than scheduled but were classed as finishers, nevertheless. After a break of about five hours we left Parc Ferme headed for the last two ZR's, including the famous Col du Turini; right turn off the quay, up the GP finish straight, turn right through St Devote and up the hill to Casino Square ... where the brake master cylinder gave up the ghost and left us with no brakes! We had to return to Parc Ferme, incurring two maximum scores but a finish – the main objective - nonetheless!

We used this event as a fund raiser for Children's Hospice South West and have presented them with a cheque for £2100. Our fund raising will continue in 2019 and we hope to have another go at this great event in 2020.



Rupert ... ZR14 over the Col de Turini again gave us deep snow; it's the norm for spectators to shovel snow onto the bends and hairpins but there was so much on the roads that this was pointless ... so they resorted to throwing it into the air as cars approached ... Clive unwittingly had his window partly open (incessant hairpins are hard, hot work!) and a shovel-full came straight in and showered us both, wetting us, maps and paperwork!



A last – and fast - run through ZR15, finishing with over twenty tight downhill hairpins gave the handbrake some extra punishment before the complex run back through the suburbs outside Monaco to the Quai Albert III and the finish ramp.

After a record 62 crews failed to finish, eight surviving IRDC British crews were classified as finishers, and, er ...celebrated ... a bit ...

Chris Mockridge/Rupert Barker

Images – Peter Baker (www.retro-speed.co.uk); the Editor and assorted French photographers).

2019 Championship Updates



ASWMC 2019 Hillclimb Championship

Registrations are down by just nine on last-year's season end total, but it may be too early to be pessimistic as last year's end of season total was up on 2017 – let's hope that trend is repeated. In contrast though, entries for events are flooding in, which is excellent.

This championship has yet to get underway, but entry levels have been especially high for April's Wiscombe events. You will need to put in your entries as soon as you receive the SRs from me or as soon as I let you know they're on the organising club's website. The regs for Castle are available and I believe that all Wiscombe events are filling fast - Torbay MC's Wiscombe was half-full in just 24 hrs.



ASWMC 2019 Sprint Championship

Two rounds of the championship have now run, the Great Western Sprint at Castle Combe on 24th March and the Treloy Sprint on the following day. Richard Trevail leads the standings, with Richard and Alison Locke the only two drivers to have finished both events so far.

Upcoming events in April are Abingdon on the 7th, Portreath on 13th/14th, Clay Pigeon on the 21st, followed in May by Llandow on the 11th. GWS (a full entry in 48hrs!), Llandow and Abingdon were/are full I believe, and Treloy's entry was healthy.

SRs for Pembrey are on the BARC Wales website and the Abingdon Carnival (2 courses) regulations will be out soon. Don't forget that the Abingdon event will be two events in one day as far as ASWMC scores are concerned; this is a great event, although it can be very busy, I , so save on travel and enter both.

Championship numbers are good again, with the same number of registrations at this point as at the end of last season.

Roy Sims



2019 Southern Counties 1st Choice Finishes Autocross Championship

The first event of the 2019 championship – Torbay MCs Spring Autocross, over the Easter weekend 20th/21st April – is fast approaching and the club are also promoting a loose surface taster event on the Bank Holiday Monday – if you have friends or neighbours who'd like to try motorsport, this is their chance! See you there!

Colin Anderson

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2019 Classic Reliability Trials Championship

For various reasons, championship numbers have dropped this year, but the core of contenders have been very active during the busy start to the year, with three trials back-to-back in January and early February. It has also been good to see some past champions out and once again enjoying the sport.

The returning Clee Hills was well received, with a wide range of sections from easy and 'do-able' on road pressures to near impossible for most on free pressures. Fog provided an extra challenge and it was very lonely for the marshals at the top of some sections. ASWMC champion Paul Merson and Matt Facey continued their success from last year by winning their respective classes. The following week saw the Exmoor Trial with a new Clerk, some new sections and a route no longer extending east across the moor to Beggars Roost. The trial and new start venue was well received by both the bike and car competitors. There were class wins for Paul Merson, Dave Haizelden, Craig Allen, Matt Facey and new contender Roger Teagle. In early February the very popular Cotswold Clouds had to contend with both freezing cold and lying snow which added another dimension to the trial. High tyre pressures for class 8 meant the overall top ten was dominated by the lower classes. Paul Merson just beat Stuart Green to take class 8 once again, Matt Facey did very well to win class 3, and come second overall, just one point behind local trialist Ian Moss in his Imp. Keith Sanders triumphed in the battle of the Scimitars in class 5, just beating Arran, but was lost by Dave Haizelden who was forced to retire after his excellent clean climb on Bryans.

Holsworthy's Chairman's Trophy Trial in mid-February saw Paul and Dave win their classes but Matt was not so lucky and had to retire with a blown engine. However, he was out competing in the Northern Trial 6 days later! Early March saw Camel Vale's Camel Heights at Dunmere Woods. This was another tough trial, but Dave Haizelden once again won class 5. After five events the championship table looks very similar to last year, with the three 2018 award winners at the top along with regular contender Stuart Green.

Carlie Hart

2019 Autosolo Championship

We're now four rounds into the new season, with many new faces having joined the Championship. But it's still early days, with another 16 rounds to go, and just 7 to count – you can still win it!

