

Newsletter



In this issue ...

**News in Brief ... Wiscombe Park Season Review ... Looking back –
the 1976 Tour of Britain ... Around the Clubs ... Book Reviews ...
2020 Championship Reviews**

2020 ASWMC Championships Sponsored by:



TYREMARKS
www.tyremarks.co.uk **LAVERSTOCK**
ECU REMAPPING & DIAGNOSTIC SPECIALISTS
01822 611321



Winter 2020

**Contents:
Page:**

Editor's Notes	2
From the Chair	3
News in Brief	4-5
Committee Notes, 9 th December	6
Reminders	7
Season Review - Wiscombe Park	9-11
1976 Tour of Britain	12-15
Around the Clubs	16-20
Book Reviews	21-23
Championship Reviews	25-33
Contact details	34

Welcome to the 2020 ASWMC Championship Winter Newsletter

There's no need to say much about what a year 2020 has been – we've all been 'through the mill' - personally, competitively, organisationally, and, for many of us, financially. The fact that in the West Country we salvaged as much motorsport as we did is not far short of miraculous and a tribute to everyone who pulled out all the stops to 'keep calm and carry on'. On the following pages you will see evidence that illustrates this huge effort. Many thanks to Nigel Cole for his review of the six events at Wiscombe Park and Ken Davies for his piece on the 1976 Tour of Britain. There are also some book reviews, just in time for the book tokens in your Christmas stocking that relatives have bought rather than venture out – masked and distanced - to a real bookshop.

Let us all hope that 2021 will be less stressful and more successful – and do send in your exploits!

***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:

*Witney MC's Mark Tredwell in full flight on one of the ASWMC's Autocross Championship rounds.
(Image: Paul Morris Motorsport Photography).*

From the Chair ...

Association Partners:



As we near the end of a truly unforgettable year there is time to reflect on what took place and look forward to what is to come in 2021.

First and foremost, a major vote of thanks must go to our organisers. More events were organised by ASWMC member clubs than almost anywhere else in the country. This was aided by the work of Motorsport UK; some changes were related to Coronavirus, but many will be permanent, probably to the benefit of our sport in the future. For us, this means that our organisers will be 'ahead of the game', having already experienced what is to come in 2021.

When motor sport was given the 'green light' to restart, competitors were faced with many features and changes to which they were unaccustomed, and to which they all had to adjust very quickly. We thank them for their support, their entries, and their willingness to adapt. They too will have a 'head-start' with the new features which will become a permanent feature of future motor sport.

Everyone's efforts enabled more than half of our Championships to run successfully, albeit perhaps not as the original calendars suggested - mostly those with the larger number of registrations. More than 75% of our contenders competed in the championships for which they had registered. Those who registered for Championships which did not run will have their fees carried forward to 2021.

I understand that many Championship coordinators are working to finalise their 2021 calendars much earlier than in previous years, and I hope that this will be reflected in most of the ASWMC disciplines.

Much has still to be resolved before we can return to all forms of motorsport, including the use of Forestry Commission land in England which is a serious concern for Stage and Targa Road Rallies. There is a suggestion that a solution may be seen after Easter – let us hope so.

The other issue of major concern is that motorsport in Wales, in all disciplines, is currently limited to a maximum of 30 people. There are not too many disciplines where numbers of that sort are feasible. So, my hope is that the Welsh First Minister joins his government colleagues in the other UK countries and 'moves his goalposts' to align.

Finally, 'Welcome' to our new Autosolo Championship Coordinator, Philip Turner. He already has his hands full, not just with the planning of the 2021 Championship, but also with an initiative that Motorsport UK is aiming to launch within the discipline. And, of course, our thanks are due to his predecessor, Alan Wakeman, for his service over the years.

Paul Parker, ASWMC Chair

News in Brief ...

Letter to the Editor ...

Dear 1st Choice Finishes ASWMC Autocross Championship.

I am writing to express my sincere thanks for all that you did to make the 2020 1st Choice Finishes Autocross Championship events run with such success.

Many people make these events such as these possible and successful ... sponsors, clubs, club members, marshals, medical and rescue crew, and officials.

I hope we can count on you again for the 2021 1st Choice Finishes ASWMC autocross championship.

Thank you again,

Yours Sincerely,

Barry Rogers.

Castle Combe Dating Service ...

Front offside, white, single, unattached, with financial backing, WLTM fulsome bodywork for more complete relationship ...



(Image – Martin Shalders)

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

ASWMC subscriptions by SO ...

Even if you have already renewed for 2021, please consider setting up a Standing Order for your annual ASWMC subscription in the future ... this will help us to complete the Yearbook more efficiently, save the Treasurer from reminding you ... and you having to remember!

Thanks!

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 Club ...

The association welcomes Weald Motor Club, bringing the total of member clubs at the start of 2021 to ninety-seven ... details at <http://www.wealdmotorclub.co.uk/>

2020 Awards ...

If you are still displaying and polishing an ASWMC perpetual trophy awarded for a 2019 championship, please return it to me (at 17 St Leonards, Bodmin, Cornwall PL31 1LA) as soon as possible. An email to registrations@aswmc.org.uk would be helpful to let me know when it or they are on their way.

With the Covid 19 pandemic having disrupted the year's championships and likely to be still causing problems in the early part of 2021, the 2020 Championship Awards Presentation will either have to be postponed to later in the year, or another way found to distribute the awards. Our venue currently has a restriction of 50% of last year's numbers, which would mean award winners having to attend alone - rather deflating!

2021 Championship Registrations ...

The 2021 Championship Registration form is now available online. We are carrying out a survey of the 'spread' of competitors' ages, so there is one additional question on this - your help would be much appreciated.

If you registered for the 2020 Car Trial, Sporting Trial, Stage Rally or Targa Road Rally championships, your registration has been carried forward to 2021. Replacement registration cards will be sent out as usual in January with the Yearbook.

Pam Hartill
Registration and Awards Secretary

Club Registration ...

If your club has not already renewed its registration with Motorsport UK (the deadline was 30th November!) please ensure that 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.

Notes from the Executive Committee Meeting, 9th December ...

Registration forms will have an additional section asking for “Age at 1st January 2021” so that GDPR compliant data on the number of drivers qualifying for a possible ‘Junior’ category can be assessed ...

The Committee’s February meeting will be on Zoom, with a proposed return to face to face meetings in May if the rules permit ... (Meeting dates are on page 8) ...

The Exeter Court Hotel were now able to take bookings for events but with limited numbers that would not be adequate for our normal awards presentation ... it was agreed that we would not hold this in February and that trophies would be distributed to winners by their Championship Coordinators at 2021 events ...

Twenty Autosolo Championship rounds were planned for 2021 ... two dates clash but are geographically well separated, reducing any impact. Motorsport UK’s interest in Autosolo demonstrates support for a growing discipline ... with many events over subscribed it is envisaged that different classes could be included in the future ...

