

Newsletter



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2020 ASWMC Championships Sponsored by:



Spring 2020

Welcome to the 2020 ASWMC Spring Newsletter

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So far 2020 has been the most disrupted season for motorsport since the Foot & Mouth outbreak of 2001, which saw, as now, the widespread cancellation and postponement of many events, principally rallies. But the coronavirus is different in that everyone and almost everything in our daily lives is affected – with no clear indication of when life might return to normal. As you might expect, contributions to this newsletter are varied – some with news of early events in the year and some championships showing little prospect of starting in the near future. In one case, a report was out-of-date from the evening it was sent to the following morning, with changes daily, and sometimes it seemed by the hour. So, as far as possible items have been edited to reflect the changes - but if something has changed by the time you read this, that will be just how it is at the moment.

For the Summer issue in late-July, there may well be little or no competition and championship news to report, so please use all your enforced time at home to write a piece for the magazine. And if your club is celebrating a significant anniversary (see page 17) a brief history would make interesting reading.

I look forward to hearing from you and will start compiling it now!

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: Joint ASWMC Autosolo Championship leader Thomas Alderton threads his Mazda MX5 between the cones at the first round at Kemble in March (Image courtesy of Jack Flash Photography).

Association Partners:



From the Chair ...

The one issue which is in the forefront of all our minds at the moment is the coronavirus/COVID-19 pandemic, and its effect on all our lives - family, work and in motorsport. There is a veritable mountain of news, advice, restrictions and recommendations out there, all of which is designed to keep us safe and healthy. The negative impact on our sport so far in 2020 is immense and there is no certainty when our championship events will resume. The Association's committee and championship coordinators will be monitoring developments and further news will be released by e-mail, on the website and via the Facebook pages – please keep up to date by keeping an eye regularly on these sources of information, and individual member clubs' websites etc.

After the first meeting in February, many member clubs, competitors and officials were to have attended a second meeting on 5th April about the proposed South-West Closed Road Stage Rally but this, inevitably, has also had to be postponed. This proposed event will need a consortium of clubs and their officials to work together and will be a much bigger operation than those to which many of us are accustomed – a re-scheduled date for that meeting will be planned as soon as possible.

The new RS Clubman Licence (for many competitors who previously did not need one) was introduced because Motorsport UK's new insurers, perhaps understandably, wanted to know who they were insuring; under the previous arrangement they knew only a proportion. The number issued so far exceeds 10000, which means that the market for our sport becomes very much bigger and it is to be hoped that this will be seen as an opportunity for member clubs to encourage new competitors into new disciplines.

It was very pleasing to see many of you at our Awards Presentation last month but on the other hand disappointing that many were unable or chose not to join us. My view is that participation in a championship begins upon registration and ends only at the Awards Presentation, so perhaps next February might we see an increase in participation?

Motorsport UK has been liaising with the MOD and we were asked, at pretty short notice, for details of venues in our area which are either in current use, or in current use but threatened or lastly a potential venue, including those which have been used in the past. We managed to accumulate a list of over 20 venues, and it is to be hoped that this might mean we gain, or regain, access to some of the very many venues which we had thought were lost to us for good.

Paul Parker, Chairman

News in Brief ...

ASWMC Closed Road Rally Meeting...

As a result of the current restrictions on travel and gatherings, the ASWMC Closed Road Rally Meeting planned for Sunday 5th April has been postponed. An e-mail has been sent to everyone who had booked to attend. It is the intention of the ASWMC to continue with the organisation of a Closed Road Rally in the South West as soon as the situation improves.

If you have any ideas, contributions, comments or concerns, please contact Howard West, ASWMC Vice Chairman on 01297 551375 or by e-mail – vicechairman@aswmc.org.uk.

Further announcements will be made on the ASWMC website and Facebook

TyreMarks ASWMC offers ...

TyreMarks of Tavistock, sponsors of the 2020 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.

ASWMC at the BHP Fuelfest ...

As in 2019, ASWMC member club have been invited to exhibit at the BHP Fuel Fest at Westpoint, Exeter, to showcase their clubs, motorsport disciplines and cars. The show is currently still listed on the event's website for the 14th June, but of course this may well change. Interested clubs should continue to register their interest by sending an e-mail to Jim Bee at secretary@aswmc.org.uk; updates will be sent as and when there is more news on the viability of the original date and/or if a later date has to be set.

ASWMC Yearbook error ...

