

Newsletter



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2021 ASWMC Championships Sponsored by:



Summer 2021

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Welcome to the 2021 ASWMC Summer Newsletter

The lifting of many Covid-19 restrictions heralds a gradual return to a near normal calendar in the West Country, although the easing came too late for many events which had scheduled dates early in the season. What is evident is that, perhaps perversely, the pandemic restrictions and precautions have provoked a radically new – some would say long-overdue – approach to how event administration will be in the future. Many clubs have now put virtually the entire process on-line – entering the event, signing-on and self-declaration for scrutineering, etc., etc. Whilst this is now the way forward for many clubs, it has not been easy for others, and some competitors. This 'future' isn't some distant idea on the horizon – it's here, now, so skills in completing web-based forms and paying by internet banking are and will be the 'new normal'.

Dan Pidgeon contributes this issue's 'long-read', his account of the 2020 Memorial Rally, which illustrates the route complexity and challenges of a modern regularity event, in contrast with the all-out sprints of events past. Thanks to him and also to Ken Davies for his obituary for Vince Woodman and three more book reviews. Anyone wishing to join the guest contributors list will be very welcome!

I look forward to receiving plenty of news of events for the Autumn issue as the championships near their conclusion.

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 Photos: What a difference just a few weeks make ... Ben Bonfield in glorious late-Spring April sunshine at the first Wiscombe meeting of the year in late-April and Andrew Forsyth in all-day rain at Torbay MC's mid-May event ... is this the global-warming future? (Images courtesy of Nigel Cole).

Association Partners:



From the Chair ...

It seems as if we may soon be relieved of many of burdens imposed on our sport by the coronavirus pandemic, which brought with it a wide variety of unwelcome changes. However, one of those changes will be retained in the future - the remote, pre-event signing on process for competitors and officials – which will become a permanent feature of our sport, signalling the end of lengthy signing on queues which were a feature of the 'old normal'.

Scrutineering is also changing and many of you will now have entered events where the scrutineers have not carried out the usual five-minute validity check of your overalls and helmet, and the cursory overview that the short time permitted. In future the broad intention is that each competitor will prepare, using a template that will be provided, a profile of you and your car which you will submit with each entry. The scrutineers will then select a proportion of the entry and each selected competitor will have their profile reviewed, with a time allowance that will be possibly as long as twenty five minutes or so. And competitors will be able to elect to be 'selected'.

Although the number of Stage Rallies in our region is far from its heyday, at least our events have not had significantly larger entry fees imposed on them by the governing body. Motorsport Ireland (the Irish ASN, and equivalent of Motorsport UK) has forced organisers into raising their fees with the unsurprising result that many have simply cancelled their events. Stage Rallies in Eire are now very thin on the ground, unable to withstand the dual impact of both these fee increases and equally significant rises in insurance fees.

I hope that clubs have now heard and understood that Club Stewards will now be known as 'Event Stewards' and, along with Event Secretaries, will be registered (rather than licensed) with Motorsport UK. The intention is threefold; firstly that they become part of the Motorsport UK communications system and receive information relevant to their task, secondly that they can be offered training to enhance the service they provide and thirdly that their registration and training forms a basis from which they can progress to other Motorsport UK roles.

Lastly, in future, many of the plans that form a critical part of Track Licences will not seem to have been drawn by a three-year old. There has been huge variation in the quality of the plans submitted by Track Licence applicants and Motorsport UK has decided to impose a minimum standard to ensure plans are more meaningful and accurate; the upside to this will be that many licences will then not need to be renewed annually.

Paul Parker, Chairman

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

The ASWMC registered contenders review concluded that no changes should be made to the championship age categories at present ...

The AGM in October will be held at the Hartnoll Hotel with a 'hybrid' in person/virtual arrangement if possible ...

Merging the South-West and Midlands Car Trials championships, for ease of management, is being considered and discussions are ongoing ...

Motorsport UK are working with Defence Estates to identify new land access for motorsport activities; organisers looking to use MoD land should contact the Casual/Occasional Use Licence Team ... Paul Parker has contact details for the surveyors for Somerset and Gloucester, Dorset, Wiltshire and Cornwall ... Simon Fowler is the main point of contact between the MoD and Motorsport UK ...

