

Newsletter



In this issue ...

***Notes from the Committee & AGM 20th October ... Rali Bae Ceredigion ...
Green Dragon EV 'Rally' ... Road Test – Bentley Continental GT ... 9
pages from 'Around the Clubs' ...***

2019 ASWMC Championships Sponsored by:



Autumn 2019

Welcome to the 2019 ASWMC Autumn Newsletter

Contents ... page:

Editorial ...	2
From the Chair ...	3
News in Brief ...	4
Committee, AGM & Council Meeting notes, 20 th October ...	5
New Member Clubs ...	5
Training ...	5
Reminders ...	6
Rali Bae Ceredigion ...	7
Green Dragon EV Rally - The Shape of Things to Come? ...	9-10
Marshals' Post ...	10
'Surgery required' ...	11
Classic, Social, Tours and Shows ...	11
Road Test: Bentley Continental GT ...	13
Around the Clubs ...	14-23
'And finally' ...	23
Contact details ...	24

This Autumn's newsletter is notable for articles that may point to the future of motorsport. On the one hand there have been three closed road events in or very near the South-West recently – the second running of the Watergate Bay Hillclimb (see page 14), the Rali Bae Ceredigion (Ken Davies' report is on page 7) and Cheltenham MC ran the excellent Three Shires stage rally in September. So, despite the immense effort and cooperation needed to plan, organise, promote and run closed road events, it seems momentum is building. And there is an initiative 'in the wings' for a possible closed road stage rally deeper into the West Country, perhaps for 2021.

On the other hand, another of Ken Davies' articles looks far into the future at the Green Dragon EV Rally run in Swansea. I'm not sure the format can really be described as a 'Rally', other than in the sense of 'gathering', but is this where we may be in twenty or twenty-five years' time?

Lastly, the Championship Updates section has been left out of this issue. The Autumn newsletter is an awkward one for the ASWMC coordinators, with some championships finalised, some nearly so but some with many rounds still to run. So, rather than have a rather 'uneven' round-up, the Winter issue will now be 'home' to the final scores and season summaries. Your coordinators will hopefully be typing as you read this!

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: Rodney Eyles' Alfa-Romeo 4C has been out regularly on the hills this year, wowing the spectators with both his speed and car's beauty in the ASWMC Championship rounds and at Watergate Bay. (Image courtesy of Howie Fowler at 569 Motorsports Media).

From the Chair ...

Association Partners:



As I write this (perhaps a few weeks before this issue is published) a number of changes have taken place at Motorsport UK although not all of it is being made fully public just yet. The Motorsport UK building at Colnbrook - essentially the other side of the M25 from Heathrow Airport - will be vacated in the middle of the next and Motorsport UK will move to a new home in Bicester in, I believe, the Heritage Centre.

The Motorsport UK Board met on 25th September. Amongst other decisions, it made many long overdue appointments, mostly to the Specialist Committees; those changes in membership affecting members of the ASWMC Executive will be shown in our 2020 yearbook. The one appointment of which I have been appraised is my own to the Motor Sports Council.

The second running of the closed-road Watergate Bay Hillclimb took place in mid-September as one of the key events within 'Cornwall Motorsport Month'. The extended course attracted more spectators than in 2018, rewarding the combined efforts of the Cornish and Plymouth Motor Clubs, Visit Cornwall (the county's Tourist Board) and the Watergate Bay Hotel. We have to hope that this form of co-operation can and will be a template for the future, and plans are in hand to improve the event further for 2020.

One item I overlooked in the summer Newsletter was my opportunity to meet one of ASWMC's newest clubs, Truro High School for Girls. The club competes in the Greenpower series of events throughout the country and last year took the next logical step to form their own motor club, enabling many of their members, including school staff, to become involved in motor sport in a wider context. At one of this year's events at Castle Combe I had the opportunity to meet and see them in action, together with their club President, Louise Goodman.

I am sure organising clubs from the Classic Trials championship will be pleased to know that in 2020 they will only need Clubman's Permits for their events, a reduction of close to 40% of the fees that were required previously.

Lastly, I'm pleased to report that at very long last, the oldest of the West Country Rescue units is about to be replaced; it has on its odometer recorded mileage roughly equivalent to 16 times the earth's circumference!

Paul Parker, Chairman

News in Brief ...

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.

Congratulations ...

To Kevin Moore, who has qualified as an HTP Registrar. His role involves carrying out inspections on behalf of the FIA, through Motorsport UK, so that historic competition cars can be issued with Historic Technical Passports (HTPs) certifying that the vehicle as presented is as used in motorsport in period. ...

Kevin can be contacted in this role by e-mail at: motorsportHTP@gmail.com



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

Treasurers!!! ASWMC subscription deadline brought forward ...

... please ensure that your club subscriptions are paid well before the new deadline to ensure your club remains listed on the website and in the 2020 yearbook. See page 4 ...

Motorsport UK's launch Trackside benefits scheme...

Motorsport UK has announced their Trackside initiative, bringing more benefits for fans and enthusiasts and widening the push to engage people more actively in the sport.