The 2021 Stage Rally calendar is under development ... the permit application is in hand ... there has been no update on forestry issues, and nothing expected in the immediate future ...

The Classic Reliability Trial Championship ran despite Covid and Forestry restrictions, storms and flooding, and comprised four events before the March Lockdown and two Covid secure single venue events in private woodland before the second lockdown. The championship was won by Aaron Haizelden ... the 2021 championship has potentially 15 events provided there are no forestry or further Covid restrictions ... the first event in January has a full entry already ...

The Hill Climb and Sprint calendars are settled, the former with a full 20 rounds starting with Gurston Down on the 27th March ...

Targa Road Rally ... there are 10 events planned for 2021 ...

The Training Grant has been received and opportunities for online training (e.g., via Zoom or webinars) are being investigated ... it is hoped that there would be some chance of a practical training session at some point in 2021 ...

The 2021 Autocross Championship Permit application has been submitted to Motorsport UK ... it is hoped that nine events will run ...

The 2021 Car Trials championship will have eight rounds, promoted by Bristol Pegasus (1), Ross (2), Woolbridge (2), Windwhistle (2) and Minehead (1) MCs organising.

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 2021, which need to be made in writing to the General Secretary, is 31st October 2021.

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>

2020/21/22 ASWMC Meeting Dates

14th February 2021 Executive Committee (Zoom)
9th May 2021 Executive and SGM (Hartnoll)
8th August 2021 Executive (Hartnoll)
17th October 2021 Executive and AGM (Hartnoll)
5th December 2021 Executive (Hartnoll)
14th February 2022 Executive Committee and Awards Presentation

Please note: all dates, locations and methods are provisional

2021 Calendar Dates...

Although the current situation is making planning difficult, please ensure that you submit any updates to 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.



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

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

We also have a range of standard Subaru parts in stock
Parts range from Classic, Bugeye, Blobeye, Hawkeye & Hatchback

We also stock Electric Motorbikes & Scooters

Please visit our showroom & Website www.cityebikez.co.uk



CITY EBIKEZ



Unit 3 Richmond Place, Central Avenue, Lee Mill Industrial Estate, Lee Mill, Plymouth, PL21 9RL
Tel: 01752 276166 Email: dlmotorsportparts@hotmail.com

Season Review ... Wiscombe Park 2020

What a very strange year 2020 has been. Wiscombe Park rose to the enormous challenge of the extra Covid19 regulations and provided a season of motorsport squeezed into a frantic six-week period. Each meeting was limited to 110 cars and 50 bikes/sidecars.

The fact that there has been motorsport at all in the South West has been made possible thanks to the incredible efforts of a large number of people behind the scenes – and at Wiscombe this included Wiscombe Park Ltd, the event promoting and organising motor clubs, marshals, and other support teams – and of course the competitors themselves.

On the track though, it was business as usual with fierce competition for honours in the various series that events include. As well as its own Wiscombe Hillclimb Championship, the events hosted rounds of several others, including the TyreMarks 2020 ASWMC Hillclimb Championship, the Downton Motor Club Speed Series, the Torbay MC Speed Championship and Bristol MC's Speed Championship. Motorbikes and sidecar outfits competed in the National Hill Climb Association (NHCA) championship.

In the Wiscombe Park Tillicoultry Quarries Hillclimb Championship, victory went to Burnham-on-Sea MC's Jonathan Wright in his Mark 1 VW Golf GTi. His brother Anthony Wright (Audi A3) pushed him hard, and finished runner up, with just 0.190 points separating them at the end. The early leader, Jon Langmead (Lotus Elise 135R) finished third.



There has been great sibling rivalry between Jonathan and Anthony at Wiscombe in recent years; Jonathan – a previous winner of the Wiscombe Young Drivers Award – first lifted the Championship trophy in 2009, driving the same Golf GTi as he did in 2020, and Anthony was champion in 2016.



The TyreMarks 2020 ASWMC Hillclimb Championship was won by Torbay Motor Club's Shaun Tuckey in his modified Ford Ka and was a great way for Torbay MC to celebrate their 70th Anniversary. Plymouth MC's John Simpson (Ford Escort Mk 2) took the runner-up award with Taunton MC's Rod Eyles (Alfa Romeo 4C) finishing third.



Wiscombe regulars Ben Bonfield and his father Tony had a remarkably successful season. Ben set two new ASWMC Class Wiscombe hillclimb records in their shared Jedi Mk4 GSXR and was also crowned ASWMC TyreMarks Sprint Champion with Tony finishing third, split only by Bristol MC's Donald Gay (Toyota MR2).

Downton MC's Derek Kessell clinched the Downton Wiscombe Park Challenge Championship in his Maguire Mini Cooper S. Derek has been using the same car for 32 years! It was an extremely close finish with John Kirby (Mini Clubman) the runner up and Daniel Bradford-Jones (Morris Mini Clubman 1275GT) in third place.



L-R: Derek Kessell, John Kirby, and Daniel Bradford-Jones

In the other Downton Championships, John Hill (BMW Mini Cooper S) won the Speed Championship from Derek Kessell and John Kirby. In a great year for John, he achieved a double, winning both the Clubman Cup and Manifold Exhaust Award.



Right: John Hill

In the Bristol MC Championships, Simon Clemow (pictured right) was crowned the Bristol Speed Champion in his Radical SR1, with Dave Greenslade, who shares the car with Simon, the runner-up, neatly reversing their 2019 championship positions.



Pekka Tulokas was third in the Speed Championship and also won the Vincenzo and Sons MX5 Challenge. Woolbridge MC's David Newman (Mazda MX5 Mk1) won the 2 Litre Cup in its inaugural season.



Pekka Tulokas



David Newman

The fastest time of the season went to Plymouth MC's Paul Haines (Gould GR59 Suzuki 1.3T) with a stunning run on 36.23 secs, beating Ed Hollier (Pilbeam MP62 Suzuki 1.6) by just a tenth of a second ... Paul Haines also set the third quickest time too.



Paul Haines



Ed Hollier

It has been a memorable 2020 at Wiscombe Park and hopefully we will see everyone back for a full season of action – hopefully including spectators once again – in 2021.

Tillicoultry Quarries Wiscombe Park 2020 Hillclimb Championship

1.	Jonathan Wright	VW Golf GTi	74.310 points
2.	Anthony Wright	Audi A3	74.120
3.	Jon Langmead	Lotus 135R	73.325
4.	Rodney Eyles	Alfa Romeo 4C	72.110
5.	Steve Hill	Lotus 7	70.730
6.	Matt Vann	Audi TT	69.695
7.	Ed Hollier	Pilbeam MP62	68.590
8.	Ben Bonfield	Jedi Mk GSXR	68.200
9.	James Hudson	VW Golf GTi	67.575
10.	Andrew Short	OMS CF07	66.250

**TILlicOUNTRY
QUARRIES**



(All Images – Nigel Cole)

Nigel Cole



1976 ... a Magical Mystery Tour Visits Castle Combe

Top race & rally drivers, sublime weather, Mardi Gras atmosphere, FF jamboree and ... Smiley Miley!

