

# Newsletter



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# Autumn 2020

# Welcome to the ASWMC Autumn Newsletter

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With the Covid 19 pandemic showing little sign of going away, the bulk of motorsport events in the South-West seem to have been successfully squeezed into the gap between lockdown, a second wave of infections and the onset of autumnal weather. The ASWMC Autosolo, Autocross and Speed championships successfully reconfigured their event calendars to stage as many of the originally scheduled events as possible. But the challenge for all the promoting clubs has been the effort required to cope with the extra demands - massively increased digital 'paperwork' (no actual paper unless it's for your own use only!) and complex 'track and trace' procedures for admitting competitors, marshals and officials to the venues.

Almost everything appeared to double – or more - in size or complexity – SRs, digital signing-on and documentation processes, issuing of Final Instructions, Drivers' Briefings etc, e-mail traffic (actually make that six or seven 7 times normal!), producing new signage, amassing and distributing PPE, etc., etc., etc. Plus, the innumerable new questions that were posed and eventually solved in the '*how on earth do we make that work?*' department.

The fact that so many have run at all is a tribute to all those involved – you all know who you are.

For the off-season ahead, de-cluttering your e-mail directories awaits!

**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:** A picture that perhaps sums up 2020 – marshals at the 5 Clubs meeting readying Andrew Short's OMS on the Wiscombe start line ... 2 metres apart, masks and sanitised gloves. (Image courtesy of Nigel Cole).

**Association  
Partners:*****From the Chair ...***

If more evidence were needed that this is a very odd year, the fact is that by now I would normally have attended a couple of dozen events, rather than the four that I've managed so far. Although there has been variety – they have been across three different disciplines – 2020 has been a quite different experience. I think Motorsport UK has done a sterling job in getting us underway again although to achieve that we have had to go through many changes, some of which, looking into the future, may become permanent. We have had to demonstrate to the world outside motor sport that we have taken measures to ensure our sport is run as safely as it is possible, with Motorsport UK having to go through many negotiations with the Department for Digital, Culture, Media & Sport (DCMS) and the devolved governments (successfully with Scotland and Northern Ireland, but less successfully with Wales) to achieve the freedoms we have. It is unfortunate that we've all had to experience these imposed changes at very short notice, although hopefully they will be less likely to continue as we move forward. However, please be under no illusions that we will move into the New Year and everything will automatically be rosy - the limitations that are currently in place will probably be with us for some time to come in 2021.

Many organisers throughout our region, in a variety of disciplines, have put in a truly stonking effort in promoting events for the enjoyment of the strong competitor base that we have in the South West. In the case of Event and Entries Secretaries, much of the work has been very "front end loaded", in that many of the additional tasks have had to be completed before the event, which (if there is an 'upside') has lightened the workload needed on the day of the event. Overall, however, there can be no doubt that the volume of work for organisers has significantly increased.

Those of you who have yet to organise an event in the current circumstances may be fearful of the size of the task. Please fear no longer as there is now much hard-earned expertise throughout the ASWMC Executive; if you cannot find answers to your questions in the Covid 19 area of the Motorsport UK website, please pick up the phone or e-mail me, and one of us will be able to help.

***Paul Parker, Chairman***



## News in Brief ...

### **The 2020 ASWMC AGM and Council Meeting ...**

will be held on the Zoom virtual meeting platform on 1<sup>st</sup> November at 2.30 p.m.

Please e-mail Jim Bee, General Secretary if you wish a representative of your club to attend –

[secretary@aswmc.org.uk](mailto:secretary@aswmc.org.uk)

### **TyreMarks ASWMC offers ...**

TyreMarks of Tavistock, sponsors of the 2020 ASWMC Speed championships, offer all ASWMC competitors 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 AWSMC members' private vehicles, plus other services offered at TyreMarks. See [www.tyremarks.co.uk](http://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.

### **Motorsport UK 2020 Club and Volunteer of the Year**

The Club and Volunteer of the Year awards are opportunities to celebrate the grassroots clubs and volunteers who keep the sport thriving and deserve particular praise for 'going the extra mile'. 2020 is, of course, not a normal year, but the motivation to celebrate the achievements of organisations and people very much remains.