Go to: <https://www.motorsportuk.org/News>

Notes from the Executive, Annual General & Council Meetings, 20th October ...

The Association of Classic Trials Clubs' (ACTC) will link with the ASWMC to bring all their events under the ASWMC Championship umbrella in 2020 ... three northern ACTC member clubs will be joining the ASWMC ...

The Club subscription due date has been brought forward - to be paid by 1st February - to consolidate dates and to ensure that only 'paid up' clubs are listed in the yearbook ...

The ASWMC Website had been updated to link member clubs' websites to events listed in the calendar ...

ASWMC Championship Rules for the Targa Road Rally awards structure, the wording and titles of class regulations in Speed events, points scoring in the Autosolo championship and the title of the Autocross Championship were all approved for amendment for 2020 ...

A ban on tyre wrapping with single use plastic in 2020 was also approved ...

Paul Parker paid tribute to Alan Whitney, a long-serving member of the ASWMC committee, rallies coordinator and Vice President, who died recently after a long illness ...

Roger Gillard has stepped down from his roles as Venue Development Officer and Targa Road Rally Championship Coordinator ...

Kevin Moore has taken up a role as ASWMC Development Officer, with responsibility for both venues and other aspects of development ...

Howard West stepped down from his role of General Secretary ... and was elected as Vice-Chairman ...

Jim Bee, previously Assistant Secretary, was elected as General Secretary ...

Welcome ...

... to two new ASWMC member clubs which were unanimously accepted at the Executive Committee meeting on 20th October ... they are:

Green Belt Motor Club - www.greenbeltmc.org.uk

Isle Valley Classic Vehicle Club - www.ivcvc.co.uk



Training ...

Next year's ASWMC marshals' training events are being planned for the 1st March and 14th June ... more details will be announced in the Winter Newsletter.

Jay Brown, Training Officer (training@aswmc.org.uk)

Reminders ...

ASWMC Club Project Fund ...

Deadline!

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

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>

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.

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.

2019/20 ASWMC Meeting Dates ...

8 th December 2019	Executive Committee
16 th February 2020	Executive Committee and 2019 Awards Presentation
10 th May 2020	Executive Committee & SGM
16 th August 2020	Executive Committee
18 th October 2020	Executive Committee, AGM & Council
14 th February 2021	Executive Committee and 2020 Awards Presentation



**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>

Rali Bae Ceredigion – first blood to Pryce as closed-road rallying comes to Wales ...

Rali Bae Ceredigion, the first competitive stage rally to take place on closed public roads in Wales, enjoyed balmy late-summer weather on Sunday 8th September. The start, finish and service were at Aberystwyth University and scrutineering took place on the town's famous Victorian esplanade Saturday afternoon. The action started early Sunday morning, when a capacity entry tackled four stages in the morning before lunchtime service halt back at the university, followed by an afternoon re-run of the loop of stages, providing a total of 45 competitive tarmac stage miles.

With guidance from Motorsport UK, the event was a collaboration between Aberystwyth, Newtown & District, Teifi Valley and Lampeter Motor Clubs, working closely with the unrivalled support of Dyfed Powys Police and Ceredigion Council and Highways.

The stunning mid-Wales route had been carefully chosen to provide some of the region's best rallying roads, which also combined excellent spectating opportunities. For sponsors and guests, the hospitality area at the top of the scenic Nant-y-Moch Dam was particularly popular, with the sight of competitors far below driving the daunting private road complete with ford, which in the late 1970s had been a feature of the Castrol rallies. However, these ultra-fast roads took their toll, with nausea affecting some competitors and even causing a few retirements.

From the start of the rally, the pace between the top two seeds was relentless, with Tom Cave and Osian Pryce (pictured) swapping fastest times, but when the music stopped, it was Pryce and Dale Furniss who were declared winners in their Hyundai i20 R5, just 8 seconds ahead of Cave, co-driven by Dale Bowen, in a similar car. Jason Pritchard and Phil Clarke, in a venerable yet blindingly quick Millington-engine Ford Escort Mk 2 were 2 minutes 29 seconds behind in third place. There were 118 starters and 73 finishers.



Image: Black Mountain Media

Recognising that marshals play a key role in the safe running of any successful rally, organisers had arranged 'goodie bags' for their intrepid volunteers containing locally sourced food. From Cenarth Cheese to Tregroes Waffles and Selwyn's Seaweed Crisps, Welsh companies were generous in their support.

At the end of the event competitors and spectators were ebullient in their praise for the rally which was universally considered to have been a resounding success, setting new standards in terms of action, access, safety, spectating and commercial opportunities – there were no vacant hotel rooms within a 50 mile radius. Throughout the weekend the carnival like atmosphere surrounding the event was likened to that of European tarmac events and compliments like that are hard to come! Planning has already started for the 2020 event!

Ken Davies ©



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.