During its illustrious 70-year history the Castle Combe circuit has hosted several pivotal race meetings, including international F5000, Formula 3 and British GTs, but the 1970s in particular was a seminal era for motor racing and on Saturday July 10th, 1976 the high-profile Texaco Tour of Britain hit the circuit. That summer will long remain synonymous with balmy weather and BRSCCs fourth annual Tour had all the ingredients for epic contest with an imaginative 1,000 miles route and a glittering entry of 86 top race and rally drivers in the latest and best Group 1 production saloons.



Starting from Birmingham's Post House Hotel at 6.45 am on Friday 9th July, the Tour raced at Silverstone and Snetterton before tackling a rally stage set up at Cadwell Park which, among others, claimed 1973-winner James Hunt, co-driven by Radio DJ Noel Edmonds, who connected with a tree, then the law and exclusion. Other top drivers retiring early included Ford's Roger Clark and Timo Makinen with clutch woes and Tony Pond's Dolomite Sprint with low oil pressure.

Saturday started early for competitors on the daunting and dark mid-Wales rally stages, including the formidable Mynydd Epynt ranges, before a welcome breakfast halt at M4 Aust services, followed by a rally stage at Doddington and quickfire races at Castle Combe from 9.30 to 11.30 am. More stages followed at Cirencester Park, Cheltenham racecourse, Long Marston and Donington (which was not reinstated as a circuit until 1977). After an overnight stay at Birmingham's Post House, Sunday saw more stages at Weston Park and Loton Park before the final races at Mallory Park and the finish at the NEC.



Billed as the traditional 'Race vs Rally' needle match, the Tour's competitive mileage was weighted towards stages, perhaps favouring the rally men, who also seemed to race well. The records show that talented Finn, Ari Vatanen, won in a Ford RS 2000 by 1m 52 seconds from Brian Culcheth's Dolomite Sprint. Will Sparrow's Vauxhall Firenza was 3rd, and Gerry Marshall 4th, the first racing driver home.

Above: L-R, Gerry Marshall, John Taylor, Tour winner Ari Vatanen, and second place Brian Culcheth



Denny Hulme – the 1967 F1 Champion – finished 12th in a Mayfair Opel Commodore and non-finisher James Hunt became Britain's fifth F1 world Champion in the autumn of that year.

Left: 1967 F1 World Champion Deny Hulme was 12th in the ungainly Mayfair Opel Commodore

Right: Ford RS 2000s of Nigel Clarkson (co-driven by HRH Prince Michael of Kent) (46), Mike Freeman (40) & Chris Wathen (34).



There was a strong synergy between Castle Combe and the BRSCC Tour with circuit luminaries Howard Strawford and Roy Hancock members of the travelling team of just three race clerks and chief marshals. After the Tour departed at 11.30 a.m. BRSCC SW staged its own exciting 8-race card, with six races dedicated to 2 particular Formula Ford series, headlined by the Dunlop Star of Tomorrow Championship, supported by BRSCC SW Centre's own championship, each providing enough entries to justify two heats and a final.

Opening the meeting, the first Dunlop 7-lap heat was a hard-fought contest with lots of waved yellow flags for cars off at Quarry and Old Paddock. Future 1992 F1 world champion Nigel Mansell won in his Hawke DL11, from Steve Allen's Crossle 25F and Chris Shaw's similar car. Three other drivers shared fastest lap with Mansell's 1m 11.4s.



Steve Allen (51) leads at Quarry with Nigel Mansell (43) taking the outside karting line ...

Dunlop Heat 2 saw future Toleman F1 team founder Alex HawkrIDGE fluff his pole position start in the Royale RP21, but he had sufficient pace in hand to recover and win from David Leslie's Crossle-16F second and David Wheeler's Royale RP16A third. Leslie captured fastest lap 1m 10.8s.

Right: Alex HawkrIDGE (20) leads David Leslie (30) for the Dunlop Star of Tomorrow final victory.



The first 7-lap heat of BRSCC SW Combe championship race was a corker, with sponsorship garnered from Datsun Berkeley Place Ltd, of all people! Star of the race was French Winfield Racing School driver Yves Sarazin who, despite a damaged arm, led one lap before spinning down to 12th, then hauling himself back to 4th. The race was won by John Peters' Jomic from John Skinner's Dulon MP15 and Chris Williams' Jamun. Fastest lap Sarazin's Tiga, 1m 09.2s.

The second SW championship heat was another quality race with the Winfield Tiga of David Lang leading for 4 laps until his engine expired with a blown head gasket, as predicted by his team. This left Terry Richards to win in his ex-Ray Allen Merlyn 11A from Mike Wallaker's Jomic and Alex Hawkeridge – one of several drivers racing in both series – third. Fastest lap was set by David Lang in 1m 09.8s.

By now the healthy crowd of sun-drenched spectators were licking their lips in anticipation of two 15-lap FF finals. The Dunlop race was first on with grid places allocated by alternate heat positions due to the effects of the extended yellow flag period in heat one. When the union flag fell it was Hawkeridge who shot into a lead - he would never lose with David Leslie his constant shadow in second. Third was a contest between Chris Shaw and John Harlow until Shaw spun, then Harlow was passed by Sean Walker, Royale RP21, for third to share fastest lap 1m 10.8s with Shaw. Nigel Mansell finished in sixth just half a length behind Leonard Greeny's older Hawke DL2B.

The last FF race was the BRSCC Combe Final and it took Yves Sarazin until lap 10 to catch and pass John Peters' Jomic, who then spun at Camp corner trying to retake the lead from the Frenchman and was almost collected by the frantic dice for third between Ian 'farmer' Moore Dulon MP15, Dave Toye Royale RP21 and Mike Wallaker. After 15 laps the finishing order was Sarazin, Moore, Toye, Peters then Roger Orgee's misfiring Lola T204 followed by Mike Wallaker. Fastest lap went to Sarazin in 1 min 09.2s.



Above: Ian Moore (48) leads Mike Wallaker (44) with Dave Toye close in his wheel-tracks



Of the two remaining 10-lap races on the card, Vince Woodman's fabulous – and sweet-smelling – Cologne 3.4 litre Ford Capri won the special saloon race at a canter from a lonely Chris Sims 2.3 Firenza in second after he'd fought-off Nigel Clarke's 1.3 Motorspeed Mini, who finished third. Fastest lap of the race and the day went to Woodman in 1m 07.6s.