Motorsport UK invites nominations for these prestigious awards, the categories for which have been amended slightly for 2020. They now comprise the following:

- Club of the Year - £1,000 prize
- Organising Team of the Year - £1,000 prize
- Volunteer of the Year - £500 prize
- Community Supporter of the Year - open to nominations from family members and friends as well as clubs - £500 prize

Nominations close on 1st November 2020. For further information on the judging criteria and how to submit an entry please go to:

<https://motorsportuk.org/2020-club-and-volunteer-nominations>

## ***Executive Committee Meeting Notes, 9<sup>th</sup> September ...***

***The 2020 Sporting Trials Championship*** had been cancelled due to Covid restrictions ...

***The Autosolo Championship Coordinator***, Alan Wakeman, is standing down at the end of 2020 and a replacement will need to be elected at the AGM ...

***Motorsport UK*** had decided that officials' and marshals' licences will be carried forward to 2021 without holders needing to renew ...

***The ASWMC's Forestry Liaison Officer***, Chris House, has compiled a report on the ongoing Forestry England situation which would be submitted to Motorsport UK as the Association's response; LARA were not involved with this issue and the ACTC will respond as a club ...

***The VCRR's membership*** of the ASWMC had been terminated and Motorsport UK informed ...

***The Registration Secretary*** reported 42 member clubs, about 50% of the membership, had updated their contact details in response to the annual census e-mail ...

***Registrations*** for 2020 Championships that have been cancelled will be carried over to 2021 ...

***The Association's Development Officer*** reported that the Cornwall Motorsport Month went well despite the Covid restrictions, albeit with limited public engagement. Events attracted several people to enquire how to be involved and compete in 2021; clubs have been working together to support events and the sharing of ideas and suggestions ...

***Rally Organisers*** planning to use MOD sites have reported difficulty with additional restrictions. No events were planned for the rest of 2020 and the situation remained very fluid with few firm commitments to events in 2021 ...

***Six Autosolo events*** had run successfully, with three more to run this year ...

***The Classic Car Trials*** championship is active, with the fifth trial run successfully on 6<sup>th</sup> September. Camel Vale MCs Presidents Trial on October 18<sup>th</sup> will be the sixth, the minimum required for the championship ...

***Speed Events*** were running to plan, with 11 Sprint and 6 Hillclimbs run or scheduled ...

***The Hatsford Targa Rally*** had run with a full entry, zero interaction between marshals and competitors and no serious issues were reported. Unfortunately, Kemble could be lost as a venue as the owners are 're-purposing' the site for aircraft storage ...

***The 2021 Training Grant application*** has been submitted and opportunities for online training via platforms such as Zoom were being investigated ...

***Three Autocross events*** had run successfully with two more scheduled; 40 plus entries were received at each event with no issues reported ...

***South Hams MC*** had run a successful "marshal-less" 12 Car navigational rally using mobile-phone based timing software, which worked well despite some minor issues.

***Exmouth MC's*** Memorial Rally has been granted a permit but for only 30 cars, despite having over double that number on the entry list.

## 2021 Training Days ...

As we are in some pretty unprecedented times, what we can and cannot do training-wise is all rather unclear at the time of writing.



However, I am planning (providing it is permitted and/or the virus has disappeared or is under control) to hold two face to face training sessions, the first on the 7<sup>th</sup> March and again on 9<sup>th</sup> May, both at Mansell Raceway, Dunkeswell. Full details will be announced nearer the time.

If face to face training isn't possible, then we intend to hold a series of online webinars, probably lasting a couple of hours, in the evening.

If there is anything you would like to be covered in any training session, please drop me a line at [training@aswmc.co.uk](mailto:training@aswmc.co.uk) and I'll do my best to include it for you. Best wishes to all ...