We are the main dealers for all STi, Hewland, Prodrive & Xtrac products

We also have a range of standard Subaru parts in stock

Parts range from Classic, Bugeye, Blobeye, and Hawkeye & Hatchback

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



Unit 3 Richmond Place, Lee Mill Industrial Estate, Lee Mill, Plymouth, PL21 9RL

Email: dlmotorsportparts@hotmail.com

Tel: 01752 276166

The shape of things to come? ...



Maesteg & District MC's Green Dragon EV Rally gave a unique glimpse into the possible future of rallying over the late-August Bank Holiday weekend in Swansea. The

event was a seminal moment for motorsport, with the first rally held exclusively for Electric and Hydrogen cars was attended by delegates from the global EV world including a representative from Formula E.



In balmy summer weather, the city centre came alive to a new sound – near silence – from the host of electric and hydrogen vehicles competing on display. Promoted by Low Carbon MC, in association with Swansea Business Improvement District, the event had displays of electric bikes, scooters and other e-mobility products alongside sporting examples of race and rally cars, and motorcycles. Electric rally cars were represented by a Renault Zoe and

motoring in style in the EV era was displayed in the form of Aston Martin's elegant Rapide E.

The keynote event focused on electric and hydrogen powered cars on a 60-mile touring assembly with a route around the Gower Peninsula, with some carefully sited passage controls, including the picturesque 17th century smuggler's village of Port Eynon, and an autotest at Fairwood Airport – a well-known racing circuit of the early 1950s – to enable the awarding of a symbolic winner's trophy.

A quick glance through the potential miles per full charge, with range being the greatest barrier affecting EVs, showed a span of between 163 miles for the average SUV to 330 for the market-leading Tesla.

The 21-car entry, which included models from Hyundai, Toyota, Nissan, Tesla, Jaguar, MG, BMW, Kia and the hydrogen/electric, Welsh built, Riversimple Sala (pictured, right), was flagged away at 2-minute intervals from a ceremonial start in Castle Square under the shadow of the medieval Norman castle. Despite an outwardly relaxed attitude, crews were determined to be the first winner of the William Grove Trophy, named after the Swansea man who is regarded as the father of the modern-day fuel cell.



After 40 miles and the stunning view of Worms Head at Rhossili, drivers approached the autotest with eager anticipation, where three long and tight tests, each run twice, had been laid out on the tarmac. The lively, gear-less performance of the average EV came into its own, with the sporty Tesla clearly the quickest car, benefitting from a high-g geared, quick steering rack ideal for manoeuvring among the cones. However, a 'WD' at the first pylon thwarted its enthusiastic driver and the inaugural winner of the William Grove Trophy was Mark Sandford driving a nimble BMW i3.

At the finish, competitors were effusive in their praise for the event, with the roadbook receiving praise as one of the most professional and accurate that some experienced rally crews had used, making light work of navigating the narrow and challenging rural roads of the Gower Peninsula.

Ken Davies ©

Marshal's Post ...



Forest of Dean MC are looking for Stage Marshals, Radio Crews and general event volunteers to help with their Winner Garage Wyedean Stages Rally on November 9th.



All the mandatory major event roles are now in place, but the organising committee are now looking to firm-up the key personnel for the special stages as quickly as possible.

The club asks that all stage marshals will have completed the Motorsport UK online accreditation (if you have not already done so), which ensures that everyone has the basic skills needed. This can be done by logging on to the Motorsport UK website and following the instructions on screen, see the link below.

<https://www.motorsportuk.org/Marshals/Online-rally-marshals-training>

To offer your services to the event please contact Jason Morgan, Chief Marshal by e-mail at j.morgan_wg@yahoo.com or by telephoning 07763 522993.

Please supply the following information: Name; contact phone number(s), e-mail address and any preferences for job role(s).

To stay up to date will the event, and for club membership, go to <http://www.fodmc.co.uk/>

The event will have an all new layout with three stages run twice, totalling approximately 45 competitive stage miles and 2WD cars will run at the front of the field.

See also ...

Salisbury & Shaftesbury CC's Great Bustard Targa Road Rally - page 13,

Exmouth Motor Club's Barbara Carter Memorial Rally – page 13, and

Sutton & Cheam and Craven MC's Mini-Tempest Stages – page 18.

'Physician heal thyself'... or in this case, your car ...



Rallying health-professionals Gordon Higgins and Paul Baker found themselves with some repair work to do after Caerwent in late September. Gordon reports *"Disappointing outings this year with a half shaft failure and today 'driver failure' ... had a serious 'moment' locking up and performing two '360s' after missing the corner at the end of a straight ... unbelievably wet and slippery. Survived that and then slid into a kerb and pushed the rear axle 2 inches to the passenger side ... rally over"*.

A visit to the 'operating theatre' for some 'chassis surgery' beckons for their Escort Mk 2 ...

Gordon also reports ... *"PS. Co-driver still car-sick."*



Classic, Touring, Social and Shows ...



