

Newsletter



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2019 ASWMC Championships Sponsored by:



Winter 2019

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Welcome to the 2019 ASWMC Championship Winter Newsletter

This issue of the Newsletter sees a further step in the development of the association's publications and supply of information to its member clubs, their members, registered contenders and marshals. For the first time, the usual end-of-year Championship Points tables and 2020 championship event calendars will now be only on the ASWMC website, leaving the newsletter to increase its coverage of news, information and, especially, your stories. On the following pages you'll see excellent contributions from individual competitors and clubs, as well as features gathered from some regular contributors. There is plenty of scope for you – the reader - to feature in these pages and in the coming months you may see some new features too.

So, be bold, park your modesty and write in with your exploits in 2020!

**On behalf of the ASWMC
Committee, we wish you a
Merry Christmas and a
Successful New Year!**

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 Photo: "You get out and check what's smoking - I'll look and see which pedal does what".
The 2019 ASWMC Sporting Trial Champions Andy Wilks and Mark Smith tackle the challenges set for them on Launceston & N. Cornwall MC's David Ayres trial at Marshgate in September.
(Image: Duncan Stephens).

From the Chair ...

Association Partners:



I'll begin with a welcome to Gavin Rogers, who has joined the ASWMC committee as our Targa Road Rally Championship co-ordinator, taking over from Roger Gillard who has decided, after many years' service on the committee, that 'taking a back seat' will be more a more restful role. In other changes to the committee, Jim Bee (formerly our Assistant General Secretary) takes over the reins as General Secretary from Howard West, who will now be our Vice Chairman.

Congratulations are due to Vic Fancy who has been accepted onto the Motorsport UK Rallies Committee, starting in the New Year.

Recent months have seen a variety of changes from Motorsport UK. A new licensing and permit structure and designations also mean that for the first time all competitors will need a 2020 Competition Licence; taking part in Clubman permit events will also require an entry level licence – the 'RS Clubman' - but the good news is that it is free! This will be needed for all events running under a Clubman Permit, e.g. Autosolo and Trials events

The 'National B' licence, now renamed 'Interclub', will be needed for any event running under an Interclub permit, in our case those in the Targa Road Rally, Autocross, Hillclimb and Sprint championships; there is a Stage Rally version named 'Interclub Stage Rally'.

Unfortunately, there is a significant percentage increase at this level, around 50% up on 2019, although the actual increase is only £23. 2020 per capita permit fees will rise by £5 for all events.

2020 Officials' licences for National A (now just 'National') and higher-level Clerks of the Course, Timekeepers and Scrutineers (who are paid for their attendance in any case) will be free and the 2020 Blue Book is now online, which will help organisers of events early in the New Year write their regulations in good time.

Motorsport UK will be moving this summer, with staff initially re-located to a temporary building, to 'Bicester Motion', a site that already hosts a number of motorsport related businesses. Motorsport House at Colnbrook will be sold which, given its location next to Heathrow Airport, should produce a substantial sum to pay for the build of the new Bicester HQ.

The Executive has recently accepted applications from five clubs (*details on page 4 - Ed*), taking the Association to just shy of 100 members clubs - there are some larger Regional Associations, but not many.

Lastly, may I take this opportunity to wish you all a very Happy Christmas and a successful New Year.

Paul Parker, Chairman

News in Brief ...

Exmouth MC feature on WRC website! ...

M-Sport's Rich Millener – 2nd o/a on Exmouth MC's Barbara Carter rally (see pages 12 – 14) - wrote about his exploits on the official WRC website.

To see the story, follow this link:

<https://www.wrc.com/en/wrc/news/december-2019/millener-rally/page/6872--12-12-.html>

or type 'Guest Column Rich Millener' into the search box



Isle of Wight Car Club ...

have opened entries for their new closed road Sandown Sprint on the 28th and 29th March 2020.

ASWMC members are welcome to submit an entry, which can be made on-line at

<https://isleofwightspeedtrials.co.uk/>

Further details are available from Steven Wells at the Isle of Wight Car Club (steveewel@hotmail.com) or on 07717 844767.

Club Treasurers!!! ASWMC subscriptions due ...

Just seven clubs have yet to pay their subscriptions for 2020 (none of which are by Standing Order). If your club is one of them, please ensure that payment is received as quickly as possible - the deadline for the printing of the 2020 Yearbook is coming up soon in January, and we don't want your club to be left out!

Helmets & 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

Motorsport UK

Please refer to the link below which explains Motorsport UK's Investment Strategy and licencing changes for competitors in 2020. In addition, the link also contains details to the 2020 Permit Prices, Competitors' Minimum Acceptable Licences and example Email and Social Media Posts on the new RS Clubman licence for your use.

<https://www.motorsportuk.org/Resource-Centre/Clubs-Organisers>

New Member Clubs ...

The association welcomes five new member clubs, bringing the total at the start of 2020 to ninety-seven ... they'll introduce themselves ...

South Oxon Car Club ... <https://www.facebook.com/southoxoncarclub/> "We are a newly formed club; our members have a wealth of motor sport experience (some at international level). Our objective is to promote local motor sport and car related interests in the area, support competitors participating in nationwide events and championships, provide training of marshals and officials, encourage junior participation and provide a strong social calendar".

West Cornwall Motor Club ... <http://westcornwallmotorclub.com/> "Formed in 1933 and affiliated with ACU since then, the club was within the RAC until the mid-70s, when the Trengwainton Hill Climb ceased to run; the club incorporated in 1971. We have organised multiple British Championship events over the years. A resurgence in the car side has led us to join the ASWMC as our members wish to register for the ASWMC Speed Championships".



Airedale and Pennine Motor Car Club ... <http://www.apmcc.co.uk/> "We are based in the Bradford area and have been a prominent local club since 1960, when it was first registered with the MSA. We are a friendly medium size motor sports club, committed to both competing in and organising regional and national events.