Please note that the last line of the section on Sporting Trials, on page 13 of the ASWMC Yearbook, should read "Motorsport UK RS Clubman Licence required" (not Interclub).

SGM & Council Meetings postponed ...

The SGM and Council meetings scheduled for the 10th May have been postponed. Consideration of the 2019 accounts is deferred until the AGM on 18th October.

Notes from the Executive Committee Meeting, 16th February ...

South-West Closed Road Stage rally - the first meeting was held on 9th February ...

Access to MOD facilities - committee members have drafted a response to Simon Fowler at Motorsport UK

The Association's President, Michael Southcombe, has decided to step down at the next AGM and Richard Culverhouse will take up the role from then ...

All ASWMC Disciplines, bar one, now have representation on Motorsport UK's Specialist Committees and Sub-Committees; the Chairman receives copies of the minutes of all those committees ...

The Association's Treasurer is working on the presentation of the accounts so that income and expenses will show in the year to which they relate ...

The ASWMC/ACTC joint arrangement has resulted in an additional 90 contenders and this may increase further ...

The Autocross Social at Weston-Super-Mare attracted over 65 people ... Witney and Green Belt MCs have re-joined the championship calendar ...

Car Trials - the new format was a success and should improve again in 2020 although the Launceston Trial has withdrawn ...

The Targa Event of the Year may change the basis upon which it is awarded rather than simply being reliant upon votes from contenders, which it is thought isn't the best method to determine the most popular event in the championship ...

The 2020 Inter-Association Sprint will be held on Anglesey; travelling expenses will be available from the Association (details from Roy Sims, Speed Coordinator) ...

The 2020 yearbook totalled 28 pages, four less than 2019, reducing and/or offsetting any increases in printing costs ...

DL Motorsport Parts are the headline sponsors of both the Stage Rally and Targa Road Rally 2020 Championships, with their valuable contribution split between them pro rata by 2019 registration totals ...

2019 Championship Registrations - 266 individual contenders made 361 championship registrations; there were only three fewer contenders but a 12% decrease in championship registrations, i.e. fewer contenders are competing in more than one championship.

2020 Championship Registrations are running at a similar level at this time as in 2019 ...

2019 Awards Presentation Gallery ...



This is a selection from the 2019 Awards Presentation – if you'd like the original of your picture receiving your award, contact the Newsletter Editor by e-mail – newsletter@aswmc.org.uk – stating the award that you received.

Thanks to Ben Bonfield for the photography.

ASWMC 2020 Championships ...

With championships significantly, disrupted by the extensive cancellation of events, Motorsport UK has stepped in to grant an exemption under the General Regulations, specifically with regard to D.1.11.3, so that organisers will be able to amend their Championship calendars without the requirement to obtain the written agreement of registered competitors for it to be accepted.

Organisers will simply need to provide Motorsport UK with a revised calendar prior to publication and it will be authorised as an amendment. On the same basis, organisers may amend the minimum number of rounds to count towards the overall Championship for this year.

For all Rally, Cross Country, Autotest and Trials Championships, please contact:

Stuart.Haviland@motorsportuk.org

For all Race, Speed and Kart Championships, please contact:

Andrea.Duncan@motorsportuk.org

As a direct consequence, ASWMC Championship Rule 8 (d) (page 8 of the ASWMC 2020 Yearbook) is suspended for 2020.

Please contact your Club's Competition Secretary and/or the relevant Championship Coordinator for further guidance.

Training ...

The first ASWMC Marshals training day for 2020 was held on Sunday 8th March at a new venue, Mansell Raceway at Dunkeswell. Hosted by Jay Brown, Roger Nunn and Vic Fancy, just under fifty marshals attended from right across the region. Topics covered included 'First Marshal on the Scene', Sprint and Hillclimb marshalling and an update on Major Incident handling from Vic. At the time of writing this I am compiling the feedback from the forms and it seems that everybody enjoyed the day. My thanks to all who attended and also to



Roger and Vic for their training support on the day. A huge thanks are due as well to our venue hosts, Niall and his team at Mansell Raceway (and the chef for an excellent lunch). June or July time was earmarked for our next training day, to include practical exercises, but in the current situation this is looking unlikely ... we'll keep you updated.

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

Reminders ...

Event Regulations ...

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

ASWMC Club Project Fund ...

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

Photography Credits ...

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

ASWMC on FaceBook ...

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

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

Marshals 2020 registration ...