Torbay MC's 'Tour of the Hills' in September started at Dawlish Warren, and the ran very broadly clockwise around the Exe estuary via the Teign, Culm, Otter and Sid

valleys to finish with tea at The Salty Monk in Sidford. The tour's theme, and title, was based on visiting three venues that have had, or still have, a track licence – Mamhead, Finlake and Wiscombe – and several more on the public highway of a type that might make a future closed-road hillclimb course.



The eclectic entry included two Maserati, two MGs (one old, one modern), two Lotuses (Loti?), a Porsche, three Mk 1 Ford Escorts, a rare Sebring Sprite, a (modern) Mini, a Vauxhall Astra (wheeled out in favour of a hood-less Caterham as the weather forecast wasn't good!), a Volvo 133, a very early Range-Rover, a 1995 WRC-liveried Toyota Celica and a Morgan Aero 8. And the tea was excellent!

TYREMARKS TAVISTOCK

ECU REMAPPING & DIAGNOSTIC SPECIALISTS

Suppliers of motorsport tyres for...

TOYO TIRES

NANKANG

YOKOHAMA

R888R

PROUD SPONSORS OF



ECU Remapping for
Power & Performance

£250 + VAT



POWERFLOW
EXHAUSTS TAVISTOCK



Custom built Exhausts for any vehicle



Engine Carbon Cleaning
£125 + VAT

FREE

Set of R888R tyres for
the highest finisher who has raced
all season on TOYO R888R Tyres.

www.tyremarks.co.uk

01822 611321

To qualify you must have purchased a minimum of 1 set of Toyo R888R tyres from TYREMARKS in 2019 before the penultimate round of the championship.

5 Westbridge Ind. Est. Tavistock Devon PL19 8DE / info@tyremarks.co.uk

Road Test: Bentley Continental GT – with Guy Smith ...

Ken Davies – Castle Combe stalwart, rally fan and newsletter contributor – was offered the opportunity to be driven up Goodwood's iconic hill at the 2019 Festival of Speed by the 2003 Le Mans winner and brand ambassador Guy Smith in the latest Bentley Continental GT; Ken takes up the story ...



"While I fumbled with the stopwatch, Guy used every single one of the GT's 626 horses from the 6 litre V12 twin-turbo to launch the luxuriously appointed 4-WD Bentley off the start line and down the first short straight. With stats of 0-60 mph in 3.6 seconds and a theoretical top speed of 207 mph, despite its 2 tonne weight, the GT's active chassis, anti-roll agility and 22" Pirelli-shod wheels made short work of the first two right handers at Hill and Gurney, followed by hard throttle and almost 120 on the speedo before braking for the notorious left hander at Molecombe, with the hay-bales closely lining the track leaving little room for driver error. Full throttle again (gulp!) towards the daunting Flint Wall and then up the narrow ribbon of tree-lined track to the finish. Stable and entirely predictable on the hill's often dirty tarmac, the GT combines style, grace and elegance with breath-taking performance and my distinguished chauffeur, more accustomed to endurance racing than speed hill climbing, instilled a complete sense of confidence during this brilliant masterclass".

Ken would like to thank Guy Smith and Bentley for a rapid 72.22 second, 1.86 km Continental GT 'road test' ... and also thanks his trusty Breitling Navitimer for the stopwatch facility.

Without a 'co-driver', Guy later reduced his time to 58.54 secs on his Supercar Shoot-Out run to take fourth overall!



Images: Jakob Ebrey & Ken Davies

Around the Clubs ...

The second running of the Watergate Bay hillclimb, Cornwall's closed road speed event, took place over the weekend of 14th and 15th September with a full entry contesting class and overall awards on the 850-metre course up the B3276 coast road.

After scrutineering open to the public on Friday night, the Watergate Bay car park hosted a screening of 'Rush' at a drive-in cinema. The event also attracted the attention of a documentary maker filming for a programme to be aired on ITV in the near future.

Jointly organised by Truro and District Motor Club, Newquay Auto Club and Plymouth Motor Club, the pioneering speed event returned with an increased course and an additional chicane to challenge the competitors. Drivers from across the UK made up the capacity entry eager to sample the unique venue nestling on the coast between Padstow and Newquay.

The extended course meant that 2018's hill records would be new, and Dorchester's Rodney Thorne set FTD on both days, powering his 5-litre Pilbeam MP43 to 31.27sec on Saturday and then improving again on Sunday with a 30.63 sec run.

Amongst the many incidents to litter the running on Saturday, Jason MacDonald rolled his class C3 Subaru Impreza at the lower chicane whilst Shelley Deacon (Audi TT) rode the bank on the exit, ending her day on the spot; both drivers were unhurt. On Sunday the competitors 'tidied up their act' to ensure a full-complement of timed runs, although the final chicane still produced many minor incidents from those who found it difficult to curb their enthusiasm!



Stunning weather drew spectators in numbers, with estimates suggesting over 2000 people per day passed through the spectator entrance, an increase of almost 1,000 on 2018's figures.

Local charities benefiting from event profits and fundraising over the weekend included the Cornwall Air Ambulance Trust and the Cornwall Food Foundation, which includes Jamie Oliver's apprentice training scheme at the nearby Fifteen restaurant.