Club members regularly compete in many aspects of the local motor sports scene - hill climbing, sprinting, autotesting, trials, road rallies and stage rallies. The club has a good reputation for organising events, especially our annual production car trial, which has been a popular event for many years. The club also supports larger events by providing marshals and organising sections of regional and national rallies like the Scotch Corner Classic, Lands' End to John o' Groats Classic and Rally GB. We run the annual Longnor Sporting Trial in April and the Yorkshire Dales Classic Trial in May".

Borough 18 Motor Club ... <https://borough18motorclub.weebly.com/> "Founded in the early sixties as the Eltham & District Motoring Club, Borough 18 Motor Club has over the past five decades established itself as a grass roots motor club. Our members participate in various disciplines of motorsport including scatter rallies, 12-cars, 20/20, road rallies, Targa Road rallies, autotests, sprints, hill climbs and stage rallies. The club is also a member of ASEMC and Weald Motor Club providing access to many events across the south east. We currently meet every first Thursday of the month from 9 p.m. at the Poppyfields Restaurant, just off junction 5 of the M20".

Fell Side Auto Club ... <http://www.fellsideac.co.uk/> "Founded in 1994, the club staged their first Northern Classic Trial, a round of the ACTC championship, in 2000".

Club Registration ...

If your club hasn't already renewed its registration with Motorsport UK (the deadline was 30th November!) please ensure you do so now. 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.

For assistance, contact Simon Fowler (Competitions and Clubs Department) on 01753 765 000.

Marshal Training ...

There are some changes to the 2020 dates and venues!

They are now 8th March and 14th June; both will be held at Mansell Raceway Dunkeswell. The training will cover both Rally and Speed (Hillclimb & Sprint) marshalling.

To register your attendance, please email ...

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

Don't forget ...!

... to renew your Motorsport UK Marshal's registration for 2020 ...

Notes from the Executive Committee Meeting, 8th December ...

A proposal to form a consortium of member clubs to promote a closed road stage rally in the South West was discussed and the Vice Chairman, Howard West, will take the idea forward ...

Increases in the cost of the new Interclub and National Competition Licences were a concern; the lack of increase in International licence fees is due to the FIA fixing the cost of international licences. The committee agreed that the permit increase (£5 per entrant) was likely to pose the biggest threat to events and although it was understood that the cause was insurance issues the Association had a responsibility to its members and should feedback to Motorsport UK that the changes had not been received well and there are concerns that there could be long term impacts.

The Club Project Grant Scheme was unanimously approved for another year so that the Association can actively support the development of its member clubs.

The ASWMC Autosolo Championship will revert to 10 scoring in 2020.

Stage Rallying is affected by the cost of licence fees and safety equipment, as well as the age profile of long-standing competitors, with few younger drivers coming through from other forms of rallying. Rally and Marshal Safety is now paramount as driver and marshal injuries have occurred through freak accidents and this will be in the spotlight for future events.

Member Clubs are communicating more often with the Webmaster Nigel Hewitt, which is helping to keep the website up to date.

The ASWMC Facebook page has proved helpful in disseminating information to the clubs.

Events using Forestry England land in 2020 have secure dates but 2021 events may not be permitted between March and June for environmental reasons.

The concept of a 'Motorsport Month' had been discussed further with David Richards and that two more similar projects, in other regions, might be possible, subject to budget availability. It is hoped that there would still be a Cornwall Motorsport Month in 2020, but this would be re-branded as 'South West Motorsport Month' and would be seen as growth for the event.

The requirement for Rally marshals to attend a number of events in order to qualify for licence renewal was a concern and might actually decrease the number of volunteer marshals; it was agreed that the situation would need to be monitored during the 2020 season.

Roy Sims is investigating the feasibility of awarding championship points to competitors who marshal an event; Torbay MC intend to trial this approach in their club 2020 Speed championship.

Roger Gillard was given a warm vote of thanks by Paul Parker, on behalf of the ASWMC, for his outstanding work for the Executive and wished him the best for future adventures in motorsport.

Westcountry Rescue News ...

New ambulance and recruitment

WCR are pleased to confirm that a new vehicle - AY60BLF – has been purchased and is in the process of being converted from a normal ambulance into a fully equipped rescue vehicle, the work being carried out over the winter months by the ever-dedicated team.

This new vehicle is the result of the enthusiastic support received to help WCR raise money, the funds coming from many of clubs in the south west, through a brilliant crowdfunding campaign, and a grant from the British Motor Sports Training Trust (BMSTT) – the team would like to extend a very big 'thank' to everyone who has been so generous.

When it is ready for action in the new year, the WCR team will be ready to consolidate so that they can provide the very best support to motorsport events in the South West.

They are now recruiting new team members to help them cover all the venues in the South West from their bases in Cullompton and Plymouth. If you would like to know more please contact make contact via their Facebook page - <https://en-gb.facebook.com/Westcountryrescue/> - or by contacting their Operations Director Glynn Davies – e-mail glyndavies248@btinternet.com.



2020 Motorsport UK Un-Licensed Officials' Seminars ...

Club members are invited to the 2020 seminar series for Club Officials and Event Organisers, primarily aimed at Club Stewards, Secretaries of the Meeting, Unlicensed Clerks, Competition Secretaries, etc. (Those that act solely as Licensed Officials are not required to attend).

Newcomers are especially welcome as these seminars provide a fantastic opportunity to develop and share knowledge and experience with other club officials and event organisers from around the UK.

The day will be mainly workshop based, specifically aimed at exchanging views and information to support the running of successful events. Each seminar will consist of the various elements of event administration, from writing Supplementary Regulations and carrying out promotion prior to the event, through to incident handling and reporting during the event itself.

As in previous years, a mileage allowance will be payable at the volunteer rate of 38p per mile for a maximum of 100 miles each way. Car sharing is encouraged and, if two or more people share a car the maximum mileage allowance is extended to a total of 200 miles each way, including the extra mileage incurred in collecting any passengers. Details on how to claim will be provided after the day's training. Those needing to fly can claim up to the equivalent maximum mileage rate of £76 total. Unfortunately, Motorsport UK is unable to pay any accommodation costs.