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

2020 ASWMC Meeting Dates ...

10 th May 2020	Executive, SGM and Council Meetings <u>Postponed</u>
16 th August 2020	Executive Committee Meeting
18 th October 2020	Executive, AGM and Council Meetings
6 th December 2020	Executive Committee Meeting



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>

‘Unforgettable’ – The Silverstone Experience ...

How did a windswept WWII airfield become one of the world’s most iconic international Grand Prix circuits and the ‘Home of British Motor Racing’? You can now follow this remarkable metamorphosis by visiting the newly opened £20M Silverstone Experience, charting its progress from medieval farmland to international stardom, via an 18th century aristocratic estate and distinguished wartime record. The objectives of this unique attraction are the preservation of motorsport history and its value in educating the next generation.



Imaginatively created in one of Silverstone’s last surviving hangers – conveniently preserved near the main entrance – the SE has been eleven tough years in gestation, completely absorbing the project’s architect and CEO Sally Reynolds, who joined Silverstone from Legoland in 2011 with a remit to attract more people to the circuit. It was Reynolds who submitted the successful application for Lottery funding on behalf of the BRDC led attraction, which enjoys the royal

patronage of HRH Prince Harry of Wales, who lends his full support ‘for a scheme that recognizes the major role Britain plays in the global motor racing industry’.

Partly financed by the £9.1M Lottery Heritage Support Grant, construction work started two years ago to refurbish and extend the 1943 Wellington bomber hanger which had been used for indoor karting and boatbuilding, as well as being to the FF Corse Racing Team.



One quirky discovery was that over 70 years, people seeking somewhere discreet to pee had caused acidic erosion, which had completely detached three corners of the steel-framed building from the ground!

The original hanger section now houses the museum, chronicling the circuit's history, with the contemporary extension containing offices, BRDC's extensive archives, meeting rooms, a café and shop. A typical visit takes about 2½ hours and starts with a pre-show 'The Grid', featuring visual and audio effects to set the atmosphere for a journey through 70+ years of motor racing history. Visitors are then released to follow a defined timeline route through the exhibition at their own pace and absorb the numerous audio and visual contributions, many from household motor racing names.



Section One covers the Priory, Chapel and Stowe estates before moving on to Silverstone's WWII role as a training airfield; interactive exhibits allow visitors to 'fly' a Wellington bomber, operate its machine guns and open the bomb-bay, although only propaganda leaflets are dropped! The trail then follows the BRDC's prolific motor racing history, from its formation at Brooklands in 1928; this includes the exhibition's oldest exhibit, the 500-Mile Trophy, dating from 1929. The stunning British Empire Trophy is also displayed as won from 1932 – 1961 by legends of the sport, including the remarkable disabled driver Archie Scott-Brown (1955/57) and Stirling Moss, the final winner in 1961.

Illustrating an important part of the circuit's social history, and its close links with Silverstone village with its motor-racing oriented community, the trail continues through an authentic reconstruction of the saloon bar of The White Horse pub. Then there's the actual 500cc Cooper Mk II that took part in the F3 support race for the first F1 event in 1948 and an ERA from that inaugural feature race; circuit preparations included 8,600 straw bales and a large number of empty oil drums to mark out the inaugural track.

On the ground floor, Silverstone through the decades, 1970-89, features familiar cars, motorcycles and memorabilia, including helmets and race suits worn in battle by the great and the good, including Sheene, Senna and Mansell. The decades from 1990 to the present-day follow, from F1, Moto GP, WEC and everything in between, including one of the 750-MC's Birkett relay trophies. Occupying a large part of the ground floor, 'The Tech Lab' showcases 2019 technology including CAD, 3-D printing, wind tunnels and fine tolerance machining. This section targets schools and colleges, with an eye on the next generation of engineers, designers, race technicians and strategists.

The tour ends with 'The Ultimate Lap of Silverstone', another panoramic multi-sensory experience in a sensorium covering sixteen iconic moments in Silverstone's history, condensed into just one frantic lap of the Grand Prix circuit with an all-star commentary team of Murray Walker, Martin Brundle and David Croft providing the voice-overs. In total there are 177 exhibits, ranging from cars, motorcycles, trophies, programmes, signing-on sheets, scrapbooks to original parts of a Wellington bomber! A remarkable compilation!



Silverstone Experience!