Images: 569 Motorsports Media

The 2020 event is scheduled for 19th and 20th September and, subject to authorisation from Motorsport UK, the course may potentially be extended to nearly 1000 metres.



Salisbury & Shaftesbury CC reports that interest in their Bustard Targa Rally on Saturday 30th November event was so great that most places were filled within hours of opening for entries. They now have a full entry, plus reserves, and are expecting to start the maximum of 55 cars.

All tests will be within Worthy Farm, including at least one road that has not been used on a rally before, and no part of the route will be on the public road, although Rally HQ will be at the Highwayman Inn, Shepton Mallet. The organisers will welcome additional experienced marshals keen to see why this venue is so popular.

The provisional timescale is that the event will start at 11.00 a.m., with the first car finishing at about 3.00 p.m., giving competitors entered in Barbara Carter Memorial Road Rally enough time to travel to Devon during the late afternoon ...



Exmouth MC's Barbara Carter Memorial Rally will form the second half of the 'road rally double' on 30th November/1st

December, following Salisbury & Shaftesbury MC's Bustard Targa Road Rally. Organisers of both events have planned that crews can compete for awards for the best combined time on the two events.



Pictured: Barbara Carter – 'pressing on' down a 'white', sometime in the early '80s ...

With more space, and CCTV cover of the trailer park, the start has been moved to Helen's Diner at Hitchcock's Business Park, Willand – postcode EX15 3FA, less than a mile away from the original start. Contact Clerk of the Course Daniel Pidgeon on 07792 667 414 or by e-mail info@britishroadrallying.com for further information or go to the event Facebook page - <https://www.facebook.com/BarbaraCarterMemorialRally/>.



Marshals will be required for the 140-mile route on maps 181 and 192 – please contact either:

Roger Holder - 07789 707472 - roger.holder@hitachicapital.co.uk, or
Sue Barnard – 07980 533861 – bcrally@hotmail.co.uk.

"Just out for an evening drive with a few friends Officer, nothing to be concerned about ..."



Bath MC member
Ross Whittock now
leads the European
Rally Co- Drivers
Championship, with

one event left in the series in
Hungary during November. No
stranger to ASWMC events, Ross is
again calling the notes for
Manchester-based Chris Ingram in
their 24/7 Insurance backed Toksport
WRT Skoda Fabia R5.



After taking 2nd overall in Rally Cyprus earlier this month, consolidating a 19-point lead in the championship, Ross commented, "The Championship is very important to us, not only for the future but also because it plays a big part in the history of the championship. If we manage to clinch it, we will be the first Brits to do it for 50 years - the last was Vic Elford".

The Championship can be followed on www.fiaerc.com and live on Eurosport TV.





Didier Auriol Stars in front of Record Crowds ...



The 19th edition of Rallyday on Saturday 21st September was held in idyllic late summer sunshine at Castle Combe, resulting in a record attendance. The star cars and drivers were headed by 1994 World Rally Champion Didier Auriol and Jolly Club driver Alex Fiorio, with Nicky Grist on hand to represent the unsung-hero co-drivers. He also drove his own, newly restored, Toyota Celica GT Four ST185 on the Legends stage whilst current Hyundai WRC and 6R4 driver Craig Breen, 5-time BRC champion Jimmy McRae and son Alistair also chatted to the crowds.



New for this year at Rallyday was the Legends Rally stage, which started in the paddock and then ran around the scrutineering bay, pit lane and part of the main 1.85-mile circuit. Several track sessions for clubmen and car clubs throughout the day provided the action whilst the range of cars in the paddock display spanned almost 7 decades. These included '977 ARX', perhaps the oldest ex-works Mini Cooper that finished 3rd on the 1963 Monte Carlo Rally, Bron Burrell's familiar World Cup Maxi, Jean Denton's MGB and a couple of BMC 'Land Crabs'. In addition, half of the 4 surviving examples of Ford's stillborn RS 1700T were there!



It now seems amazing that 2019 marks the 35th birthday of Rover Sport's Metro 6R4, a car designed and built by Williams Grand Prix Engineering. As a result, several examples of the stunning Group B rally car were driven in anger during the day, including Craig Breen's own example and in their gazebo near the Drivers Club, members of the International Rally Drivers Club toasted their 50th anniversary year with mugs of steaming tea.

Rallyday's popular interview podium held non-stop interviews throughout the day, with the pithy and informative – and irrepressible - Howard Davies, Ryan Champion and broadcaster Becs' Williams all taking turns to tease out the star's secrets! Sponsored by VP Fuels, Rallyday was another resounding success with the scores of fans and will return for its 20th birthday in 2019 – be sure to save the date.

Ken Davies ©

1st Choice Finishes Powder Coating
Paint Spraying
Shot Blasting
Metal Refurbishment
01392 468086
www.1stchoicefinishes.co.uk

specialise in shot blasting and powder coating both new and old metal items such as car wheels, chassis', motorcycle or pedal cycle frames, garden gates, furniture and railings – essentially, we can restore anything metallic to a virtually 'as new' finish.