The seminars will run between 10.00am and 4.30pm and full details will be given closer to the event date. The dates and locations of the venues (except Scotland and Northern Ireland) are:

Saturday	25th January 2020	Newport
Sunday	26th January 2020	Basingstoke
Sunday	2nd February 2020	Exeter
Saturday	8th February 2020	Haydock
Sunday	9th February 2020	East Midlands
Saturday	22nd February 2020	Jersey
Sunday	23rd February 2020	Guernsey
Sunday	4th April 2020	Carlisle

Venue location maps will be sent with joining instructions.

To register to attend a 2020 seminar, [click here](#) to complete the online form. This is to be completed no later than one calendar month ahead of the date of the seminar you intend to attend. **It is important that attendees do not arrive on the day without registering.**

If you have any queries, please contact the Education and Training Team:

training@motorsportuk.org or 01753 765000.

James Betchley
Officials Pathway Manager



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2019 ASWMC Championship Awards Presentation ...

If you haven't done so already, make a note in your diary, come along to collect your award and support your fellow-competitors...

Sunday 16th February 2020
The Exeter Court Hotel, Kennford, Nr Exeter
Buffet: 12.00 for 12.30 p.m. Licensed Bar.
Awards Presentation: 2.00 p.m.

Award winners are entitled to one free ticket for the buffet; additional tickets at £12 each are available from Pam Hartill – registration@aswmc.org.uk

Pam will be emailing trophy winners during December to ask if they are attending; if you are unable to attend, please let her know who will be collecting your award.

If you have perpetual award(s) from 2018 please arrange to return it/them as soon as possible, either to your championship co-ordinator or direct to Pam at 17 St Leonards, Bodmin, Cornwall, PL31 1LA, telephone 01208 73676.

The Exeter Court Hotel (postcode EX6 7UX) is at the foot of Telegraph and Haldon Hills, one mile from junction 31 of the M5, behind the Shell garage on the southbound side of the A38 immediately before/after the split with the A380 Newton Abbot/Torquay road.

Directions:

From the North: continue through J31 of the M5 onto the A38 and take the second exit marked 'Kennford'; pass the (closed) Gissons' Hotel on your left and the Exeter Court Hotel is 50 metres further on, also on the left.

From Newton Abbot (A380): take the slip road at the bottom of Haldon Hill, turn right over the bridge and immediately left; the hotel is 50 metres on the right.

From Plymouth (A38): leave the A38 at the **top** of Telegraph Hill by taking the second exit (after the Esso petrol station and American diner), signposted 'Kenn and Kennford'. At the bottom of the hill, merge with the A380 and then immediately take the first slip road (left). Turn right over the bridge (Give Way) and then turn left; the hotel is 50 metres on the right.



Reminders ...

Perpetual Trophies:

If you haven't already arranged to return your perpetual trophies from the 2018 season, please do so now to Pam Hartill, Trophies officer, at 17 St Leonards, Bodmin, Cornwall, PL31 1LA. An email to registrations@aswmc.org.uk would be helpful to let Pam know they are on their way.

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.

ASWMC Club Project Fund

The deadline for applications to the fund in 2020, which need to be made in writing to the General Secretary, is 31st October 2020.

Provisional 2019 ASWMC meeting dates:

16 th February 2020	Executive Committee Meeting
16 th February 2020	2019 Championship Awards Presentation
10 th May 2020	Executive, SGM and Council Meetings
16 th August 2020	Executive Committee Meeting
30 th September 2020	NB. Deadline for 2021 Calendar dates
18 th October 2020	Executive, AGM and Council Meetings
6 th December 2020	Executive Committee Meeting
14 th February 2021	2020 Championship Awards Presentation

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>



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.

There is also a complete range of Subaru WRC rally cars for sale.

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

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



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

Event Report – Blacker and Frost win ‘The South-West Double’ ...

The South West had not been a happy hunting ground for us in 2019 - 10 miles into January's 'Bagger' the clutch cable snapped and so this late-Autumn 6-hour journey south was in question (along with our sanity!), the result of just 20 minutes of seat time and a DNF. However, friends had been made and 'gauntlets were down' for the South West Double - were we game?

As trailed in this newsletter, the first part of the 'Double' consisted of a 30-mile Targa Road Rally (a descendant of the legendary Great Bustard Endurance Rally) around Worthy Farm, home of the Glastonbury Music Festival. Worth Birkill and his Salisbury & Shaftesbury Motor Club team laid on an amazing test for driver, navigator and machine, part of the booming South-West Targa scene; with a successful 2019 championship, and set to continue in 2020, don't think about this championship - just get on and do it!

I had heard about the tulip diagrams and sub-tests and was thinking I would be watching the tripmeter all day, but in reality, I didn't switch it on and navigated by "short, medium and long" distances, a system which worked well. The slots were so numerous and close together you had to just shout them as soon as they appeared. It all flowed well, and with tests ranging from 5 to 10 minutes, this certainly wasn't 'car park stuff'. Four map-based tests provided another level of challenge, with plenty of detail, faint crossroads with numerous passage checks and route checks to catch out anyone not paying attention - absolutely brilliant!

With no prior expectations of the event we were happy with our seeding at 9 ... you don't want to be too close to the front on a Targa. Carnage ensued from the off, with several cars damaging a fence and some out for the rest of the day. No-one was surprised to see Owen Turner and Rachel Vestey post a time 17 seconds quicker than the rest of the field, which was headed by us. John Davies/Jamie Mills took the spoils on Test 2, although their charge was short lived, a broken driveshaft on their Puma bringing a premature end to their day. Care was needed going from loose to grippy surfaces, with finding grip and keeping momentum both massively important. On Tests 4 and 5 Bevan set to work, setting consecutive fastest times to put us well clear of the chasing pack and put us in the lead. It would be nice to claim that shouting "keep it neat!" helped but I suspect it did more to distract than assist! Two more fastest times followed, with fellow 'Northern raider' Iain Tullie informing us of our overall placing ... and now the nerves were real ...

Our final runs were, to be honest, a bit scrappy and tense, a highlight being the sportsmanship of absolute gentlemen Ben Smith and Simon Harris who let us past with no loss of time; they had their own top 10 fight on their hands, eventually finishing 7th just four seconds off 6th, a gap which was probably due to pulling over for us. Sorry ... but thanks guys!