Open 364 days of the year from 10.00 a.m. to 6.00 p.m. (last entry at 4.00 p.m.) the 4,000 m² Silverstone Experience has something for everyone and provides great facilities including meeting rooms, a well-stocked shop and the excellent Atrium café that overlooks the BRDC clubhouse and Luffield. Admission starts at £10 for children (5-15), £16 for concessions and £20 for adults; parking is free. Every motor racing enthusiast must experience the truly memorable and immersive – The

Ken Davies ©

*Images (courtesy of the author) in order of appearance:
WWII hanger with new extension left and oak tree from 18th century Stowe Estate; Mercedes F1 hangs in foyer to welcome visitors; Historic events from the BRDC archive; Lewis Hamilton race suit and helmet; Williams F1 in main display; Café has panoramic view of Luffield complex.*



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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 also have a range of standard Subaru parts in stock

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Around the Clubs ...



Launceston & North Cornwall MC held their annual awards presentation at Trethorne, attracting many of the club's members and competitors from all their 2019 events. Following an excellent meal, the award winners (pictured below) were presented with an impressive display of trophies, some of which date back to the 1920's, and entertained by films, some going back to the 1950's, of the club's events attracted a lot of interest.



Award winners (L to R): Peter Cooper (chairman), Graham Airey, Ashley Ruby, Andrew Rippon, Darren Ruby, Dick Bolt, Steve Urell, Andy Prosser and John Sandercock.

2020 is significant as the club's 100th anniversary; formed in 1920 it is one of the oldest motor clubs in the country. To celebrate this centenary, a number of special events will be held during the year including a dedicated display in Lawrence House Museum from the 1st August to the 31st October. This will celebrate the club's history, with pictures, films, trophies, memorabilia and stories about some of the most famous events and club members over the years. There will also be a car and motorbike display in Launceston on the 1st August to enable the public to see some of the many fascinating vehicles that have been used by club members over the decades. Club members will be there to explain more about the vehicles and the disciplines in which they competed. More details can be found on their website - www.lncmc.co.uk

Andy Prosser

South Oxon Car Club's "Festival 5" competed on Bath MC's Festival Targa road rally on the 22nd of February.



The Ayris duo of Lewis and Simon, both had excellent results, finishing 7th o/a and 1st in class 2 and 10th o/a, 3rd in class 2 respectively. James' first multi-venue event saw him finish in a respectable 16th place o/a and 2nd in class 5, despite problems with the clutch. The silver ZR of the Clifton's finished 28th o/ and 7th in class 2 whilst novices John and Sarah brought their black MX5 home in one piece, 8th in class and 39th o/a on their first multi venue event.



Andy Corner/Ade Camp hassled the islanders on the slippery roads of the Guernsey closed road stage rally. They tamed the conditions in their Peugeot 205 and finished an excellent 6th o/a and 2nd in class.



Peter Williams competed on the 2-day Bovington Stages, co-driving in a MK2 Escort and guiding his driver to 6th o/a and a class win.



SOCC's youngest club member, David Burden, was out competing on the Questmead Stages at Wigan, round 1 of the Junior F1000 Championship, taking the fight to the many other ambitious young guns and finishing an amazing 3rd o/a.



The Club's 2nd Autotest was a slippery one, with the top 2 contenders, Dave Lumsdale and James Hall, swapping fastest times all day, with James eventually taking the honours by just 9 seconds! John Woodward secured the novice award with a great performance to finish 3rd.

Winners: Class A - Dave Lumsdale, Class B - Andrius Davidnes, Novice - John Woodward.



Bath MC's Festival Targa Rally ran on 22nd February, and for their 2020 edition the club secured the use of both Keevil Airfield and Castle Combe Race Circuit. Crews faced 19 tests, with those in the first half mainly on solid surfaces, while the latter tests were on woodland tracks.

The club received 87 entries, but a large number of late withdrawals saw only 62 crews take the start of two events, a Closed to Club rally and an Interclub status event.

The cars were led away by John Davies/Nick Bloxham, followed by Gavin Rogers/Georgina Clark in their Escort and the MG ZR of Mark Slatcher/Paul Nelson at 3. The Clubman entry was headed by the Preston Rally winning Ford Ka of Keith and Martin Lane at 5.