We have 70 plus years of combined experience within our trained staff to complete the job to a high standard and your complete satisfaction.

*For a quality finish you can trust ...
make us your 1st Choice*

***1st Choice Finishes are proud sponsors of
the 2019 ASWMC Autocross Championship***



Sutton & Cheam and Craven MCs will be running a new, fun rally event at Rushmoor Arena - Pegasus Village near Aldershot, on Sunday 29th December.

The event will have 8 stages using all the good quality tarmac roads, joined together by the former public road and centred in the huge Service Area alongside the Stock Car Track. Simple stage layouts and easy timing will make the event suitable for the expert and novice alike and the organisers hope that the event will take place entirely in daylight

40 of the 60 places were taken very quickly but for more information, regulations and an entry forms contact Pam Guess, Entries Secretary, soon or visit

<https://scmc.co.uk/motorsport/mini-tempest-deepcut/>

SUTTON & CHEAM MOTOR CLUB
CRAVEN MOTOR CLUB



**The Mini Tempest
Rushmoor**
Sunday 29th December 2019



BARC SW has had a very successful season at Gurston Down, with fantastic meetings – the weather was very kind! – and many remarkable record-breaking performances at every meeting.

In August the second visit of the Avon Tyres-Wynn Developments British Hill Climb Championship saw a new champion crowned as Wallace Menzies (Gould-Cosworth GR59) took a win in the first run-off to give him the championship for the first time.



Mark Crookall (Mazda MX5 RS) – *pictured left* - won the Meadens Skoda Gurston Down Championship and the Tony Marsh Memorial Award, both for the third successive time, after stunning performances throughout the season while the Cavendish Ships Stores BARC SW Top Ten Challenge wasn't decided until September before being secured by Chris Cannel's Force SR8.

The 2019 season has seen an unusual spree of new class records, with benchmarks being set at every meeting, and sometimes more than twice in an event.

Mazda MX5: Mark Crookall set a new record at the April Sunday meeting; Jason Richardson re-set the record with his next timed run before Mark re-broke the record about 30 seconds later. The record now stands at 38.73s, set by Mark at the September meeting.

Up to 1400cc Road Going Series Production: John Davey and David Nutland finished equal on points; David won on the tie-break rule and broke the class record in July to leave it at 40.55s.

Up to 2000cc Road Going Series Production: New record - Miles Horne (Peugeot 306), 37.04s.

Up to 1400cc Modified Series Production Car: Neil Turner (Mini) broke his own class record in August to leave it at just 35.01s.

Modified Series Production Saloon Cars over 2000 cc: The new record has now broken the 32s barrier, with Stephen Moore (Mitsubishi Evo) setting the new time at 31.99s.

Modified Specialist Production Car: This long-standing record held by Mike Rudge was broken by Simon Jenks (Caterham S3); Mike promises to take it back but 30.44s will be a tough target.



Up to 1400cc Sports Libre: The record was first broken by Tim Pitfield (DJ Firecat) – *left* - at 33.04s at the April meeting, and Tim's great all-season performances culminated in it being lowered further in September to stand over the winter at 31.62s.

601cc to 1100cc Racing Car: No exception to the record-breaking habit, Robert Kenrick (GWR Raptor) had an amazing season in the British Hill Climb and Leaders Championship. He broke the 15-year old record at the May meeting and then reset it again in August at 28.04s, taking the British Hill Climb Leaders Championship crown at the same event.

In the ASWMC championship, Adrian Lewis (Westfield) – *right* - had a successful season, breaking the Registered Road Legal Car class record with a time of 34.29s and taking second in the TyreMarks ASWMC Hillclimb Championship.

Records were also broken in the *HSA Speed Championship*, with Alan Mugglestone taking the Class 2.1 time down to 38.26s. Both of the Porsche Club records were also broken this year - Paul Howells (911 RSR) at 32.83s in May and David Dyson at 34.89s in August.



There were some great performances from the motorbikes too, with the overall hill record looking in danger at the July meeting; Tom Short (KTM) was only half a second off the record of 31.85s set by Ben Watkins.

The hill is now set down for the winter and next year's calendar is on the website, so we now have the winter to reflect on a phenomenal 2019 ... and look forward to 2020.

To keep up to date with events and more at Gurston Down, please go to our website – www.gurstondown.org or find us on Facebook.

Lastly, BARC SW would like to thank everyone – competitors, marshals, officials, organisers - and spectators - who made 2019 such a great season.

Anthony Record
BARC SW Press Officer, Gurston Down Speed Hill Climb



‘Combe Countdown’ – August Bank Holiday ...

Josh Fisher secured his fifth win in the Castle Combe Racing Club (CCRC) Formula Ford title at ‘Combe Countdown’ on Bank Holiday Monday, adding to his 2008 and 2017 titles. Second in qualifying, Fisher jumped Luke Cooper at the start of the opening race, round 8 of the Melksham Motor Spares-backed series, to lead initially before slipping to third with Cooper and brother, Felix, both passing and staying ahead to the flag.