Teifi Valley Motor Club crew Dan Morris/Geth Johnson stormed through the final test to take fastest time and with it steal 2nd overall from Owen and Rachel; a TVMC crew also took 4th o/a so I don't think that will be the last of the Welsh crews we'll see on the South West Targa scene.

One downside of the 'double' was having to skip the prize giving – we made our apologies to the organisers and set about removing about 100kg of Worthy Farm from the car! Morrisons in Wells will surely never invite us back after using their jet wash ... the car spun its wheels in the dirt just trying to reverse out ...

At 4 p.m. we put the car on the trailer and headed south for the Historic Motorsport South West Barbara Carter Memorial Rally, organised by Daniel Pidgeon, local road rally legend and all round 'top bloke'. Tiredness had already set in for me and a beef burger and chips did nothing to improve the situation. Plotting took a fair effort for both driver and navigator - reams of grid references are certainly practical but not my favourite plotting method.

We were seeded at #5, with previous winner Brendan Wellman and Welsh navigator Dafydd Evans, in the hot seat for the first time, at #1. Other notable entrants were M-Sport's Rich Millener, navigated by Welsh champion navigator Michael Gilbey, and another northern crew Steve Retchless and Sasha Heriot in their flying Escort Mk2.

Lining up for MTC1 we were amused to see Sam Spencer sprinting across the car park to retrieve the map he had left in our car; I'm not sure how far we would have gone before he realised that he couldn't make it out the car park! And so, before we knew it, we were into the lanes, where the first 'white' of the night saw Mr Manston from M&H Photography positioned for some great shots on a 90R - 90L combination. The second section near Tiverton saw car 4, fellow 'double' contenders



John Davies/Jamie Mills, make a mistake with a mis-plot and the final time control of the section also caused a number of problems for crews, such as the complexity of the lanes and tight plotting. We were bang on the pace, dropping just 3 seconds over the first few 'timed to the second' sections and completing the 1st timecard with a lead of 56 seconds over car 17, Dave Webb/Shawn Layland in the little Sirion.



We dropped 2 minutes on the next section after I insisted on returning to check a missed code board; it turned out to be absent and I was kicking myself for not trusting our own convictions. By this time Steve/Sasha and Tim Hodgson/Sam Spencer had both retired after car maladies in their Escorts and we were worried about a knocking that seemed to come from the rear – was it a serious problem, or had we spend too many hours in the company of a straight cut gearbox? Our 2-minute

precautionary loop had cost us dearly as we completed the 2nd timecard 42 seconds behind Rich/Michael in the Corolla, although with a healthy 5-minute lead over car 17. The fuel stop at Cullompton was deserted except for Rich/Michael and us – the Devon lanes had taken some prisoners and was proving its reputation for being a lonely place!

For those unfamiliar with the difference between this event your local road rallies, the Devon and Somerset lanes are tight, many 'not as map', the roads are broken, covered in mud and the slots are numerous. It's like gravel rallying in Welsh lanes but with fewer PCs – brilliant!

The 2nd half on the more regular Barbara Carter roads was a real trial of endurance, and not even a McDonalds coffee at fuel was helping; I was struggling to see my pencil lines on the map. We approached one NAM diagram where neither of us could find it on the crossroads and even when we did, we couldn't figure out which way to leave this wasn't a route card issue, it was just sheer fatigue. Eventually we deciphered it and after four years of competing together we knew what it was going to take to finish ... and it was testing us.

The end of the 3rd timecard had a clever addition of a short 'plot and bash' section near Exeter Airport. With just over 4 minutes allowed, and a sealed envelope to rip open before plotting, this took time away from the competitors but despite plotting easily - and waiting at the control for 20 seconds - it gave me the 'kick up the behind' to up my concentration to the finish.

The final timecard saw the rally really come together. Our 'wake up' on the plot and bash saw us set quickest time overall at TC8B, just before Barbara's house near Exmouth, 19 seconds up on 2018 winner Wellman, who had car problems in the first half that dropped them well down the standings. After a determined charge in the 2nd half, they climbed to 4th overall by the finish. We lost another 40 seconds to Millener/Gilbey with just two sections to go and the pressure was mounting in the car - you know the driver is keen to finish when he asks for a running commentary mile by mile to the finish! Fortunately, the final two sections between Sidmouth and Cullompton were relatively short and pain free, and a pint of Guinness with breakfast perked me up no end. Winning by 3 minutes was unexpected but no less than our performance had delivered on the night. The rally was one of the toughest, most challenging but also rewarding endurance events we have faced, and the best description would be a "mini-Bagger"; you might think comparing to another event is faint praise, but I assure you it is not.

Giving a winners speech having won two events in 18 hours was a bit surreal. It took three days for it to sink in and actually realise that we usually celebrate for weeks if we win a single event, let alone two. The 'South West Double' - if you want endurance, you need to do this. If you have lanes in your veins, you need to do this. If you want to compete on the some of the best events in the UK, you need to do this. SW rallying, thank you. Please be closer to Yorkshire.



Bevan Blacker/Niall Frost Peugeot 106

(All Images – M&H photography)

Around the Clubs ...



Salisbury and Shaftesbury Car Club attracted a full entry of 55 cars for their Bustard Targa Rally on 30th November. A round of both the ASWMC Targa Road Rally Championship and the BP Motor Bodybuilders Cotswold Motor Sport Group Targa Road Rally championship, thirty-nine 'Nat B' and fourteen

Clubman's crews came from far and wide drawn by the promise of the Worthy Farm tracks and, for some, the Barbara Carter memorial Rally later that evening, and Chelmsford Motor Club alone fielded no less than eleven crews.

After wet weather in the lead-up, the day dawned fine although windy, which helped the Worthy Farm tracks remain in good condition throughout the day. With all the tests run at this single venue at thirty-second intervals, there was little scope for delay. The first test saw some 'over-exuberance' by a couple of crews resulting in unscheduled investigations of the depth of the ditches, but the crews were all OK and no significant delays resulted. The rest of the day went well, and the event drew to a close well before dusk with 32 Nat B and 13 Clubman surviving.