Test 1, a complex 2.12-mile affair at Keevil, saw Davies/Bloxham made a major error, missing a loop with two PCs which left them over two minutes off the lead. Rogers/Clark were fastest, taking a 13 second lead over Slatcher/Nelson, while Lane/Lane tied with the latter to lead the Clubman Rally. Test 2 was at Halfway Farm, between Melksham and Laycock, a short half mile affair with a tight start through a farmyard. Lane/Lane took advantage of their Ford Ka's nimbleness to take fastest time by two seconds, with Davies/Bloxham next, just one second ahead of Rogers/Clark, who held a 15 second lead over Slatcher/Nelson.

Crews then moved to Castle Combe for two tests; Test 3 used the paddock area and the start/finish straight, with a total distance of three-quarters of a mile. Test 4 used most of the circuit as well as some side roads and was 3.6 miles long, with both tests then repeated. Rogers/Clark extended their lead by two seconds although Slatcher/Nelson, fastest on Test 7, kept the Escort in sight and the gap between the top crews to just 17 seconds by the time they left the circuit. Davies/Bloxham took the other three fastest times at Castle Combe, maintaining their recovery from their early error and up to ninth place. One of the pre-event favourites, Mick Valentine/Peter Scott, retired their Escort.

In the Clubman Rally, White/White took back one second on Test 3 from Lane/Lane, who then promptly went fastest in the category on the remaining three Combe tests, leaving the venue with a healthy 28 second lead as the rally headed for Test 7, a repeat visit to Halfway Farm. Once again, Lane/Lane were the fastest of all crews here, four seconds ahead of White/White. Newbould/Pope (in a last 'hurrah' prior to retirement) took the best time in the Inter Club event, with Davies/Bloxham and Slatcher/Nelson both one second adrift and leaders Rogers/Clark one second further back.

Test 8 was a re-run of Test 1 at Keevil, where Davies/Bloxham made amends for the mistake on the first run by setting fastest time by eleven seconds, bringing them up to 4th o/a in the Interclub Rally. Rogers/Clark were second fastest and headed for the Warminster petrol halt with a lead of 21 seconds. Slatcher/Nelson were still second, with Huw Morris/Alan 'Bonzo' Williams third, although they weren't destined to go much further, retiring soon after the break. In the Clubman event, Lane/Lane had been fastest in their category on seven of the first eight tests and now led White/White by 46 seconds, third in the combined standings for both events.

Newbould/Pope retired at MTC2 with oil pressure problems on their Vauxhall Corsa and Freestone/Kennedy had a driveshaft fail on Test 9, immediately after the petrol halt.

The event changed character after petrol as darkness fell, the three tests in this section at Buckler's Plantation (1.36 miles), Southleigh (2.66 miles) and Keysley Farm (1.31 miles) being almost entirely on loose surface. This suited John Davies, who is renowned for his speed on rough going, and he and Nick Bloxham took fastest times on the next three tests and were only bettered by the two top Clubman crews on Test 11.

Rogers/Clark stretched their lead over these three tests to a comfortable 1 minute 13 seconds ahead of Slatcher/Nelson by the time crews reached a noise check at Willoughby Hedge. Slatcher/Nelson now had Davies/Bloxham breathing down their neck, only seven seconds behind, whilst the last-minute pairing of Ethan Davies/Ryan Swain were setting top five times on most tests and lay fourth. Lane/Lane led the Clubman Rally by 44 seconds from White/White, despite them being fastest overall on Test 11.



After a break, the action moved to the woods at Stourhead, with Tests 12 (1.6 miles) and 13 (2.07 miles) sharing a common finish but starting at either end of Castle Wood. By the end of these two tests, Davies/Bloxham had passed Slatcher/Nelson and were now 1 minute 18 seconds behind Rogers/Clark. Lane/Lane continued to lead the Clubman Rally, with a 43 second advantage over White/White after Test 13.

Pictured: Winners John Davies and Nick Bloxham (Image - M & H Photography).

Tests 14 (The Convent, 2.4 miles) and 15 (Alfred's Tower, 3.19 miles), like the previous two, had a common finish but different start locations. John Davies was fastest on both, cutting Gavin Rogers' lead to almost exactly a minute at the end. Davies/Swain tied with Davies for fastest time on Test 14 and were second fastest on Test 15, moving them ever closer to Slatcher/Nelson in the battle for third place.

Test 16, the shortest of the event at 0.48 miles, was at Witham Hall and featured a blast down the drive with a cone section in the middle. There was a three-way tie for fastest time between Davies/Bloxham, Lane/Lane and Slatcher/Nelson.