Above: Vince Woodman's Cologne Ford Capri laps Terry Sheppard's 3.8 Jaguar in the Special Saloon race



The final race was for Euro Burgess Production Sports Cars, won by the flamboyant Chris Meek's Biba Fashion sponsored works Lotus Europa, over Colin Blower's works TVR 3000M and Stuart Halstead's private TVR. Meek's 1m 14.2s fastest lap was a new Prodsports record. Meek's girlfriend, catwalk model Valli Stack, was second in her distinctive Class C black and gold Biba MG Midget, completing the glitzy couple's cool persona.

Above: Chris Meek in Lotus's Biba sponsored Europa won and took a new Prodsports lap record

Just to add a little more razzamatazz to a glorious day, BBC Radio One broadcast its trendy and popular Roadshow live from the circuit, complete with genial roadie Smiley Miley and a host of celebrities who were joined by James Hunt's co-driver Noel Edmonds, now back in civvies.

And, a day's admission to the circuit cost the princely sum of £1 per head ... children free.

Ken Davies ©

Thanks to Castle Combe archivist Pete Stowe for additional material and Bill Riley for images.

Around the Clubs ...



Truro & District Motor Club held four events over two weekends in August and September, despite the Covid 19 restrictions. It was a first visit for the club to Perranporth airfield ('Spitfire Raceway') and we would like to thank AAU Surfacing & Groundwork of St. Columb for their sponsorship, support, and assistance, and also the landowners for their co-operation, all of whom helped to make the events possible.

August 15th/16th ...

On Saturday, the weather was hot, which made for some good fast racing, with run times tumbling all day as drivers got to grips with the track. Ben Bonfield from Taunton eventually took FTD in his Suzuki engine Jedi MK4 with his second run in 45.57 second.

Sunday dawned hot once again and saw even more improvements on run times; although Phillip Montgomery-Smith set a new personal best in his 1299cc Suzuki engined OMS 2000, it was Ben Bonfield again who came away with FTD, this time shaving nearly 2 seconds off his Saturday time to set an unbeatable mark at 43.84 secs.

September 19th/20th ...

After a mediocre week weather-wise, Saturday dawned dry and we were back to Perranporth for our third outing. This was a round of the ASWMC Sprint championship, run with the track reversed to prevent the August drivers from having an advantage and to give everyone an even chance. All classes saw fast times, but it was once again Ben Bonfield and Phillip Montgomery-Smith battling it out for fastest time of the day - this time Phillip came out on top with a best time of 41.51 secs.

Sunday was again dry, but with showers forecast. With drivers now familiar with the course, they all set about chipping away at their personal best times. It was good to see former Cornish speed champion Andrew Dinner making his only appearance this year in his Pilbeam, and former Ladies Champion Shelley Deacon bringing her 600cc Hi Tech DP out for an airing.

Once again Phillip Montgomery-Smith took the laurels with a new record time at Perranporth, an impressive 40.33 secs.

We would like to say a big 'thank you' to everyone involved in staging the event, including South West Timekeeping, Pete Combellack Recovery, West Country Rescue, International Sounds for the PA and all the club members and marshals that gave up their time.

Subject to confirmation from the ASWMC and any Covid 19 restrictions that may still be in place, our event dates will be the Portreath Sprint (April 10th/11th), Tregrehan Hillclimb (June 19th/20th), Portreath Sprint (August 28th/29th) and Tregrehan Hillclimb (October 9th/10th).

Adrian Elliott, Press Officer
adrian@internationalsounds.co.uk



Bath MC has had a 'start/stop' year and like many others had to make many changes for their events at the end of the year. The club managed to run a Novice '12 Car' road rally in late October, squeezed in just before the second lockdown, which attracted eight novice and three 'Beginner' crews. Ross Whittock/Sophie Rolland (Ross in the driver's seat for a change!) won.

For 2021, plans are 'full steam ahead' for the Festival Targa Rally on Saturday 20th February, and the Spring AutoSolo on Sunday 11th April.

The Festival Targa Rally is changing format slightly for 2021, with all the tests run in daylight and new venues offering some exciting tests. Entries open on Monday 4th January; initial feedback suggests demand for entries could be high, so we suggest you enter quickly via the club's website (www.bathmotorclub.co.uk) if you want a run. For those who enjoy night-time tests, there may be a new event later in the year - keep an eye on the website for details.

Club members have had a successful 2020 ... Dave Fooks and Alan Wakeman finished 3rd and 4th in the ASWMC AutoSolo Championship (2nd and 1st in their respective classes), John Rigden and Andy Turner finished 2nd and 3rd in their classes of the ASWMC Autocross Championship and club members contributed to 5th in the ASWMC Club Championship. Steve Conner and Ben Griffin have also had notable results in other associations' 2020 championships.

Here's looking forward to 2021 - keep safe and enjoy your motorsport.

Martin Moore
Competition Secretary

curtiswhitefordcrocker
SOLICITORS

**DEDICATED SPECIALISTS IN PRIVATE
& COMMERCIAL SECTORS**

CWSOLICITORS.CO.UK | @CWSOLICITORS

KINGSBRIDGE
01548 800704
southhams@cwcsolicitors.co.uk

PRIVATE CLIENTS
CONVEYANCING
WILLS & PROBATE
LASTING POWERS OF ATTORNEY
LANDLORD & TENANT
LITIGATION & PROFESSIONAL NEGLIGENCE
MATRIMONIAL & FAMILY MATTERS
RESIDENTIAL PROPERTY SALES, PURCHASES & REMORTGAGES
BANKRUPTCY & DEBT RECOVERY
DEVELOPMENT / PLANNING SERVICES
COMMERCIAL CLIENTS
AGRICULTURAL MATTERS
BUSINESS ACQUISITIONS, MERGERS & COMPANY LAW
COMMERCIAL LANDLORD & TENANT
COMMERCIAL LITIGATION & PROFESSIONAL NEGLIGENCE
COMMERCIAL PROPERTY
CONSTRUCTION & DISPUTE RESOLUTION
CORPORATE OFFENSES
DEBT RECOVERY
EMPLOYMENT MATTERS
INSOLVENCY & LIQUIDATION



CHEL TENHAM MOTOR CLUB
a passion for driving

Cotswold MSG put Rallying 'back on stage' ...

Even more than racing and speed events, special stage rallying in the UK has been decimated by COVID-19 and there are still precious few signs of a return to normal until well into 2021.

Forest rallying has been 'off-limits' since March and the best guess seems to be that anything happening before the spring is unlikely. Given that the heart of UK forest rallying is in Wales, the immediate outlook remains bleak and a whole industry of car preparers and mechanics is on hold.