Southwest crews know that Worthy can be tricky. Precise navigation to find the slots and precise driving to avoid the very wet and soggy fields are required. But the winning crew were not intimidated and having travelled the furthest to the event from the Harrogate area, and on their first visit to Worthy Farm, Bevan Blacker and Niall Frost took the win in their Peugeot 106. Dan Morris and Geth Johnson were second and Owen Turner/Rachel Vestey third. Class winners were Paul Watts/Chris Perry, Dan Morris/Geth Johnson, Lewis Ayres/Simon Lassam, Owen Turner/Rachel Vestey, Huw Morris/Alan Williams and Iain Freestone/Crow, with Simon Ayris/Kim Bannister taking the Clubman win.

*Right: Bustard Targa Winners,
Bevan Blacker and Niall Frost.*

*Image courtesy of Andrew Manston,
M & H Photography*



This event showed that the single venue, 30 second, format works well for a Targa Road Rally, but only because of the large number of expert marshals who came to help. Without them the fast changes of test configurations would not have been possible.

S&SCC would like to thank all the competitors, the landowners, marshals and stewards. And congratulations to all the award winners.

Chris Mills



Bath MC member Ross Whittock partnered Chris Ingram to the European Rally Championship title, the first British drivers to win the since Vic Elford in 1967, after finishing fourth on the season-closing Rally Hungary.

Ingram, driving a Toksport WRT-prepared Skoda Fabia R5 with Ross Whittock co-driving, overcame two punctures and a spin on the final day to edge home on a dramatic last stage affected by heavy rain showers. His remaining title rival Alexey Lukyanuk finished second to winner Frigyes Turan after stopping to change his own second puncture of the event on the final stage. Lukyanuk could only pick up two bonus points for sixth on the second leg, which proved costly, and although Ingram/Whittock failed to pick up any Sunday leg bonus points, their fourth-place finish meant the Britons wrapped up the title.

Ingram came into the weekend with a 19-point advantage over Łukasz Habaj, with Lukyanuk a further nine points adrift in third but dropped scores meant Ingram would have to discard 12 points to Lukyanuk's 3. Habaj's title aspirations were all but extinguished in the pre-event practice session on Friday morning after a crash that ruled him out of the qualifying stage. The Sports Racing Technologies Skoda Fabia R5 driver eventually retired on Saturday evening after a puncture caused power steering and suspension damage.



Heavy rain throughout the weekend hampered many of the leading runners, with both Lukyanuk and Ingram suffering tyre deflations. Lukyanuk opted not to change his slow puncture on Saturday and only lost 20s, but Ingram's on Sunday morning required him and Whittock to stop on stage to replace the wheel, losing over two minutes in the process. The heavens opened again ahead of the final stage of the event, with thunder and lightning making conditions the worst they had been all weekend. Ingram came through ahead of Lukyanuk on the road, but with a front-right puncture - which cost him valuable time and dropped him out of the podium positions. But Lukyanuk also arrived with a deflated tyre, and his resulting drop in the Sunday leg standings gave Ingram the title with 141 points to Lukyanuk's 132.

"It's been a bloody hard road, but this is everything to us," said Ingram. "Thank you so much to everyone who has helped us, everyone who has supported us. The support has been absolutely unbelievable, and we are so grateful. It's been such a hard year, but I've not done this alone, without so many people this would not have been possible. Ross has been unbelievable, he's the most reliable guy ... and the most focused person in the whole world. The team have been absolutely amazing, and the car has been perfect. Thank you so much to them for making it happen."

Dave Whittock



Launceston and North Cornwall Motor Club will be celebrating their centenary in 2020 with a number of special events, including a display of the 100 years history of the club in Lawrence House Museum, Launceston, from August to October. A cavalcade of cars and bikes will run through the town culminating in a display on the Castle Green on the 1st August. Exciting plans are being developed to make the 2020 Tamar Classic Reliability Trial a truly memorable event and more details will be released nearer the time. As well as its usual events, the club also plans to offer a taster event in the summer to increase interest in motorsport and to attract more members.

If anyone has any articles, photographs, awards, memorabilia etc. relating to the club during the last 100 years that they would be prepared to loan for secure display in the museum, the club would be delighted to hear from you. Please contact Andy Prosser at probilt2005@yahoo.co.uk

The club's Tamar Classic Reliability Trial on the 20th October gave competitors 15 sections and 2 special tests across Bodmin Moor and the Cornwall side of the Tamar Valley, and attracted 23 motorcycles and 21 cars. The event included classic sections such as Angel Steps, Warleggan and Park Impossible, plus several sections that had not been used for many years such as Water Main Lane and a new section at Ashleigh. Due to such a wet autumn, many sections were very muddy which proved a good test for competitors. The event, which was enjoyed by all, finished at the Frog and Bucket pub in South Petherwin.



Outfit motorcyclists Martin Keswick and Josh Cook (*left*) were awarded the Bude and District cup dropping only 7 points, Bob Creedy (*below right*) was 2nd o/a on 9 points and Aaron Haizelden (*below left*) was overall car champion, winning class 5 and the Tamar Trophy.



The 10th November saw the club run their annual Ron Beer Trial, a round of the ASWMC Sporting Trials Championship, at Lifton, Devon, and 12 drivers from as far afield as Gloucestershire and Worcestershire enjoyed competing in good weather over twenty-one sections laid out in a steep wooded valley. Gloucestershire's John and Anne Cole (*right*) won the event, and the Ron Beer Trophy, dropping only 3 marks in the whole day, George and Victoria Watson (*below left*) from Worcestershire took 2nd place on 6 marks with Launceston's Andy Prosser, with Ben Spicer from Delabole as passenger (*below right*) came 3rd, also dropping 6 marks but losing out with fewer clears.



(All images courtesy of Jonathan Kelly).

Andy Prosser



Plymouth MC member Ian Harrison endured a “sticky start” to his season, having to change cars after an ‘incident’ at a Llandow test session in February (a Lotus Cortina engine fire!), but sorted his TVR Vixen in time for Werrington, by which time the sun was shining.