Frome Showground was the venue for Test 17, a 1.1-mile test with one loop which caught out just one crew. Lane/Lane were fastest, extending their lead to almost a minute, with Davies/Bloxham second and Davies/Swain third.

The tracks of Brambles Farm Wood, west of Longleat House, hosted what proved to be a dramatic penultimate test. 2.8 miles long, it witnessed the demise of the rally leaders, Gavin Rogers/Georgina Clark as their Escort ground to a halt with a failing clutch. They managed to get going again after 30 minutes, missing the final test to ensure that they reached the finish within maximum lateness. Davies/Swain went fastest, moving past Slatcher/Nelson into second place whilst Davies/Bloxham second fastest time moved them into the lead.

The final test was a 2.77 mile run through Hart Hill, next to Longleat Holiday Village. Davies/Swain were the quickest to confirm their runner-up slot; Davies/Bloxham and Lane/Lane were two seconds behind and remarkably, after almost an hour and a half of rallying, finished on the same total to take first place in the Interclub and Clubman rallies respectively.

Overall Positions:

1 st	John Davies/Nick Bloxham	Ford Puma	85:39	
	Keith Lane/Martin Lane	Ford Ka	85:39	1 st Clubman
2 nd	Ethan Davies/Ryan Swain	Ford Puma	86:37	
	Gary White/Bradley White	BMW Compact	86:55	2 nd Clubman
3 rd	Mark Slatcher/Paul Nelson	MG ZR	87:19	
4 th	Paul Freeth/Mark Dunkerley	Rover 214	90:41	
5 th	Ben Griffin/Steve Conner	Peugeot 106	91:42	

Ian Mills



Sevenoaks & District MC have had to cancel their 'Motorsport at the Palace' event, due to have taken place on the 24th and 25th May at Crystal Palace, London. Details on the reinstatement of the event will be found at either the event or the club's websites -

www.motorsportatthepalace.co.uk and <https://www.sevenoaksmotorclub.com/>



Anniversaries ...

The ASWMC's record of the formation dates of its member clubs is rather 'patchy', and further confused by the difference between a club's original formation, any subsequent versions, amalgamations and its affiliation to the governing body (The RAC, The MSA and Motorsport UK). As far as we can tell, the following clubs have reached significant milestones this year ...

Club:	Formed:	Anniversary:
BARC Wales	1960	60 years
Exmouth MC	1950	70 years
Herefordshire MC	1950	70 years
Jersey LCC	1920	100 years
Launceston & North Cornwall CC	1920	100 years
Torbay MC	1950	70 years
Truro & District MC	1960	60 years
Woolbridge MC	1960	60 years

Please send any information and history on your club's formation date to the Newsletter Editor (newsletter@aswmc.org.uk) and we will update the ASWMC archive. Thank you.

2 SETS OF TOYO R888R TYRES TO BE WON!!



PROXES R888R

For the **2B Classes** this year we have 2 amazing giveaway's, in which you have 2 separate chances to be a **WINNER!**

TYREMARKS are offering 1 x **FREE SET** (yes set) of **TOYO R888R Tyres**

to the Highest place finisher on TOYO R888R's in each of the Sprint and **Hill climb Championships in 2020**

TO QUALIFY ALL YOU NEED TO DO IS:

01. Run the TOYO R888R Tyre on their vehicle for whole of the 2020 Championship.
02. You must have purchased a minimum of 1 pair of TOYO R888R tyres from TYREMARKS in 2020 before the penultimate round of their Championship.

IT'S THAT SIMPLE!



2020 Championship Updates ...



ASWMC 2020 Hillclimb Championship

Almost as soon as the SRs were published for the Woolbridge Wiscombe, Werrington Park and Torbay/Wildlife Wiscombe hill climb events, all of these events were postponed. I think Gurston have probably published their SRs for the season, but like all of you I have no idea what effect Coronavirus is going to have on our events - possibly a great deal.



ASWMC 2020 Sprint Championship

Sprint Championship registrations are currently two up on the 2019 end of season total. The first sprint of the season was a wet, cold and windy affair at the very slippery Clay Pigeon Kart track but the entry for this, and the following weekend's Great Western Sprint at Castle Combe, were both full. The Treloy event, the day after the GWS, also had a reasonable entry. All Sprint events seem to be doing well with entries, although apparently there were still a few places left at Bristol MC's Llandow event.

SRs are available for all Sprint events up to and including Llandow ... but watch this space.