The second race was again tight, but this time Fisher made the most of a better start to take the lead; although he was pushed all the way by Cooper, with only 0.149secs between them at the finish, a lights-to-flag victory sealed the championship.

In the CCRC Reis Motorsport Insurance GT Championship, Lucky Khera did the double in his McLaren GT3, both times getting the better of pole man Kevin Jones, while overall Championship leader Jamie Sturges took two 5th places overall and two Class D wins in his VW Golf TCR to clinch the 2019 title.

In the CCRC Pro Alloys Saloon Championship, Gary Prebble also doubled up, 5.861secs up on series leader Simon Thornton-Norris in race 1 and 2.176secs up on Alex Kite in race 2. Although slowed by suspected mechanical issues in the second race, limping home ninth overall and third in class, Thornton-Norris stays top in the Saloon Championship. He could be overhauled by Bristolian Matt Parr, the only other competitor still in contention for the 2019 title, who took both class C victories.

The *Samco Sport CCRC Hot Hatch Challenge* saw Joe Dorrington beat Sam Stride in a curtailed race 1 after Dave Spiller rolled his Mini Cooper S following contact with Erling Jenson. In race 2, Stride hit back, beating William Oakley by over 20 seconds.

David Weston and Richard Bridge took a win each in the *Lackford Engineering Midget & Sprite Challenge*, while Radstock’s Steven Rideout won race 1 of the *Super Mighty Minis* and was then 2nd overall to Neven Kirkpatrick in race 2.

‘Grand Finale’ Race Day ...

Simon Thornton-Norris took the Castle Combe Racing Club (CCRC) Saloon Car title at the Grand Finals meeting in mid-September despite having to limp his Mitsubishi Ralliart Colt to the chequered flag. Before the race the 2016 and 2017 Saloon title winner had a four-point lead over Matt Parr and qualified just 0.003 seconds behind pole-sitter Gary Prebble. A poor start saw the Calne ace slip to seventh before mechanical issues mid-race saw him losing more time; he nursed his car home in 16th, and last, 4 laps down on the leaders. Crucially he was the only Class B driver still running and so the class victory was his. It also meant that he scored enough points to deny Parr the overall CCRC Pro Alloys Saloon title, the Bristolian having to console himself with the Class C win and the ‘Driver of the Day’ accolade.

In the CCRC Melksham Motor Spares Formula Ford Championship, Somerset’s Josh Fisher ended his title winning season in style with his sixth win of the year after another exciting scrap with brother Felix, taking the flag just 0.228secs ahead at the end of a 15-lap duel.

Bath's Chris Acton was third, while Yatton Keynell's Luke Cooper was unable to compete after his car sustained accident damage the previous weekend at Brands Hatch.

The *CCRC Reis Motorsport Insurance GT Championship* race was dominated by Kevin Jones' Noble M12, taking pole, fastest lap and the race win, 31.182s up on the returning Barry Squibb, with Oliver Bull third. Jamie Sturges, the 2019 Castle Combe GT title winner, brought his VW Golf TCR home in fourth and scooped the Class D win, his eighth of a possible nine this season. Sturges also won the final race of the day, the standalone CCRC Sports v Saloons race, lapping the entire field bar runner-up, Kite, who was 45.689s adrift.

In the *Samco Sport CCRC Hot Hatch Challenge*, Craig Tomkinson converted pole position into a lights-to-flag triumph, finishing 5.070s up on Gary Prebble, with Sam Stride third followed by William Oakley and Class B winner, Tony Cooper in fifth.

Andrew Thompson and Bill Lancashire took a win each in the *Aero Racing Morgan Challenge*, while Sam Summerhayes pulled off the double in the *Dunlop Mini Miglia Challenge*. Both races were nose-to-tail affairs with the leaders separated by just tenths at the chequered flag. The *Dunlop Mini Se7en Challenge* was dominated in similar affair fashion by Joe Thompson, although he was denied the second win after incurring a 10-second penalty for a jump start, dropping him to fifth and handing Jeff Smith the race two victory.

Castle Combe Autumn Classic ...

Ambrogio Perfetti took victory in the *HRDC Coys 100 Trophy* race at Castle Combe's Autumn Classic in early October, with runner-up Pete Chambers securing the Terry Sanger Memorial Trophy. Perfetti started on pole position and led the 45-minute race – the longest of the day – pretty much from start-to-finish; despite jumping the start and collecting a 10-second penalty, the Italian brought his Lotus Ford Cortina Mk1 home 10.869s ahead of Chambers. The latter posted the fastest lap – 1 min 21.605s – and scooped the prestigious trophy in memory of the well-known West Country racer and former chief instructor at Castle Combe Racing School; Alex Thistlethwayte (Ford Mustang) took third. 28 of the 40 starters were classified finishers, although sadly Take That's Howard Donald was not one of them, retiring with 10 laps to go.

The curtailed *HRDC Allstars* race was won by Mark Williams, 5.949s ahead of Grant Williams, with Andrew Smith taking the final podium place; Perfetti settled for fourth with Chambers fifth.