Ian writes “*This is the TVR hard into the tight left hander at the top of the hill when we thank the gods that we got the brake balance right! Although not as light as the Westfields and Caterhams, the old girl held up well and we managed to finish the season high up in our class in both the Sprint and Hillclimb Championships. ‘Hats off’ and many thanks to all the clubs and individuals who support our sport over the season, to Plymouth Motor Club for Werrington, Roy Sims for being Roy Sims, our sponsors and Howie Fowler, who covered our exploits very well all season. Well done to all at Watergate Bay again this year and we’re looking forward to a new season - hopefully will be a bit drier than this year. Merry Christmas!*”



(Image: 569 Motorsports Media)

Ian Harrison (B2)



Castle Combe Racing Club's offshoot, the Castle Combe Racing Trust, established in 2008, has been raising money for worthy racing causes for over ten years, with the primary objective of helping fund deserving causes at Castle Combe circuit, including medical, safety, rescue, marshal's welfare and just occasionally, the wider motor racing spectrum. The Trust was kick-started by a £12,000 donation from the club's first successful years of trading and is administered by a board of trustees. Income is generated from collections, donations and legacies, with no administration costs ever levied. The first significant and high-profile beneficiary grant was awarded for the purchase of the Ford Ranger 4x4 fire response vehicle that has become a familiar feature in the pit lane during race meetings for over ten years.

To date, the Trust has spent well over £22,000 on essential equipment including fire extinguishers, state-of-the-art defibrillators and a hi-tech patient monitor for the Peter Basket Medical Centre. Other equipment includes hydraulic cutting equipment used by Circuit Rescue, as well as a £500 donation to the Wiltshire Air Ambulance which was matched by a donation from the Circuit following the WAA's successful intervention to remove an injured driver from the circuit. The most recent purchases made by the Trust is for five Portaloos for some of the more remote infield Marshal's posts.

The Trust is always seeking new and innovative sources of revenue and the Club's annual Awards Dinner has consistently raised valuable income from its raffle. In 2018 the Trust published the fascinating biography of local racing driver and personality Terry Sanger, with funds benefitting from sales. A generous donation from the Sanger family together with initial book sales quickly paid production costs and the Trust is now selling the remaining stock of the popular book, with all the revenue going straight into Trust funds.

Castle Combe Circuit also generously donated Track-Days in 2018/19 for Trust fund-raising and this will happen again in 2020, with all money raised going into funds.

For more information please contact Tony Whale on 01249 782417 or e-mail him - tony_whale@castlecombecircuit.co.uk



Pictured:

The invaluable Fast-Response Medical SUV provided by Honda & driven by race-licenced drivers.

Ken Davies

'On Tour – Castle Combe'

On the eve of Castle Combe circuit's 70th birthday, the club received an independent view from someone who has never been involved – past or present – an emotionless opinion and 'helicopter' viewpoint from a well-travelled international journalist and former Team Lotus press officer ...



Castle Combe motor racing circuit circa 1963

In terms of journalism, how do you link Castle Combe, one of the prettiest villages in England, to a motor-racing circuit? After an easy 100-mile run down the M4 from London, first stop was a quiet lunch at the 19th-century Manor House Hotel Castle Combe seven miles from Junction 17. Set in 365 acres of glorious parkland, with its Peter Allis-designed championship golf course, it is in a different world from that of motor sport and all the noise that it generates



The Manor House Hotel



Walking past a terrace of ancient staff cottages one can slip into the centre of the tiny town with its 14th-century buttercross topping the old market building market where the three principal streets of the lower village converge. Nearby is one of Castle Combe's two village pumps. Here was once the heart of the Cotswolds' wool trade. Small stone steps near the cross were for horse riders to mount and dismount.

The old market building is the epicentre of the village

... Back to the car and a careful drive through the steep narrow road that climbs out of the village into another world. During WW2, Castle Combe airfield was created in open farmland as a Polish fighter base before being decommissioned in 1948. It opened its gates as a motor racing circuit in 1950 with the first meeting staged on 8 July by the Bristol Motorcycle & Light Car Club. Over the next few years, the track attracted such star names as Stirling Moss, Mike Hawthorn, Roy Salvadori and John Surtees. What followed was a boom period for 'club' motorsport in the UK, new circuits, often former RAF bases, springing up all over the place, many still active, with Silverstone the most famous. Castle Combe has staged many different motorsport disciplines over the years and in 1997, Nigel Greensall established a new lap record, his ex-F1 Tyrrell 022/Judd lapping the circuit at 130.93 mph (210.71km/h). However, this was the last year that the circuit would remain unaltered.

By this time racing cars were becoming too quick, so two slow corner complexes – the Esses & Bobbies – were installed in order to reduce lap speeds. The revised layout is slightly longer at 1.85mi (2.98km) and completed over the winter of 1998-1999. More hi-tech energy absorbing

safety barriers have been installed recently to keep up with current regulations. In 2001, Formula Three returned to Castle Combe however, it wouldn't stay long. In 2005, the circuit was issued with a noise nuisance order, meaning it had to reduce noise output. The British Formula Three Championship and the British GT Championship are both louder than permitted, and so were prevented from returning.

Today, races include a home-circuit championship with classes for Saloon cars, Sports & GTs, and Formula Ford. Motorsport clubs from around the UK include the track in the events for their championships, including the 750 Motor Club, and BRSCC. Once a year, motorcycle racing takes place over two days during the summer. The weekend includes a sidecar championship and an historic race, as well as the more modern Supersport races.

As well as holding track days for both cars and motorcycles, Castle Combe Circuit hosts car shows. These follow a general motorsport theme and exhibit motoring stands, market stalls, stunt demonstrations, classic displays. On certain days the circuit can hold track sessions. These shows have proven to be a big success, offering the motoring community a place to display their vehicles and use them on a racetrack in a safe and controlled environment, with each year building on the last and gaining larger and larger crowds. Other events include the



Spring, Classic, Retro, Kit Car and Forge Motorsport and JapFest themed 'action days', and, since 2001, Rallyday, an annual demonstration event for rally cars. Youngsters from the age of 12 can make their first motoring steps under instruction by joining the Under 17's Car Club, the only restrictions being taller than 4ft 8in and parental supervision – just £55 to introduce their offspring to the motoring world.