Roy Sims (speed@aswmc.org.uk)



2020 Southern Counties 1st Choice Finishes Autocross Championship

Thank you to everyone that attended our informal Social at Weston-Super-Mare in February. Every year we continue to be surprised by how many of you still like to get together during the long closed-season and we're encouraged by the upbeat and enthusiastic anticipation for the season ahead. With our first championship event not due to run until April 18th/19th, there should have been very little to comment on ... but just as I was expecting to receive messages asking 'will the event run after all this rain?' etc., etc., the Coronavirus situation took off.

The landowner was looking forward to helping us start the season and was hopeful that all would be well come April, and Torbay MC were confident that the location would provide a memorable weekend of sport for everyone. And we didn't see why, with precautions and safeguarding measures in place, that 'grassroots' events could not run successfully ... but the withdrawal of permits by Motorsport UK changed all that in an instant.

When we see light at the end of the tunnel, PLEASE enter the events as soon as possible – we don't want to have events cancelled due to a lack of entries!! See you all soon.

Cough Cough....

Colin Anderson (autocross@aswmc.org.uk)

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2020 Classic Reliability Trials Championship

2020 started with a similar number of contenders to last year but some changes to the running of events. With trials now running on Clubman permits, all drivers and passengers over 18 now need both an RS Clubman Licence and membership of the organising, or an invited, club. A new class has also been established just for X90s.

The first round, the Clee Hills, had near-perfect ground conditions and dry, but cold, weather and a healthy entry included bikes and a class '0', as well as the usual car classes. The unique double loop format, which in theory enables entrants to all finish in daylight, was used once again. However, the final cars finished in failing light and marshals were at their posts all day. The event was won by Nick Deacon in his well-prepared X90. Aaron Haizelden beat his Dad, Dave, to win class 5 and claim 3rd overall.

Stroud and District Motor Club's very popular Cotswold Clouds ran a fortnight later, again with dry weather, and eighty cars across the nine car classes attempted the well thought out trial. Despite delays on one of the early sections, the last car climbed the last hill as the light began to fail. Aaron once again had a very good day with the only total score in single figures and was also the only non-special to climb the infamous Crooked Mustard. Dave Haizelden finished 5 points behind and beat Paul Merson to second overall on special test times. Paul won the very competitive class 8, but special mention should be made of Stewart Green who ran as last car, lost first gear but still managed to finish fifth in the class. Bill Bennett, with his grandson in the passenger seat of his Green MG J2, also did very well, ending the day sixth overall and taking the win in class 2.

The February storms had a very negative impact on the trialling scene, with all three remaining trials having to be cancelled. Storm Ciara left Launceston and North Cornwall MC no choice but to postpone for safety reasons as their Launceston Trial was held entirely in dense woodland. A week later Storm Dennis forced North Devon MC to cancel both on safety grounds and because the saturated and flooded land made access to, and use of, sections on private land a major issue. A week later Fell Side Auto Club's event in Cumbria was also cancelled due to the predicted strong winds preventing access to forested areas.

Conditions in March have been better, although still very muddy, and both Camel Vale MC's Camel Heights and Holsworthy MC's Chairman's Trials were able to go ahead.

Championship Calendar Changes:

Camel Vale has slipped its President's Trial by one week to May 3rd and Ross and District MSL have decided, for various reasons, to not run their Kyrle Trial this year.

Carlie Hart (classictrials@aswmc.org.uk)

2020 Autosolo Championship

It's very early days but with the season underway, and two events run to date, the new bonus points system seems to be starting to make a difference, with bonus points awarded for competitors beaten in the event class, not just Championship contenders.

Thomas Alderton (pictured on the cover page) shares the championship lead with Alan Wakeman, while Phil Turner and Geoff Bromfield are both hot on the heels of the top two.



Pictured at Kemble: Top-left, Alan Wakeman; top-right, Phil Turner and bottom-left, Geoff Bromfield.

(All images – Jack Flash Photography)

However, as I write this update, news has just arrived from Motorsport UK that suggests we won't be competing in the near future.

For various reasons, there have been changes to the Championship event calendar as published in the Year Book. This may well have little relevance in the long run, as many events may not run, at least for the foreseeable future.

As soon as we start to exit the isolation phase of the Coronavirus epidemic, we'll be better placed to assess which events can make up the Championship. In the meantime, keep everyone safe, and fettle those cars 😊.

I'll be writing (via email) to all Championship Contenders to share news of changes and the ongoing situation. In the meantime, please refer to the ASWMC web site and Facebook Group for more information as it emerges.