Remember that a competition licence is no longer required for the Championship, so you can save money, the number of rounds has increased (enabling you to choose which events – dates and locations – will suit you. No excuses please! 😊)

It's early days and the table will probably change a great deal, but at present the standings are:

1st - Alan Wakeman 2nd - Steve Conner 3rd - Ben Griffin

Ben Griffin has now competed on two championship events (winning one overall), but he's also been competing on Targa events (winning one overall). The smoother Targa Road Rallies are a great cross-over event with Autosolos, so consider taking part in both disciplines. A standard car is suitable for both types of event.

Ed Martin is new to the championship and flying in his Evo, taking the overall win at Ross ... Alan and Luke Holly are demonstrating different driving styles in their shared MX5 - slow down Luke! Jim Bryant has joined the Championship in his MX5 and took the class win at the Devizes event and is yet another championship contender ... Dave Fooks hasn't yet found the pace in his C2 and will hopefully be back in his Championship winning Clio very soon ... Geoff Bromfield, Phil Turner, Chris Dennis and Chris Pickering are all picking up good scores, with Chris Foxley picking up maximum points for being Clerk of the Course for the Devizes event. Lastly commiserations to James Holly on his retirement from the Ross event.

There's still lots of events left to make a mark - see you out there!

Alan Wakeman
autosolo@aswmc.org.uk



2019 Stage Rally Championship

Two events have run so far – the Bovington Stages won by Bournemouth & DCC crew Andy Vey and Richard Fletcher (Mitsubishi Evo 4) after a close-run battle – and Forresters CC's Tour of Caerwent. Results tables are in preparation ...

With the relaxation of some of the safety requirements – seats and belts – this year, let's hope all event entries will be as good as these in 2019.

Vic Fancy

2019 Car Trials Championship

There was a 'damp-squib' non-start to our 2019 championship when the predicted weather over the weekend of the planned double-header at Windwhistle and Woolbridge was forecast to be terrible - and so both organisers made the sensible decision to postpone. The feedback I have is that we are rescheduled for May 25th and 26th ... so good news.



This means Round 1 will now be the Cross Trial at Dundry, hosted by Bristol Pegasus on 28th April - entry forms and SRs are available through the ASWMC website.

The championship format has changed to 3 rounds plus a final to count for the result this year... so there's still plenty of time to join and win the championship, wherever you reside.

We have a lot of new contenders from the Woolbridge club, so welcome to them. More news once we have turned some wheels!

Mark Hoppé

2019 Sporting Trials Championship

The championship now has eight registered contenders, with five rounds run so far – with a busy opening month of events. Alan Baker managed to compete in six trials in March, ending with his first (I believe) overall win at the Northgate Trial - congratulations to Alan and Hilary. Andy Wilkes has become the one to beat in the independent blue class, with three wins and a second place so far this season and is just a point behind Alan. Reigning champions John and Anne Cole lie third, having finished a close second overall to Alan on Sunday. Rookie, and new recruits, Darren and Sue Underwood have transferred to muddy hills from tarmac rallying and are the crew to beat in their class, with two class wins and a second, and look like the ones to watch further down the table.

Sunday once again saw a lovely little club trial at Northgate, with the enthusiastic Launceston team trialling the venue for the second time. Many trees had been removed and very dry conditions greeted thirteen crews and some unusual faces/car combinations. Alan Baker travelled for the first time to the Northgate trial to take the win, as did Andy Gowen in his post-historic Facksimile, to complete the podium, and Andy Prosser brought out his car for the first time since the inaugural Calvin Kneebone trial in 2014. Ian Veale, who bought Calvin's Kincraft a few years ago, drove it for only the second time with his usual passenger, his son Sandy - it was great to see the Kincraft competing again, especially in Cornwall ... and Sandy beat Ian. Lastly, local man Nigel Shute competed in only his second trial and showed signs of great promise.

Duncan Stephens

STOP PRESS! COMBEXIT!

‘#COMBEXIT’: F1 ON THE CARDS AS CASTLE COMBE CIRCUIT MAKES BREAK FOR FREEDOM

Wiltshire’s Castle Combe Circuit could soon be graced with the company of Messrs Vettel, Ricciardo and Hamilton as a shock new ruling sees it separate from the United Kingdom to form its own sovereign state.



In an attempt to remain total political neutrality amidst current Brexit uncertainties, the race track, now known as ‘The Kingdom of Castle Combe Circuit’, plans to use its new-found status to host its very own leg of the popular Formula 1 championship at the 1.85-mile venue as early as 2020.

The shift also sees several other dramatic alterations being implemented, including an airport-style passport control procedure that will be carried out before every track day and race meeting, with specially-erected manned booths now located underneath the venue’s iconic Avon Bridge.

Furthermore, the circuit is in talks to strictly ban all vehicles from the venue that didn’t originate from a British manufacturer.

Tom Davis, former Head of Sales and Marketing and recently-appointed Prince of Castle Combe Circuit, was delighted with the news. “Forming our own country is certain to take Castle Combe Circuit to the next level; I’ve just received a fax from F1 bosses in America and am very pleased with the way things are progressing for our kingdom’s residents.”

Graham Marshallsay, newly-crowned Head of State, was equally-as-optimistic. “I’ve had a telegram from the Queen and she’s planning on popping down to legally separate us from the United Kingdom over a nice cup of tea in Café Bar H at some point in the coming weeks.”

Unfortunately, local F1 star Jenson Button was unavailable for comment, but we were able to track down Ernie Wiggins, his ex-primary school teacher. “I’ve never met nor heard of Jenson Button, but am sure he’d be very happy with the news.”

For more information on upcoming events at the Kingdom of Castle Combe Circuit, please head over to www.castlecombecircuit.co.uk

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