Some venues used for rallying have become, at least temporarily, unavailable and the need for two unrelated people in a car has been another hurdle during these 'COVID times'. However, a small number of events have run in recent weeks, to at least give this branch of the sport a glimmer of hope.

For the better part of 40 years, the former World War 2 airfield at Down Ampney in Gloucestershire has been a haven for grass roots special stage rallying. The old concrete runways and roads are usually covered in farming residue, but it is a perfect place for those seeking a good value day of motor sport in a rally car. Indeed, it is one of the few remaining such venues to host rallying in the south of England.



Jim Munden/Dale Lovegrove (Subaru Impreza)



Nigel and Colin Jenkins (Vauxhall Nova)



Guy Woodcock/Bob Rutherford (Ford Escort MkII)

Normally, three events run at Down Ampney through the spring of each year, but all were lost this year to the first lockdown. Undeterred, volunteers from the three local motor clubs that comprise the Cotswold Motor Sport Group saw an opportunity to run an event at the end of October as Motorsport UK regulations and overall government restrictions allowed such events. Tireless work made it all possible, and COVID-safe, and competitors jumped at the chance to go rallying again.

Unsurprisingly, for the first special stage rally in southern England for seven months, the Cotswold Stages Rally was heavily over-subscribed for entries and even had more marshals than it could accommodate. The desire to return to rallying after the enforced break was clear and the timing of the event was fortuitous as, even as the cars rushed around the airfield, news was breaking of a planned return to lockdown in November.

On the day, there was a palpable sense of 'grabbing the opportunity' to go rallying while it was possible and even the shocking weather could not dampen the enthusiasm for the rally. The capacity 75-car entry included cars from the 'state-of-the-art' R5 category modern four-wheel-drives, right down to the humble Nissan Micra and a typical smattering of Ford Escorts.



L - R: Mike and Andrew Simpson (Ford Escort Mk1), Jeremy Wells/Martin Saunders (Ford Escort Mk2) and Alex/Steve Roscoe (Nissan Micra).



The records will show that the event was won by local ace Rob Dennis in his impressive 'Skodaru', a hybrid Skoda Fabia bodyshell with Subaru running gear developed by TEG Sport in Lancashire. However, the big winner was club level rallying, and the real heroes of the hour were the volunteer organisers who made it all happen against some sizeable odds.

Paul Lawrence

Winners - Rob Dennis and Andy Boswell ('Skodaru' Fabia)

All Images courtesy of Paul Lawrence.



The Autumn Classic ... it was wet! ...

All these were taken at the very wet first day of the Autumn Classic before even worse weather caused the cancellation of day two.

Skilful control and great racing from everyone, in a packed card of races including Frazier Nashes, F3-500s and the 90-minute GT & Sports Car Cup race.



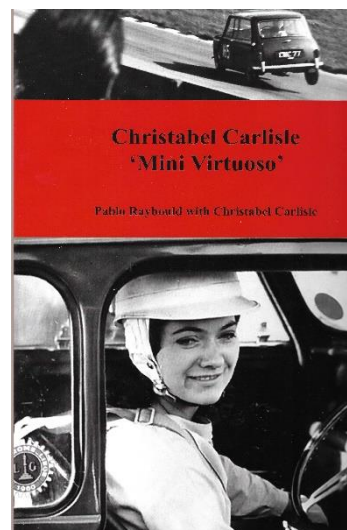
All Images: Peter Baker, Retro-Speed magazine (<https://www.retro-speed.co.uk>)

Book Reviews ...

Christabel Carlisle - 'Mini Virtuoso' – by Pablo Raybould

In truth, this stranger than fiction story is a potential blockbuster film script in the making! It's the tale of a demure, gentle and determined Kensington piano teacher who tastes the infectious excitement of motor racing while on a day trip to Brands Hatch with friends and, reckoning she can compete with the best, makes a racing debut in her shining, tartan red roadgoing Mini 850, a cherished 21st birthday present. The result is that she becomes a successful winning international racing driver!

This was the dawning of the swinging sixties, a cool and hip era when post-war austerity finally gave way to a bright new age of fashion and style. It was also a period that provided seminal milestones in motorsport, one of the most significant being BMC's giant-killing Mini, itself synonymous with the 1960s. A product of Sir Alec Issigonis's brilliantly creative thinking.



For Christabel, it was the old adage of being in the right place at the right time and with the right credentials and she certainly had the looks, panache, and persona to beguile the news hungry press while also becoming the darling of the racing circuit for many motor racing enthusiasts.

Starting with some low-key club races and rallies, Christabel's talent was spotted while testing at Silverstone by BMC competitions manager Marcus Chambers, securing her quasi 'works' support throughout her short racing career, from 1960 to 1963, under the wing of fabled car preparer, Don Moore's unofficial 'works' team. Moore provided fast and reliable Cooper and Cooper 'S' derivatives to challenge the best. Incoming BMC competitions manager Stuart Turner was quick to spot, and exploit, the promotability of one of the few female drivers during this time and Christabel responded by cultivating her relationship with the media and the resulting publicity.



Almost as an aside, the book also captures the relaxed nature of 60s motor racing and how easy it was to compete at an international level with

relatively standard cars, with basic safety equipment - just seat belts, and no roll-over protection. But this aspect also provided fashion-conscious Christabel with another PR opportunity when she designed a chic set of bespoke racing overalls from the newly introduced fire-proof material Nomex and the media loved the story!



Christabel's racing Mini caused a stir when it was imaginatively displayed in a trendy Kings Road fashion boutique and during her career, she also featured in several glossy magazine articles and interviews, including Vogue and popular girls comic Judy, which captured the younger readers.



Written by Pablo Raybould with Christabel, the book is beautifully illustrated with period images and contains a chronology of almost every event, race, and rally. Christabel was also a competent international rally co-driver – during a career that was tragically cut short, but you'll have to read this no-nonsense and thoroughly compelling book to discover exactly why, but Christabel – later to marry and become Lady Watson – went on to achieve much more aside from motor racing!

The charismatic self-published book is available from Pablo Raybould at a cover price of £20.00. Email: Pablodaybould@blueyonder.co.uk

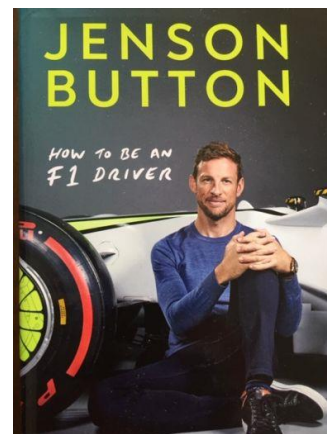
(Images from Christabel Carlisle Archive)

Ken Davies ©

Jenson Button – How to be an F1 driver

With a relaxed, affable, boy-next-door persona, Jenson Button is one of the most popular of Britain's ten F1 world champions to date and freely shares the secrets of his success ... and failure in his self-written book, *Jenson Button – how to be an F1 driver*.