Alan Wakeman (autosolo@aswmc.org.uk)



2020 Stage Rally Championship

There has only been one championship event so far this year, the Bovington Stages. Entry numbers were down for this event, but hopefully the numbers will pick when the season eventually resumes, allowing clubs to plan viable events and cover the cost of running them.

The next championship round would have been the Caerwent event on 29th March, but the Coronavirus restrictions have curtailed that along with the Tour of Caerwent, the TSH Stages and Carl Sorenson rally, which have all been cancelled or postponed.

By the time this newsletter is uploaded, we may, hopefully, have a better idea of how motor sport events in general will fare, and which championship events will run in the latter half of the season.

Vic Fancy (Stagerally@aswmc.org.uk)



2020 Targa Road Rally Championship

The first round of this year's championship was the popular Festival Targa Rally run by Bath MC, which attracted just over 60 starters, with 15 drivers, 7 navigators and 2 marshals registered for the championship.

Leading contenders were John Davies (Puma), Gavin Rogers (Escort), Chris & Jamie Woolley (BMW E30), Huw Morris (Ford Focus) and many more throughout the field.

The event started with eight tests after lunch, including Keevil and Castle Combe. John Davies made a mistake on the first of these, missing a loop, and dropped two minutes, which allowed Gavin Rogers into the early lead. The Castle Combe tests made good use of the perimeter roads, the rally school and parts of the circuit, and saw John Davies regularly setting fastest times and climbing back up the leader board.

At the evening halt at Warminster services, Gavin Rogers was leading by just over a minute from Huw Morris, with John Davies now just 45s behind. Paul Freeth/Mark Dunkerley (Rover 214) were having a good run in 7th, just ahead of Ben Griffin/Steve Conner (Peugeot 106) in 9th.

As it turned dark the event moved into the forests of Longleat and Stourhead Estates, with a few tests on farm tracks. John Davies continued to set quick times to move up the order, his cause being helped by Huw Morris retiring on Test 10. Further back, Chris & Jamie Woolley were having engine problems and opted to cut to the finish after Test 11.

With 19 tests in total, the penultimate one saw the demise of Gavin Rogers when the clutch bearing failed, allowing John Davies to take the lead which he kept until the finish.



Pictured: Bath Festival Targa winners, John Davies/Nick Bloxham (Image - M&H Photography)

Second placed contenders were Paul Freeth/Mark Dunkerley (4th o/a), with Ben Griffin/Steve Conner a minute behind (5th o/a). Gavin Rogers let his Escort cool to effect a repair, allowing him to reach the finish before they went OTL, and collected points for the 4th contender, a creditable 8th o/a despite taking maximums on the last two tests.

The top novice driver was James Hall (MG ZR), who finished 16th o/a, and top Novice Navigator was Richard Jones (Peugeot 206) in 29th place.

Gavin Rogers (targaroadrally@aswmc.org.uk)

2020 Car Trials Championship

The first championship round, Bristol Pegasus MC's Cross Trophy Trial, was scheduled for late April (26th), but has been postponed, along with many other events, by Motorsport UK withdrawing permits at least until the end of that month.

The championship has some new registered drivers this year, mainly from the Woolbridge area where trialling is strong. Gary Morris, runner up in 2019, brings his Corsa into battle with fellow Woolbridge contenders Mike Dore and Will Lawrence. Heading further west, Wayne Grimshaw is hoping to be back on the hills, together with Andy Wood and Simon Harris who, fresh from winning the BTRDA final in 2019, will be a force to be reckoned with in his updated Golf.

Mark Hoppe - current ASWMC and Motorsport UK champion - will compete in either his Saxo or Dutton this year; previous multiple Gold Star-winner Duncan Stephens will make a guest drive in Hoppé's Dutton at some stage and will also use his Nova at some events



Pictured: Will Lawrence tackles a sunny section at Windwhistle MC's Autumn Trial in 2019

(Image - Mark Hoppé)

The week after the Cross Trophy event, we are due a double header at Windwhistle and Woolbridge, where national contenders will drop into the area to hopefully be given a run for their money by the local hotshots. We await news on whether these events will be permitted to run. The competition looks fairly well set, but we have to hope that Coronavirus does not completely scupper our plans; we will continue to monitor the situation for the safety of our championship contenders, marshals and officials.

Mark Hoppé (trials@aswmc.org.uk)

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