A few of the ten-million Mini's built show off at Castle Combe

Television motoring shows Top Gear and Fifth Gear have used this circuit to race or test cars. One such race was between British motorcycle racer Leon Haslam on a Ducati 1098 vs Fifth Gear presenter Tiff Needell driving a Lamborghini Gallardo Superleggera, the bike coming out on top. Top Gear used the circuit for its '70s Supercar challenge. In this episode, the BBC's Stig lapped a Vauxhall Astra. Jeremy Clarkson, local, said: "It's a fierce track this, one of the fastest in Britain, a real car breaker."



The circuit hosts an annual Greenpower event (pedal cars), one round of a series held at various race-circuits. Car boot sales remain popular, it also hosts an annual steam rally in May and conference hospitality, which can include trackside experience, is an important revenue stream.

One aspect which is unchanged throughout the years is the large rabbit population of rabbits, which inhabits the circuit tyre barriers all around the circuit. Castle Combe is a friendly track, away from the mainstream of motoring, not that far from the M4 but on the fringes of the beautiful Cotswolds – probably an improbable circuit!

Words & images: Malcolm Ginsberg – Editor Business Travel News

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ASWMC 2019 Hillclimb Championship

2019 Champion:
Ian Ingleheart



2nd - Adrian Lewis



3rd - Ben Bonfield

The 2019 championship was well contested, with 95 registered contenders, 84 of whom scored. There were to have been 19 rounds, but unfortunately a soggy Autumn arrived early, and the last two weekends' events had to be cancelled due to waterlogged paddocks.

The three leading contenders swapped places, and the championship lead, for most of the season, with all three scoring strongly.

Adrian and Ben tied on 211.36 points and a tie break was required to resolve their positions, with Adrian's maximum score the deciding factor.

(Images: Nigel Cole)

ASWMC 2019 Sprint Championship

2019 Champion:

David Sims



2nd Roy Sims



3rd Stewart Lillington

Registrations for the 2019 championship were slightly up on 2018 and hopefully this trend will continue in 2020. There were 71 registered contenders, 64 of whom scored. There were to have been 19 rounds but both the Portreath and Chivenor weekend events had to be cancelled due to the MOD requiring them for exercises.

The podium places were strongly contested between David Sims, Stewart Lillington and Ben Bonfield all season and at the end the difference between second, third, fourth and fifth was because of the cancelled events. I had scored my points and was dropping scores prior to the cancellations.

I would like to thank Mark of TyreMarks for sponsoring our championships and hope that they will do so again in 2020.

Roy Sims

(Images: 569 Motorsports Media & RDP Photography)

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2019 Southern Counties Autocross Championship



2019 Champion - Tim Comer

North Devon MC hosted a great event in July and as promised, exploiting areas of Sugworthy that hadn't been used for some years, provided an excellent entry with a superb track. As with any field, some parts did cut, but most seemed to be enjoying themselves, with Mark Treadwell more than most, returning with his latest creation, a Hayabusa powered Mini Saloon, to which he certainly seemed to adapt very quickly.



2nd - Matthew Westlake

Torbay MC hosted the Inter Association event at Coryton Park over the August Bank Holiday weekend and received yet another sizeable entry at this stunning venue. The glorious weather did play a part in proceedings, forcing the organisers to run cars '1&1' due to the dust; this meant marshals were on post for nearly 8 hours, a mammoth stretch of duty for which we are

all very grateful. Unfortunately, unlike the previous visit to the venue, the ground cut considerably by Sunday and several competitors retired through damage; all in all, the majority thoroughly enjoyed the challenge of the unusual track layout. The Inter Association Award was won by the ACSMC One team of John Rigden, Oliver Foord and Andy Hoare, with ASWMC Two - Rob Kingston, Stuart Holton and Tim Comer - finishing as runners-up.

3rd - Kieran Anderson

SHMC put on another superb event at a new venue near Kingsbridge and the sun shone all weekend (again) - we certainly have been very lucky weather wise this season! This proved to be the only event this year that Tim Comer did NOT win the class A2 award, newcomer Nigel Davey taking 0.4 sec each day to take the honour. What looked like a 'Battle Royale' between Simon Ford and Kieran Anderson for FTD, separated by less than 1 sec overnight, failed to materialise due to an engine failure for Anderson on the first run on Sunday morning, leaving Ford to take what was to be the last FTD of the season.





4th - Andy Hoare

After receiving over 50 entries for the final round of the season at an excellent grass venue, Torbay MC were left with the very difficult decision to cancel the event due to the incredible amount of rain both before and forecast over the weekend. Despite this unfortunate end, I think that every one of the 100+ drivers that have entered an Autocross event this season would agree that the

atmosphere has been phenomenal and the community spirit of everyone to help and lend (to those who needed to beg and borrow!) was simply outstanding.

5th - Simon Ford

With 7 events running and 14 scores, each competitor's best 10 scores were used to calculate the final standings.

Congratulations to Tim Comer in becoming the 2019 1st Choice Finishes ASWMC Autocross Champion, by just 1 point from Junior Driver Matthew Westlake with single points also separating the top 6 places.



6th - Oliver Foord



7th - Jamie Raymond

This seems the ideal time to express my sincere thanks to 1st Choice Finishes for stepping forward and sponsoring the Autocross Championship this year, and for continuing their invaluable support through into 2020. If you're looking to refresh any parts over the winter – wheels, chassis or components - then please do give these guys a call to discuss your blasting or powder coating needs.

Colin Anderson

(All Images courtesy of Paul Morris Photography)

2019 Classic Reliability Trials Championship

Contender numbers were down on last year for various unavoidable reasons but hopefully this will change next year with the introduction of free RS Clubman Licences and Clubman Permit events attracting more competitors.

Before the summer break Paul Merson and Nick Sherrin in their Shopland Special were well ahead of Dave Haizelden in the white Scimitar, with five class wins from five events. Dave had retired on the snowy Cotswold Clouds and was Clerk of the Course on the popular Torbay Trial, with Matt Facey, Stewart Green and Aaron Haizelden all also scoring well.