**Jay Brown, Training Officer** ([training@aswmc.org.uk](mailto:training@aswmc.org.uk))

## Do You Recognise this Car?



Reader Sam Hall has recently acquired this rather neglected vehicle and is keen to hear from anyone who could shed light on its specification and history.

Sam writes, "*It has no ID and it was explained to me that it was used for trials and off-road events around the South West, predominantly in Devon and Dorset in the 1980's and '90's, and owned by a gentlemen near to Honiton. It was named a 'VW Fugitive' and was, allegedly,*

*road legal. The colour was yellow and has been since its fabrication; sadly, the last owner wasn't so kind on the frame. There is no VIN plate as the chassis has been cut about; the registration plate has gone but the mounts are left*".

Sam is keen to hear if anyone has pictures of it at South-West events (when it may have looked somewhat better than its current sorry state!) and any help or pointers on how to discover more of its past and competition life.

Sam can be contacted by calling him on 07912 141850 or 01460 240 708, or by e-mailing him - [utc.Somerset@yahoo.com](mailto:utc.Somerset@yahoo.com).

## 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.

### **Club Project Fund**

The deadline for applications to the fund in 2019, which need to be made in writing to the General Secretary, is 31<sup>st</sup> 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](mailto: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>

### **2020/21/22 ASWMC Meeting Dates**

1<sup>st</sup> November 2020 AGM & Council (on Zoom)  
14<sup>th</sup> February 2021 Executive Committee  
9<sup>th</sup> May 2021 Executive Committee, Council & SGM  
8<sup>th</sup> August 2021 Executive Committee  
17<sup>th</sup> October 2021 Executive, AGM & Council  
5<sup>th</sup> December 2021 Executive Committee  
14<sup>th</sup> February 2022 Executive Committee and Awards Presentation  
Please note: all dates are provisional; location and method t.b.a.

### **2021 Calendar Dates...**

Although the current situation is making prediction and planning difficult, please ensure that you submit your club's 2021 dates to Nigel Hewitt as soon as possible so that he can upload them to the ASWMC website. You may also need to liaise with the relevant ASWMC championship coordinator.

Please use the 2021 nomination form, sent to all clubs as an Excel file, and e-mail it to [webmaster@aswmc.org.uk](mailto:webmaster@aswmc.org.uk).



## ***A Brief History of Paddock Transport ...***

### ***The Honda Monkey bike reaches its 65<sup>th</sup> birthday***

By their very nature, motor racing paddocks and rally service parks are windswept expanses; Silverstone, Le Mans and Spa are a few European examples that encourage participants to find compact means to move around. Several types have been developed since the 1920s, but perhaps nothing has become more familiar than the diminutive Honda Monkey bike.

Tokyo's Tama Tech Park spawned the design for the original Monkey as an amusement park bike, with a bright red frame, cushioned seat, white fuel tank, and 'boxy' appearance, all of which made the 'monkey' instantly recognizable. A classic 1960s design, it was easy to imagine 'Easy Rider' star Peter Fonda, looking cool in his trademark Aviator shades, astride one.



The Honda-owned Tama Tech Park revolved around motorsport in one form or another, and it was visitors riding the bikes that were first described as looking 'like monkeys'. The immediate popularity of the mini motorcycle convinced the Honda 'suits' that it didn't have to be limited to the amusement park tracks; they quickly produced a model that would make money as well as going on to become a sought-after symbol of the 'swinging sixties'.

Honda's decision led to introduction of the CZ100 in 1964, 'tidied-up' after designers figured people would not want a glorified 'amusement park ride' in their garage, followed by the Z50M in 1967 which was exported to Europe in large numbers in response to international demand.

The Monkey's enduring appeal was that it was easy to store, cheap to run, simple to maintain, and class-less, being affordable by almost everyone; it was also particularly suited to city use, giving effective two-wheel commuting. In 1968 the Z series finally hit America; although not strictly street legal, lacking lights and mirrors, these omissions were quickly rectified by Honda to comply with strict Federal requirements.