After 17 years in F1 – when he scored 15 wins and 50 podium places from 306 race starts – the personable Frome man is more than qualified to share his experiences of operating within Formula One's rarefied international atmosphere while racing for seven front-running teams.



Published in 2019, this well-presented hardback is written in Button's relaxed and self-deprecating style, never really taking himself – or anyone else for that matter – too seriously! Conveniently split into fourteen stand-alone and amusing chapters, the book can be read as one long story or randomly selected chunks for a light-hearted interlude without committing to wading through the entire 341-page tome.

Fascinating chapters include tips on reaching the top in F1 and how to behave when you enter the rarefied atmosphere of this exclusive international bubble, together with useful tricks of the trade. These include, the media, motorhomes, and an essential guide to buying expensive yachts, referring to Button's acquisition of not one but two shortly after becoming a F1 driver, much to the chagrin of his grumpy team principal Flavio Briatore. There is even a humorous chapter on the steep learning curve of racing Baja trucks in the USA with co-driver and west country friend, Chrissy Buncombe.

As a fan of sportscar and endurance racing, I turned straight to Button's accounts of his appearance in the gruelling 2018 Le Mans 24-Hours race driving a BR1 for the Russian SMP team in LMP1 but retiring with electrical and engine problems after 315 promising laps. But he also competing in four other rounds of the FIA WEC championship for SNP, scoring one podium.

Following the success of his Formula One career, Button then became 2018 champion of Japan's Super GT Series on his first attempt driving a Honda NSX-GT for Team Kunimitsu, perhaps underlining his understated versatility and possibly what could have been if he had committed to a second career in sports cars?

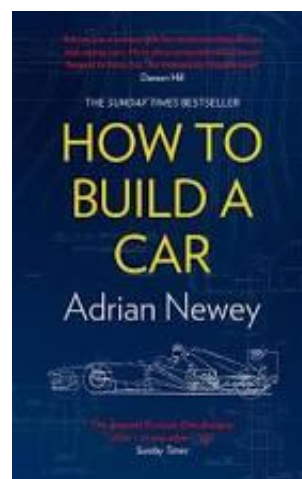
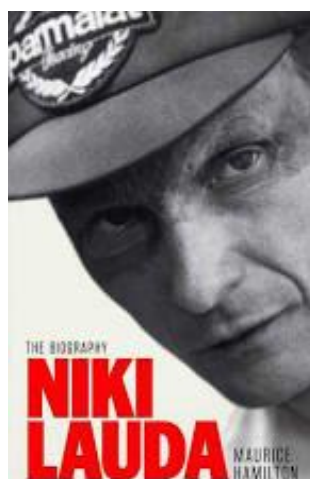
All in all, this well-presented book was an entertaining and stimulating lockdown read, written in a laconic, cool, and easy to read style. Produced by Blink Publishing of London the book's ISBN reference is: 978-1-788-702-61-4 with a jacket price of £20 but copies are available at less than half this price if you shop around!

Ken Davies ©

The Biography – Nicki Lauda

How to Build A Car

Amongst the books that I have read during the lockdowns this year have been two stand-out reads that I would recommend you put on your Santa list. The first of these is Maurice Hamilton's excellent biography of Niki Lauda; as a motoring 'journor', the author borrows heavily from other writers, quoting long passages from their work, but this doesn't really detract from a highly detailed account of the 3-time champion's relentlessly detailed and focused approach to racing, running an airline and helping to propel the current World Champion towards a place in the record books.



The second book is 'How to Build A Car', Adrian Newey's autobiography, which I bought at half-price in a second-hand bookshop in the Autumn. Contrary to the implied meaning of the book's title, you won't learn how to build a small shopping-car from scratch after reading this, but you will be much more informed about the skill and ingenuity of F1's greatest designer – and interpreter of the complex F1 regulations - of the current era. Along the way, you'll also read some fascinating insights into his relationship with McLaren's obsessive leader Ron Dennis; the truth about the infamous 'office-painting' saga is revealed and many more anecdotes besides. One I could hardly put down – a real 'page-turner' I think is the usual description.

Rupert Barker

(Reprinted with permission from Torbay MC's monthly magazine, 'Missfire')

TYREMARKS **TAVISTOCK**

ECU REMAPPING & DIAGNOSTIC SPECIALISTS

HydroFlow

www.hydro-flow.co.uk

THE COMPLETE INTERNAL ENGINE CLEANING SOLUTION

SPECIAL OFFER £100 + VAT



BENEFITS OF ENGINE CARBON CLEANING

Improves Fuel Economy & Performance

Lower Emissions & Reduces Smoking

Works On All Engines Petrol & Diesel

Cleans Your Engine, Turbo, EGR, DPF, CAT

& Emissions Sensors, All At The Same Time

0% Finance Available

www.tyremarks.co.uk
01822 611321

5 Westbridge Ind. Est. Tavistock Devon PL19 8DE

RAC

Approved Garage

info@tyremarks.co.uk

Official  Stockist

2020 Championship Reviews

TYREMARKS
www.tyremarks.co.uk **TALISTOCK**
ECU REMAPPING & DIAGNOSTIC SPECIALISTS
01822 611321

ASWMC 2020 Hillclimb Championship

2020 Champion:

Shaun Tuckey



2nd – John Simpson



3rd – Rodney Eyles

The 2020 championship was quite severely affected by Covid 19, resulting in the absence of most venues and fewer than normal registrations.

Despite the difficulties, the championship had 87 registered contenders, 50 of whom scored. Twenty rounds were originally scheduled but only six ran, all at Wiscombe Park.

The championship Top 3 were: 1st - Shaun Tuckey, 2nd - John Simpson and 3rd - Rodney Eyles.

Shaun had a relatively clean run to the title except when Gordon Iles turned up for a meeting to beat him. If I recall correctly, John Simpson achieving 2nd place is the first time ever that a rally car class contender has finished in the Top Ten. The class record breakers for the year were Rodney Eyles, Jon Langmead, and Anthony Wright.

(Images: Paul Morris Motorsport Photography; Nigel Cole)

TYREMARKS
www.tyremarks.co.uk **TAVISTOCK**
ECU REMAPPING & DIAGNOSTIC SPECIALISTS
01822 611321

ASWMC 2020 Sprint Championship

2020 Champion:
Ben Bonfield



2nd Donald Gay



3rd Tony Bonfield

Championships registrations were slightly up from 2019 but would have been even better. There were 74 registered contenders, 53 of whom scored. There were to have been 18 rounds but, due to the Covid and MOD restrictions, and Welsh government rules, only 10 rounds ran.