Michael Grant Peterkin led from start-to-finish in the *HSCC Historic Formula Ford* race, bringing his Braham BT21 home 3.698s ahead of Clive Richards, with Timothy Brise third.

The *FJHRA/HSCC Silverline Historic Formula Junior Championship* saw Stuart Roach pull off another lights-to-flag triumph from pole, beating Christopher Drake by 1.476s. Iain Rowley was a distant third in his Lola Mk5, 39.468s adrift.

Jonathan Abecassis launched a storming first lap from fourth on the grid in his Austin Healey 100 to take victory in the *FISCAR Historic 1950s Inter-Marque* race; Brian Arculus and Robin Pearce were second and third respectively, with less than five tenths between them.

In the *HRDC Classic Alfa Challenge*, pole sitter Ted Pearson enjoyed a good early battle with eventual runner-up Chris Snowdon, before pulling away and setting fastest lap en route to a 10.079s cushion at the flag; Antony Ross was third.

Martin Hunt beat Alan Bull to claim victory in the *Norman Dewis Trophy for Pre-66 Jaguars*, while Patrick Blakeney-Edwards dominated the *Frazer Nash Freddie Giles Memorial Trophy*, the eighth and final race of the meeting, taking pole, fastest lap and the race win, 7.227s ahead of Shepton Mallet's Tom Waterfield. Eddie Williams from Cirencester was third from Tony Lees and Julian Grimwade.

The Autumn Classic also hosted a horde of classic club car stands and 'star car' displays commemorating the 1959 Le Mans victory of Aston Martin and Avon Tyres. With many show-goers opting for period clothing, it proved to be another fantastic day out at the Wiltshire venue.

'And finally ...'



Contact Us:	
Chairman: Paul Parker 52 Brendon Road, Portishead, Bristol, BS20 6DH	E: chairman@aswmc.org.uk T: 01275 843478
Vice-Chairman: Howard West 'Letaba', 2 Sellers Close, Colyford, EX24 6PB	E: vice.chair@aswmc.org.uk T: 01297 551375
General Secretary: Jim Bee 25 Riverdale Orchard, Seaton, Devon, EX12 2RG	E: secretary@aswmc.org.uk T/M: 01297 624341; 07986 813461
Championship Registration Secretary: Pam Hartill 17 St Leonards, Bodmin, PL31 1LA	E: registration@aswmc.org.uk T: 01208 73676
Treasurer: Jenny Coxon 51 Twickenham Road, Newton Abbot, TQ12 4JF	E: asst.treasurer@aswmc.org.uk M: 07980 061772
Training Officer: Jay Brown	E: training@aswmc.co.uk T/M: 01752 662043; 07867 860984
Forestry Liaison Officer: Chris House Brindham Farm, Wick, Glastonbury, Somerset BA6 8JR	E: forestry@aswmc.org.uk T: 01458 833348
Development Officer: Kevin Moore 33 Elmwood Park, Loddiswell, Nr Kingsbridge, TQ7 4SA	E: development@aswmc.org.uk T/M: 07790 429791
Newsletter Editor & PR Officer: Rupert Barker	E: newsletter@aswmc.org.uk T/M: 01392 490848; 07594 584129
Webmaster; 2019 Yearbook Editor: Nigel Hewett 41 Trematon Drive, Ivybridge, Devon, PL21 0HT	E: webmaster@aswmc.org.uk M: 07858 387270
Championship Coordinators:	
Autosolo: Alan Wakeman 21 Deerswood, Maidenhead, Berks, SL6 8XF	E: autosolo@aswmc.org.uk T/M: 01225 331126; 07703 607114
Autocross: Colin Anderson 35 Haydons Park, Honiton, EX14 2TA	E: autocross@aswmc.org.uk T/M: 01404 41535; 07813 769213
Car Trials: Mark Hoppé (Telephone only after 6 pm w/days please)	E: trials@aswmc.org.uk T/M: 01935 816827; 07967 646086
Classic Reliability Trials: Carlie Hart Tile Barn, Church Road, Doynton, Bristol, BS30 5SU	E: classictrials@aswmc.org.uk T: 01179 372611
Targa Road Rallies: Post Vacant	E: targaroadrally@aswmc.org.uk T/M:
Speed (Hill Climb & Sprint): Roy Sims Rohan, Totnes Road, Ipplepen, Newton Abbot, TQ12 5TN	E: speed@aswmc.org.uk T: 01803 814322
Sporting Trials: Duncan Stephens Ty Gwyn, Coxpark, Gunnislake, Cornwall. PL18 9BB	E: sporting@aswmc.org.uk M: 07801 281053
Stage Rallies: Vic Fancy 5 Robin Close, Weymouth, DT3 5SG	E: stagerally@aswmc.org.uk M: 07836 389726
U-21, All-Rounders & Club: Pam Hartill 17 St Leonards, Bodmin, PL31 1LA	E: registration@aswmc.org.uk T: 01208 73676