Many variations kept 'Monkey Convenience' going until as late as 2017, when Honda finally called time on their charismatic minibikes after a 65-year run that increased motorcycles' accessibility. With no special talent required - almost anyone could master the art - the Honda Monkey progressed from a Tokyo amusement park to worldwide fame and continues to provide sought-after retro transport, albeit now tightly regulated for paddock use.



Efforts to mimic Honda's success included the then struggling BSA/Triumph Group launching the Aerial 3, an economic 3-wheeler moped. Aimed at the shopper/commuter market, the 50cc-powered shopping trolley comprised a pressed-steel, part-plastic chassis and a bought-in - and underpowered - Dutch engine. It was a dubious device of questionable design and fatally flawed execution, although these shortcomings did not stop eminent motor racing personalities using them as paddock runabouts!



*Above: Colin Chapman & Jochen Rindt – Silverstone, 1969 (VSCC archive).*



*Left: Stirling Moss' – Vespa scooter – 1950's (Stirling Moss Archive)*

Some F1 teams went on to create larger, safer variations on this theme using four-wheel minicars, including the distinctive John Player Team Lotus gold and black liveried Honda pickup ...



... and Ferrari's Fiat 500, both familiar sights ferrying tyres, tools and team personnel around F1 paddocks In the '70s.

**Ken Davies**

## **Lockdown Road Test ...**

### **Eco-friendly XIAOMI PURE M365 e-Scooter**

As part of local transportation plans after the COVID-19 lockdown, the UK government launched a national trial of e-scooters, the results indicating their growing acceptance as a mode of transport, with squeaky green – and silent – credentials. Not be left out, we tested the XIAOMI PURE M365 Pro electric scooter which, despite its diminutive size, is capable of 15 kph and a useful range of 45 km from a single charge. Characterized by an attractive high-tech appearance, the M365 offers three power settings from the crystal-clear multifunction display, including a digital speedometer and battery range indicator, in the middle of the handlebars.



Powered by a peppy 350W motor featuring unique mapping, acceleration becomes more controllable and provides a smoother, safer ride. The motor also features a built-in anti-skid – ABS style – electronic brake for safe, reliable stopping power to supplement the cable-operated rear ventilated disc brake. This provides stability on loose surfaces, even with the high centre of gravity of a standing rider. The 10-inch wheels and pneumatic

tyres, protected with pre-installed puncture prevention fluid, provide a safe and comfortable ride quality, and a soft tyre-compound gives improved grip. Constructed to safely carry a 120kg maximum load – rider and luggage – the scooter has a sturdy and reassuring build quality with a reinforced chassis and a large, grippy deck for underfoot stability. High-power LED lights are fitted front and rear with side-mounted reflectors.

To move off, you 'scoot' to 3 kph while pressing the thumb operated throttle and the electric motor seamlessly takes over and accelerates silently and quickly, while your left-hand controls the brake and warning bell. Manoeuvrability is good and you quickly get the hang of the small turning circle.

At £680 the M365 is not cheap as is anything with a sizeable cadmium battery. At 45 kgs, folded for carrying with the handlebars as a handle, it is easy to transport and fit in a small car boot, train luggage rack or boat locker. It's also one of the first e-scooters to achieve an IP65 rating and the warranty covers wet weather use.



No human beings were harmed during this road test but the disclaimer from Pure Electric Scooters reads: *Electric scooters are not to be used on footpaths, cycle lanes or roads in the UK. It is the responsibility of the user to ensure that the e-scooter is operated within all country & local laws. The customer assumes all liability and risk associated with use of electric scooter products and holds Pure Scooters and its owners free from liability caused by their use.*

**Ken Davies**



## Around the Clubs ...



**SOUTH OXON CAR CLUB**  
Motorsport UK Affiliated Club

### **South Oxon Car Club**

fielded five cars at  
Green Belt MC's

ASWMC Autocross Championship round at Much Hadham, Bishop Stortford. Dave Galbraith (82, Suzuki Swift) took the Class A1 win, and Matt and Suze Endean (119, VW Golf) finished just 2/10ths apart in the same class. James Hall (MG ZR) won class A2, and finished 3<sup>rd</sup> o/a; Dave Lumsdale (53) took FTD.