The Championship Top Three were: 1st - Ben Bonfield, 2nd - Donald Gay and 3rd - Tony Bonfield. Ben had a relatively straight forward run to the title although, having said that, you 'have to be in it to win it'.

I would especially like to thank Mark Tillyer at TyreMarks for sponsoring our championships again and for his continuing support in 2021.

Roy Sims
speed@aswmc.org.uk

(Images: 569 Motorsports Media, Nigel Cole & RDP Photography)

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

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

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

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

Unit 6, Exhibition Way, Exeter, EX4 8JD.

**1st Choice Finishes are proud sponsors of
the 2020 ASWMC Autocross Championship**



2020 Southern Counties Autocross Championship

2020 all wrapped up!

2020 Champion – Barry Rogers



As I write, it already seems a long time ago that Torbay MC ran their Autumn Autocross at Coryton Park, Kilmington. The September event enjoyed glorious weather and a new venue; a couple of classes were low in numbers but that did not seem to affect the competitiveness of all involved, with the gaps between 1st and 2nd in class being rarely more than a second after 4 laps of the 900m course. There were a few breakages for competitors to address on Saturday night, ranging from the inevitable Saxo gearbox change to Ross Westgarth welding a half shaft back together for the Escort, thanks to the accommodating nature of the landowners and the loan of their workshop and welding plant ... and yes, it did survive being double driven on Sunday! Martin Waters proved to be the man with a target on his back this time out, setting a very impressive time in his first Saturday run and maintaining a comfortable lead on Sunday for his 1st FTD in the Hayabusa Special. Kieran Anderson made his first outing of the year worthwhile,



setting quick times straight away and finishing just 4.9 secs, on combined times, behind FTD.

2nd – Terry Rooke

The weather always adds to a weekend, but the added benefit of things like swarming House Martins and Dragonflies around the pits coupled with uninterrupted views of the stunning

surroundings and a group of the finest friends you could wish for, takes some beating!

The week following brought almost endless rain and doubts arose as to whether the October event at the same venue would be feasible. However, we were all pleasantly surprised that the ground drained so well that conditions were better than the previous event. A similar track layout, but run anticlockwise, seemed to work well and everyone seemed to be enjoying the weekend ... perhaps apart from the happy campers in tents, who awoke to find frost everywhere on Saturday morning. I must say I did have to turn the heating up a notch!

With all the apprehension with regards to COVID restrictions and measures, it was very impressive to see how professionally the situation was dealt with when Simon Ford rolled his Honda Special on his 2nd timed Sunday run. The Westcountry Rescue crew and Hannah, paramedic, took control of the situation, putting everyone at ease in typically professional fashion. . Thank you all - you are the best at what you do.



Simon's previous times were enough to take the final FTD of the season and thankfully, apart from being sore and stiff for a week, there don't seem to have been any long-lasting effects ... but that could be hard to tell!

Brad Venning finished the season with a class win thanks to Tim Shaw loaning his car on Sunday and Barry Rogers continued his run of class wins much to Nigel Davey's frustration. Steve and Danielle Furzeland also treated us to some nostalgia when they wheeled out the ex-Phil Kempthorne class C Mini for a run, the car having stood idle for many years. We continue to see a growing number of keen competitors in the Junior section of Autocross, with Gemma Raymond making her debut – and introducing some sibling rivalry – with significant improvements run-on-run. The Junior class had seven competitors on Sunday and hopefully this trend will continue to bring youngsters into motorsport in 2021.



3rd - Luke Downing

4th – Andy Hoare

5th – Stuart Holton

Barry Rogers sealed the 1st Choice Finishes 2020 ASWMC Autocross Championship with a very impressive full house of maximum scores; Terry Rooke took 2nd and Luke Downing 3rd, Andy Hoare 4th (for the second year in a row) and Stuart Holton 5th.

The leading Junior is Aidan Horn, in 7th place overall, after a consistent year in an extremely competitive class and some great close competition with newcomer Leo Tredwell (pictured, left), who in turn finished 12th, four places higher than Dad, Mark!



Looking forward, 2021 looks very promising with nine 2-day events planned, including the return of the Bath MC event at Long Newnton; this was popular with competitors (especially John Rigden) in 2019. Camel Vale MC will co-promote with South Hams MC at a venue near the Devon/Cornwall Border.

Regulations will remain as in 2020, unless Motorsport UK deem otherwise, with roll cages being strongly recommended for both Production classes; the minimum of a rear roll cage will become mandatory for 2022.

There has been a huge amount of extra work involved this year in organizing the events and enabling us all to enjoy ourselves and much of this extra work has been done by ONE person for nearly ALL the events. Everyone within Autocross and the host clubs will know who this is, but for those who do not, Jenny Coxon please take a bow! Without your help, I don't think four of the five events would have happened!!

Here's looking forward to 2021 with the greatly appreciated, and continuing, support of our championship sponsors, for the third year - 1st Choice Finishes.

Stay safe everyone.

Colin Anderson

autocross@aswmc.org.uk

(All images courtesy of Paul Morris Motorsport Photography)

2020 Classic Reliability Trials Championship

**2020 Champion –
Aaron Haizelden**



2020 started with a similar number of contenders but with some changes to the running of events, which can now run with a Clubman Permit. All drivers, and passengers over 18, needed both an RS Clubman Licence and membership of the organising, or an invited, club. A new class had also been established for X90s.

The opening round, the Clee Hills, saw near-perfect ground conditions and dry, but cold, weather. A good entry included motorbikes and a Class '0', as well as the usual car classes. The unique 'double-loop' was used again, which (in theory) enables all entrants to finish in daylight. The event was won by Nick Deacon in his well-prepared X90, Aaron Haizelden beat his father, Dave, to win class 5 and finish 3rd overall.

A fortnight later the popular Cotswold Clouds, run by Stroud and District Motor Club, again enjoyed dry weather, and an entry of eighty cars spread across the nine car classes attempted the well-thought-out trial. Aaron once again had a particularly good day, with the only total score in single figures and the only non-special to climb the infamous Crooked Mustard. Dave Haizelden finished 5 points behind, beating Paul Merson to second overall on special test times. Paul won an extremely competitive Class 8, but special mention should also be made of Stewart Green, running as last car, who lost first gear but still managed to finish 5th in the class. Bill Bennett, with his grandson in the passenger seat of his Green MG J2, did very well, posting a 6th overall and winning Class 2.

The storms of February had a negative effect on the trials scene, with all the three remaining events, nationally, in February having to be cancelled. 'Storm Ciara' left Launceston and North Cornwall MC no choice but to postpone on safety grounds, as their Launceston Trial was held entirely in dense woodland. Just one week later, 'Storm Dennis' forced North Devon MC to cancel, not just on safety grounds but also because the private land close to the sections was either saturated or flooded, causing major issues with access. And one week later, Fellside AC in Cumbria had to cancel due to predicted strong winds preventing access into the forest areas.