After the break Dave put together a run of six class wins and two 2nd s in class but only when beaten by his son Aaron in the green Scimitar. Paul meanwhile had a mixed bag of class wins, seconds and thirds in the very competitive Specials class. With one event still to go, Dave's score of 90 points and 10 straight class victories could not be beaten and he duly became this year's Champion for the sixth time.

2019 Championship Winner - Dave Haizelden

Paul Merson finished the season 2nd in the championship with 86 points and Matt Facey with Hollie (BMW) continued to be very successful in class 3 but with never more than two in their class they could not score as many points as others, finishing 3rd with 81 points. Matt however managed two overall wins and several other 2nd places overall and became the first class 3 car to win the ACTC Wheelspin Championship.

Special mention should also be made of Craig Allen (class 4 Beetle), Roger Teagle in his (class 6 Beetle) and Aaron Haizelden who all achieved class wins ... but also some retirements!

Carlie Hart

In 2020 the ASWMC will run two Classic Trials Championships:

The existing ASWMC Classic trials championship, which will continue as in previous years with Carlie as the coordinator, and

The ACTC Classic Trials Championship. The title submitted on the championship permit is '*The ACTC Classic Trials Championship on behalf of the ASWMC*'. The ACTC will finance this Championship.

All the rounds will be run by ASWMC member clubs, and three clubs will join the ASWMC to facilitate this. John Bell will be the coordinator and Carlie will also act as Liaison.

Pete Hart, ACTC Vice Chairman

2019 Sporting Trials Championship

Thank you to all our championship contenders for entering the championship this year especially as it nearly fell a bit flat with the final three events all cancelled. However, thanks to Mike Wevill and Launceston & NC MC for stepping forward and offering to reschedule their Ron Beer trial from Christmas to the Roy Fedden date and host the final round. Andy Wilks must have been confident mode staying at home, letting Alan Baker close in to tie on points.



2019 Champion – Andy Wilks



The Association's Championship rules show that Andy is our 2019 champion, along with the faithful Mark Smith in the passenger seat. Congratulations both, and commiserations to Alan and Hilary.

2nd – Alan Baker

Colin Flashman completed the podium and awards with a second in class at the Ron Beer, despite his regular passenger Neil Chapman taking a tumble into the stream! Star of the day here was John Cole, who dropped just four points all day to win overall and become the third championship contender to win a round overall this year, with Alan taking the Northgate and Colin, fittingly, the Calvin Trial. A fabulous year with a super tight finish to the championship.



3rd – Colin Flashman

As we are all now no doubt aware, Motorsport UK have updated competition licence rules for 2020 so that both the driver and passenger will need an RS Clubman licence to compete in events at ASWMC and (I understand) BTRDA level. BTRDA are planning on downgrading from a national championship to a club championship. The RS Clubman licence is free, only has two medical questions, and offers us all lots of benefits ... please apply for yours now at <https://www.motorsportuk.org/get-started/2020-rs-clubman-licence/>

Next year will follow a similar format and you can register for the championship via the ASWMC website as usual. Happy Christmas and Merry New Year to you all.

Duncan Stephens

All Images: Duncan Stephens

Andy Wilks & Mark Smith (Crossle) at Launceston & N. Cornwall MC's David Ayres trial, Marshgate, September.
Alan Baker & Hillary Carrot (Apex) at Camel Vale MC's Robin Alexander Trial at Crackington, in September.
Colin Flashman & Neil Chapman (MSR) at Camel Vale MC's Four Turnings Trial at St Tudy in May.

2019 Autosolo Championship

This was the first year after the removal of the need for Competition Licences for Regional Autosolo Championships and registrations were slightly up on 2018, with 19 registered of which 17 scored points. Whether this trend will continue with the introduction of the new RS Clubman Licence remains to be seen, although at no cost this change has been appreciated as it removes complexity and cost for this entry level discipline.

Most events filled to capacity quite quickly, although the percentage of competitors registering for the Championship was relatively small. This seems to be due to competitors not wishing to commit to the Championship on grounds of time, travel and cost. The number of qualifying events in the Championship was increased for 2019 to 21, to provide more choice, but with only 7 events to count, restricting the number of events competitors needed to do. This may have had an effect on registration numbers, but the change seems minimal and so in 2020 we will be reverting to 10 qualifying rounds.

There were no points claims (bar one) from events in the far South West, which was Disappointing, with the only events run by Camel Vale MC. Truro MC are considering whether to run Autosolos in 2020, but as it stands the calendar has six Camel Vale events, hopefully encouraging their members to take part in the Championship.

Some contenders have performed well in their event class, but due to the lack of other ASWMC Championship contenders in class they have scored relatively poorly with regards to championship points. In 2020 we will apply the same number of points across class positions (removing the reduction for a low number of class contenders) and add 0.2 bonus points for each competitor beaten in the event class. This will recognise a strong class performance and remove the effect of a small number of registered contenders in a class.

The ASWMC team of Dave Fooks, Ed Martin and Jim Bryant were 2nd in the Inter Association Autosolo – the Dolphin - at the Abingdon CarNival.

This has been a good year for the championship with many new events included and a small increase in registrations.

The 2019 Award Winners (2nd to 4th were decided by the tie break!) are:

1st - Steve Conner 2nd - David Fooks 3rd - Alan Wakeman 4th - Eddie Martin.

Alan Wakeman
autosolo@aswmc.org.uk



2019 Stage Rally Championship

Congratulations to Josh Payton and Jamie Vaughn – 2019 champions - for a very successful campaign.

The 2020 championship has nine rounds scheduled again and we have to hope that all of them run as planned; six scores will count but it will be great to see as many contenders as possible contesting every round to keep the championship alive to the end.

Drivers:	1st	Josh Payton	207 points
	2 nd	Barry Pavey	195
	3 rd	John Collins	114

Co-Drivers:	1st	Jamie Vaughn	207
	2 nd	Jeff Talbot	89
	3 rd	Clive Rayson	54

Vic Fancy

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