**Salisbury & Shaftesbury Car Club's** 2020 Bustard Targa Rally has had to be cancelled due to the current Covid restrictions. The club had hoped to run the event and regrets having to take the decision, which was not made lightly ... hopefully a Bustard will fly in 2021!



**Bath MC** ran their first event under the Covid 19 restrictions, the Summer AutoSolo, on the first weekend in August, with reduced entry numbers leaving

the organising team with more time to focus on the protocols as practice for future events. A new timing app made no physical contact between marshals and competitors possible and run times could be viewed almost immediately on the club website.



(Pictured: Bath MC club member Ross Whittock running the new timing app).



Extra washing facilities were provided, and regular toilet cleaning was carried out by members of the organising team. The paddock was set up with social distancing in place and the Covid Officer was happy with the work undertaken by the club.

A round of the ASWMC AutoSolo championship, FTD went to Neil Jones from Bala, with Bath MC member Steve Conner (Ford Puma) finishing as best ASWMC contender.



Bath MC member Ben Griffin (Peugeot 106 Rallye) took 5<sup>th</sup> o/a, and Alan Wakeman (Nissan Micra) 2<sup>nd</sup> in the small class and maximum ASWMC championship class points

(Pictured: Ben Griffin in action)

After using a very quick Clio 182 for several years, Bath MC member Dave Fooks is getting used to his recently acquired MX5 and took a very respectable 2<sup>nd</sup> in class at the Westonzoyland AutoSolo in September, whilst Steve Conner finished 3<sup>rd</sup> o/a again, this time in his MX5.

A beautiful day welcomed a full entry of 51 starters at the Abingdon CAR-nival Solo, a round of ASWMC Championship, with Steve once again guiding his MX5 to 5<sup>th</sup> o/a; Dave scored more useful points whilst having loads of fun sliding his MX5 around the fast-flowing tests. Alan once again took the small class award in his Micra.

The club's Aquae Sulis Classic Tour in September was cancelled as it was felt that the COVID19 restrictions would have compromised the type and spirit of event. The 2021 route and venues have all been secured for July.

The October navigational scatter will feature documentation and instructions issued on-line beforehand and answer sheets either e-mailed or 'WhatsApped' (*Martin – you win this month's neologism prize! – Ed.*) to the organisers at the finish. Unfortunately gone are the days where competitors discussed their adventures on an event over a pint in the pub afterwards!

Later in the month the club's 12 Car navigational road rally will also feature on-line documentation and instructions, trialling a 'phone-based timing app developed for rallies; other clubs in the area have also been trialling the system with some success.

The Festival Targa Rally will change format slightly in 2021, with all tests run in the daylight and some new venues offering exciting tests. For those who enjoy night tests, there might be a new event later in the year.

(All Images courtesy of Dave Whittock)

**Martin Moore**



## ***Racing Updates ...***

After being one of the first of the UK's seventeen motor racing circuits to restart racing following the enforced COVID-19 lockdown, Castle Combe Racing Club successfully organised five meetings, in a weird and truncated 2020 season, when permit restrictions ended on 30<sup>th</sup> June.

The club's own popular championships – GT, Formula Ford, Saloon Car, and the successful Hot Hatch series - ran back to back races at four one-day meetings, squeezing in an 8-race programme with no dropped scores and all results counting. This set of challenging dynamics ensured that 2020 was a meaningful championship for Luke Cooper – FF, Tony Bennett – GT and Mark Sutton – Saloon Car to win.

The fifth meeting was the Autumn Classic on 3<sup>rd</sup> & 4<sup>th</sup> October, with an additional day added this year to celebrate the circuit's 70<sup>th</sup> birthday. But any thoughts of a glorious weekend of revelry were dashed by the capricious British weather and the meeting became a game of two halves!