The weather in March improved, although there was still plenty of mud for both Camel Vale MC's Camel Heights and Holsworthy MC's Chairman's trials. Dave Haizelden took the class honours on the Camel Heights at Dunmere Wood. The popular Chairman's Trial, the last before lockdown', had a good entry and was well supported by championship contenders, with Aaron once again winning both his class and the trial overall; Duncan Stephens, in his newly acquired Class 8 Fugitive, won the class.

Between the two lockdowns, two smaller 'Covid-secure' single venue trials took place in private woodland and were well attended and received. Minehead MC's Exmoor Clouds was restricted to one site, Headon Woods, near Minehead where two rounds of sections were run. Aaron once again won Class 5, but Duncan was not so lucky and had to retire with fuelling issues. Camel Vale MC's Presidents trial in October had a full entry which included several past champions. Aaron entered the Haizelden's newly acquired Special and had to cope with all the re-starts and deviations associated with Class 8. Paul Merson came second in his class behind the Troll of Simon Groves. Wheelspin Champion, Matt Facey (BMW Z3) won Class 5 and the trial overall.

The championship was dominated by the Torbay trio of Scimitars, with Aaron Haizelden (*pictured left*) convincingly beating his father, Dave, and Keith Sanders to win the championship for the second time.

The 2021 championship has a potential 15 events in the calendar which clubs intend to run providing there are no forestry or further Covid restrictions. The first event, the Clee Hills Trial on January 24th, already has a full entry.

Carlie Hart

classictrials@aswmc.org.uk

2020 Autosolo Championship

Champion – Thomas Alderton



2nd – Philip Turner



3rd – Dave Fooks

Congratulations to Thomas Alderton on taking the ASWMC Autosolo Championship win. Thomas was a great example to other young drivers, demonstrating what it is possible to achieve through consistent focus and improvement over a season.

Philip Turner, the new ASWMC Autosolo Championship Coordinator, took second in the Championship in his totally standard £900 Ford Puma; David Fooks took his newly acquired Ford Puma to Perranporth for the final round, closed the gap to second place but had to settle for a tantalisingly close third, just 0.4 points adrift.

The new Championship calendar is now agreed and hopefully we will be able to compete in more rounds than were possible in 2020. I am sure everyone would like to thank Alan Wakeman for all his hard work over the past seasons and will be keen to see what his involvement with motorsport apps can deliver in time.

Philip Turner
autosolo@aswmc.org.uk

2020 Car Trials Championship

Unfortunately, the pandemic created a situation where we were unable to run enough events for the competitors to qualify for the “final” so we decided not to start a championship we could not satisfactorily finish. This was very disappointing, especially as we had encouraged a few new competitors, mainly from Woolbridge MC. Nevertheless, we hope they will use their carried-over registrations and join us for our planned seven rounds, plus a final, in 2021

I did write to some additional clubs to see if I could encourage some interest in running a round ... however, none of them replied to decline, so I took that to mean ‘*no, thank you*’.

Anyway, we will visit our usual hosts at Bristol Pegasus, Woolbridge, Windwhistle, Ross and Minehead MCs next year.

The competition looks set to be better than in previous years, particularly with the newly registered Gary Morris (Woolbridge) fresh from picking up the BTRDA Bronze star ... a remarkable effort for Gary who drives his automatic Corsa with hand operated throttle and brake!

I hope we can encourage more competitors out next year - the championship allows for just two events to qualify for the final and a chance for the ASWMC championship trophy.

Mark Hoppé

trials@aswmc.org.uk

Contact Us:		
Chairman: Paul Parker 52 Brendon Road, Portishead, Bristol, BS20 6DH	E: chairman@aswmc.org.uk T: 01275 843478	
Vice-Chairman: Howard West 'Letaba', 2 Sellers Close, Colyford, EX24 6PB	E: vicechairman@aswmc.org.uk T: 01297 551375	
General Secretary: Jim Bee 25 Riverdale Orchard, Seaton, Devon, EX12 2RG	E: secretary@aswmc.org.uk T/M: 01297 624341; 07986 813461	
Championship Registration Secretary: Pam Hartill 17 St Leonards, Bodmin, PL31 1LA	E: registration@aswmc.org.uk T: 01208 73676	
Treasurer: Jenny Coxon 51 Twickenham Road, Newton Abbot, TQ12 4JF	E: treasurer@aswmc.org.uk M: 07980 061772	
Training Officer: Jay Brown	E: training@aswmc.co.uk T/M: 01752 662043; 07867 860984	
Forestry Liaison Officer: Chris House Brindham Farm, Wick, Glastonbury, Somerset BA6 8JR	E: forestry@aswmc.org.uk T: 01458 833348	
Development Officer: Kevin Moore 'Sunnyside', Frogmore, TQ7 2PF	E: development@aswmc.org.uk T/M: 07790 429791	
Newsletter Editor; Media & PR Officer: Rupert Barker	E: newsletter@aswmc.org.uk T/M: 01392 490848; 07594 584129	
Webmaster & Yearbook Editor: Nigel Hewett 41 Trematon Drive, Ivybridge, Devon, PL21 0HT	E: webmaster@aswmc.org.uk M: 07858 387270	
Championship Coordinators:		
Autosolo: Phillip Turner Southview, Quarry Road, Frenchay, Bristol, BS16 1LX	E: autosolo@aswmc.org.uk T/M: 01179 701594	
Autocross: Colin Anderson 35 Haydons Park, Honiton, EX14 2TA	E: autocross@aswmc.org.uk T/M: 01404 41535; 07813 769213	
Car Trials: Mark Hoppé (Telephone only after 6 pm w/days please)	E: trials@aswmc.org.uk T/M: 01935 816827; 07967 646086	
Classic Reliability Trials: Carlie Hart Tile Barn, Church Road, Doynton, Bristol, BS30 5SU	E: classictrials@aswmc.org.uk T: 01179 372611	
Targa Road Rallies: Gavin Rogers	E: targaroadrally@aswmc.org.uk T/M: 01454 414128; 07733 234942	
Speed (Hill Climb & Sprint): Roy Sims Rohan, Totnes Road, Ipplepen, Newton Abbot, TQ12 5TN	E: speed@aswmc.org.uk T: 01803 814322	
Sporting Trials: Duncan Stephens Ty Gwyn, Coxpark, Gunnislake, Cornwall. PL18 9BB	E: sporting@aswmc.org.uk M: 07801 281053	
Stage Rallies: Vic Fancy 5 Robin Close, Weymouth, DT3 5SG	E: stagerally@aswmc.org.uk M: 07836 389726	
U-21, All-Rounders & Club: Pam Hartill 17 St Leonards, Bodmin, PL31 1LA	E: registration@aswmc.org.uk T: 01208 73676	