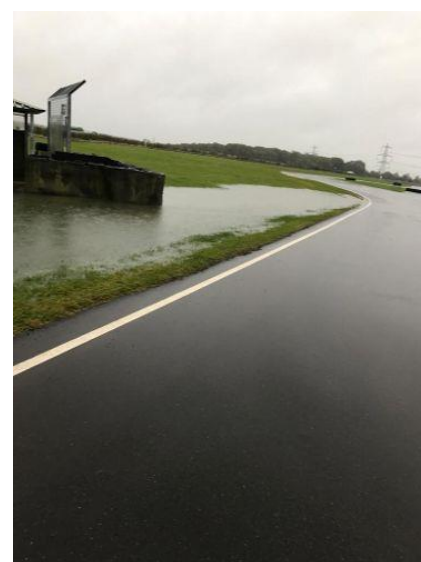


Saturday was wet but drivers adapted quickly, and racing was excellent on an 8-event card topped by the 90-minute GT & Sports Car Cup race for cars of the 1950s and 60s – a golden era in the circuit's illustrious history. The race was won, after 56 hard fought laps of the 1.85-mile circuit, by the well driven Lotus Elan 26R of Haddon and Wolfe, from the Fisker/Franchitti Jaguar E-Type and the similar 'big cat' of Griffiths/Clark.

The quality field included several of the West Country's top historic racers, including Chris Clark and David Smithies' Austin Healey 3000, taking a very commendable 6<sup>th</sup> overall in what is essentially a 1950's sports car.

Sunday started extremely wet after sustained overnight rainfall on already saturated ground; flooded run-off areas made racing dangerous and marshals would have had to attend incidents in water up to 3 feet deep at various points on the circuit. Despite valiant efforts by the circuit and club team using motorised pumps, the difficult decision was taken at 11.00 a.m. to cancel the day's racing without a wheel being turned in anger on the second day. The previous weekend North Gloucestershire Motorcycle Club held a successful race meeting at the circuit in glorious weather!

*Images - Retro-Speed.*



***Ken Davies***



## **Wiscombe Park Gallery ...**

Unlike in many areas of the rest of the country, the combined efforts of the promoting clubs and Wiscombe Ltd. saw a total of seven days of hillclimbing competition at Wiscombe Park, all 'behind closed doors' due to the Covid 19 restrictions, from mid-August to the end of September. The images here, from Woolbridge and Torbay MCs events on Saturday 22<sup>nd</sup> and Sunday 23<sup>rd</sup> September, are courtesy of Howie Fowler (569 Motorsport Media), Paul Morris Motorsport Photography and Nigel Cole, who also penned the report on the 5 Clubs meeting.



*Pictured (clockwise from top left):*

*Neil Tuckey (Westfield), Chris Elston (Ford Escort Mk 1), Paul Haines (Gould GR59), Shaun Tuckey (Ford Ka), Nick Ellis (Subaru Impreza), Rodney Eyles (Alfa Romeo 4C) and Steve Hill (Caterham 7).*



## **Event Report – Wiscombe ‘5 Clubs’, 5<sup>th</sup> & 6<sup>th</sup> September ...**

The ‘Five Clubs’ meeting was the second of four weekends to be held at Wiscombe Park in the late summer, with all the events held ‘behind closed doors’.

The TyreMarks ASWMC championship regulars were joined by contenders in the Tillicoultry Quarries Wiscombe Hillclimb Championship, Bristol MC’s Speed Championship, the Wiscombe Cup for members of the Gilbern OC and a large contingent of motorbikes and sidecars.

The Gilbern marque has a long association with Wiscombe Park going back to 1962 and this year’s entry of five cars was the largest since 1985, which drew eight entries. Mike Lamplough debuted his freshly restored 1800, arriving with just one mile on the engine for a weekend at Wiscombe as the perfect shakedown! The car started life with Mike as a proverbial ‘box of bits’ and after two years’ restoration the only problem was a blown fuse on his first practice run. Club Chairman Brian Gent ran his 1965 Gilbern GT1800, ‘AMJ 630C’ since he purchased it in 2009. The ‘top of the range’ model has the MGA/B engine and is probably one of the most successful Gilberts in motorsport, with a first class win at Wiscombe in 1972 heralding nearly half a century of almost continuous competition under its belt.

The Wiscombe Cup is the only competitive event that club members contest and is awarded to the driver who most improves his time since the previous event; Chris Dennis came out on top in his Invader Mk1, collecting the silverware by just 2/100ths of a second.



*Simon Clemmow (Radical SR1)*

The Bristol Speed Championship, which usually comprises three sprint and two hill climb events, concluded this year with rounds on both days. Pekka Tulokas (Mazda MX5) took third place and Dave Greenslade was second in Radical SR1 he shares with Simon Clemmow. After Dave took the 2019 championship, it was Simon’s turn break out the champagne on Sunday after reversing the previous year’s result.

Saturday’s dry conditions ensured that the contest for FTD between the single seaters would be close, the honours taken by Paul Haines (Gould GR59) in 36.23s. Second place went to Wiscombe regular Ed Hollier (Pilbeam MP62) on 37.03s, with Andy Greenen, sparks flying from the undertray of the Empire Evo shares with his brother, Adam, on 37.88s.



*Paul Haines – (Gould GR59) - FTD*

Congratulations are due to Wiscombe regular Ben Bonfield, who eventually had a good day in his rapid Jedi Mk4 GSXR. Electrical 'gremlins' had affected performance at the previous Wiscombe meeting, and the problems re-appeared on Saturday morning before being cured with some vigorous wiring loom 'shaking'. Ben tied for 4<sup>th</sup> place with Andrew Forsyth (OMS CF04) on 38.19s, taking second in Class E1 (splitting Andy and Adam Greenen), just 0.01 away from his Wiscombe PB, and setting a new ASWMC Class Record.



*The start-line marshals ready Adam Greenen (Empire Evo) and Trevor Parsons (Lotus 7) for the green light ...*

Sunday was spoilt by the weather and by late morning, towards the end of practice, the rain arrived – initially light, but heavy by the afternoon. Although, unsurprisingly, many of the single seaters elected not to take their second timed runs, the top 3 were just as close; Andy Greenen took FTD on 37.19s from Ed Hollier and Adam Greenen both on 37.52s, and Paul Haines just 1/100<sup>th</sup> behind on 37.53s.

With just three rounds remaining of the Tillicoultry Quarries Wiscombe Hillclimb Championship, Jon Langmead (Lotus Elise 135R), right, took a narrow lead over Jonathan Wright (VW Golf GTi).



*(All images courtesy of the author).*

**Nigel M Cole**



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the 2019 ASWMC Autocross Championship***



## 2020 Championship Updates ...



### 2020 Southern Counties 1<sup>st</sup> Choice Finishes Autocross Championship

After so much uncertainty, the 1st Choice Finishes 2020 ASWMC Autocross Championship started at the beginning of August - many thanks to all those involved at Witney MC and everyone drafted in to make things happen. It was hard to judge whether we would be able to continue the momentum with which we had finished the 2019 season, but when the Finals were published, we were all very pleasantly surprised. Forty-one entries started the event and the superb weather, and a great track layout, made for a thoroughly enjoyable weekend for all. The much-anticipated debut of the Yacar CrossCarts fielded by Alan Holly's team, could not have gone better, with Dan Rooke, drafted-in to partner Luke Holly, duly took the FTD honours and Luke finished 2<sup>nd</sup>. Barry Rogers embarked on his first championship campaign for several years and took a narrow class win from Nigel Davey.

August also saw the return of Green Belt MC to our championship, with another first-class event at Bishops Stortford. Twenty-three South West drivers made the trip, and all would agree it was very worthwhile. Brad Venning continued his class winning ways in A1, although his overnight lead on Saturday started to look vulnerable when Terry Rooke started to eat into it on Sunday, but he managed to hold off the challenge with a clean 3<sup>rd</sup> run. Simon Ford opened a large enough lead over Luke Holly on Saturday to seal FTD over the weekend.

South Hams MC returned to the popular Zeal Monachorum venue at the beginning of September, with a return to a grass field after the first two events' stubble surface. The hard nature of the ground and some tight corners took their toll on several cars, with transmission and suspension failures spread over the weekend. I must thank Kieran for driving home after the first runs to collect a spare gearbox so that I could compete on Sunday. Luckily, with only one time on the cards, the 'not-ideal' replacement 'box worked well enough to secure a class win. Behind Simon Ford, who took FTD, three drivers were separated by just 1.6 seconds in Class E1, with Luke Holly taking the win from Mark Tredwell (*pictured, right*) and Rob Hingston. Barry Rogers leads the championship.



(Image: Paul Morris photography)

Torbay MC hosted rounds 7 & 8 on September 26<sup>th</sup> and 27<sup>th</sup>, at Coryton Park, Kilmington, and the final rounds, 9 & 10, on October 17<sup>th</sup> & 18<sup>th</sup> at the same venue but with the course running in the opposite direction. A report on these, more pictures, and the championship round-up, will be in the Winter Newsletter.

**Colin Anderson**



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## **ASWMC 2020 Hillclimb Championship**

The championship had 87 registered contenders (8 less than in 2019), 50 of whom scored points. In the end, six rounds ran successfully, all of them at Wiscombe. It is a pity that other venues and clubs felt it was too difficult a challenge to meet the Motorsport UK guidelines.

The top 3 in the championship were: 1<sup>st</sup>, Shaun Tuckey, 2<sup>nd</sup>, John Simpson and 3<sup>rd</sup>, Rodney Eyles. John Simpson is the highest placed rally car driver in the Hillclimb Championship and, if I remember correctly, he is also the first rally car driver to finish in the Top Ten.

For the first time in many years, the champion did not break a record at some point and, overall, very few ASWMC records were broken. The exceptions were Jon Langmead, Rodney Eyles and Anthony Wright.

Awards will be made down to 7<sup>th</sup> place in line with the number of points scorers – the first time that the Hillclimb championship has accrued less than ten awards, at least in my memory.



## **ASWMC 2020 Sprint Championship**

This registrations for this championship were slightly up compared with 2019, with 74 registered contenders of which 51 have scored points so far. There were to have been 11 rounds in the rejigged calendar but the round at Llandow fell by the wayside due to the Welsh Government restrictions, leaving just 10, a healthy result in the circumstances. As I type this, only the Pegasus Sprint is left to run on October 17<sup>th</sup>.

Ben Bonfield has dominated the championship so far, although there is always someone lurking lower in the table who could jump into the top 3 with a couple of good scores.

The current championship top 3 are: 1<sup>st</sup>, Ben Bonfield, 2<sup>nd</sup>, Tony Bonfield and 3<sup>rd</sup>, Nigel Holt.



*Ben Bonfield in the Jedi Mk 4 in action at Perranporth. (Image – Nigel Cole)*

The 2021 calendars for both championships are in preparation.

I would like to thank Mark of TyreMarks for sponsoring our championships again in 2020 and we hope that he will continue his invaluable support in 2021.

**Roy Sims**



## **2020 Autosolo Championship**

Only two rounds to go as I write, and it is close!

Thomas Alderton has taken the Championship lead in his MX5, with Phil Turner just behind, and David Fooks a little further back. Don't discount Geoff Bromfield either, as he could make a late surge. I would be in the mix, but I'm helping to develop the RallyAppLive GPS Rallying solution for the next two Autosolos.

The date of the Camel Vale Autosolo has changed to 1<sup>st</sup> November, so the season will extend a little longer, giving more chances to score points.



*Philip Turner in action (Image – Andrew Moss)*

After the end of this season, Philip Turner will be taking over as the ASWMC Autosolo Championship Coordinator. I hope Phil will be supported in establishing objectives for the Championship, encouraging newcomers and young drivers in to motorsport, and establishing the Autosolo discipline on the motorsport ladder. Good luck Phil.

**Alan Wakeman**

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

## **And the Winner ...**

of the inaugural

**'Bruce Springsteen Lookalike  
Goes Sprinting Award'**

is ...

**Ben Bonfield!**





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