The use of the **Sapphire Timing System** is being evaluated for use in Autocross ...

Motorsport UK proposes to standardise track plans that are submitted as part of track licence applications, using software for the design and layout ... member clubs are asked to wait until this has been sourced officially and not to procure their own ...

Motorsport UK has now re-located from Colnbrook to the Bicester Heritage Centre ...

The Motorsport UK Marshal Working Group has been working on a new grading scheme and released the following statement.

"As part of our ongoing commitment to deliver a sustainable future for the sport, Motorsport UK are undertaking a review of the Marshals' Pathway in conjunction with the Marshals' Advisory Group and other key stakeholders. We will be seeking to create a clear and transparent development pathway for Marshals to follow, which will replace the current Marshals' Grading Scheme, with the aim of increasing participation in every discipline of the sport. Further information will be available in June, with the project expected to complete in time for the 2022 Marshal Registration renewals in August."

Event Stewards and Secretaries are to be registered for insurance, record keeping and communication purposes ...

Stage and Targa Road Rally championship contenders may use their DL Motorsport Parts 2020 decals in 2021 ... any new decals will be undated, as in other championships, to make more efficient use of supplies ...

Championship Registrations are slightly down on June 2019 figures but registrations are still coming in, with many new and returning competitors ... Autocross/Junior Autocross registrations increased, Speed and Rally (Stage and Targa Road Rally) remained stable but AutoSolo, Trials (combined) and All Rounders all decreased slightly ...

2020 Championship replicas for Speed, Autocross and Sporting Trials were presented to the winners at recent events or sent to the championship coordinators to be handed over. The perpetuals are still in the engravers but I am hoping to have them back next week ...

Club Contact Details at ...



Motorsport UK recently sent a Club survey, which is intended to help to shape future plans for club support and for clubs to give feedback to Motorsport UK.

The response to the survey suggests that some may have not seen the e-mail, possibly because their club contact details are out of date.

Please ensure your club's contact details are up to date by logging in to the Motorsport UK portal with your club's username and password.

If your contact details are correct you should be receiving the monthly Club News with updates from Motorsport UK, information about club webinars and toolkits.

'The Magnificent ~~Seven~~ Six' ...



'Whilst the townsfolk of Werrington slept on unaware, early on a quiet Spring morning, high on the plains, the notorious, masked, 'Rescue' gang strode out of the mist ...'

'Momo 105 ('Doc Hateley') and the crew of West Country Rescue, captured in this atmospheric shot by Howie Fowler (569 Motorsports Media).

HERO-ERA Heritage Industry Report ...

As a long-term classic car owner and user, it was good to see that HERO-ERA commissioned the economics agency Cebr to prepare a report on the economic impact of the Heritage Motor Industry.

The report includes some surprisingly large numbers including an estimated industry sector turnover of £18.3 billion with 113,000 people employed. Historic rallying contributes £371 million a year, owners' clubs £111 million, vehicle museums £62 million and historic vehicle magazines £59 million.

The study also found that the average classic car owner's 1,200 miles per year produces 563Kg of CO₂ equivalent emissions, which compares well with the 315Kg of CO₂ produced by using a mobile phone for a year! Let us hope that the 'powers that be' read the report and allow us to continue to run our petrol-powered old cars for many years to come!



Adrian White
Torbay MC

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Reminders ...

Event Regulations ...

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

ASWMC Club Project Fund ...

The deadline for applications to the 2022 fund need to be made in writing to the General Secretary by **1st 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>

Marshals' 2021 registration ...

... has been carried over from 2020 ...

2020/21/22 ASWMC Meeting Dates

11th August 2021 Executive (Zoom)

17th October 2021 Executive and AGM (Hartnoll)

5th December 2021 Executive (Hartnoll)

13th February 2022 Executive Committee and Awards Presentation

Please note: all dates, locations and methods are provisional



**Recognised
Club**

Motorsport UK Branding ...

Guidance is available from Motorsport UK about branding of event and club paperwork, websites, etc. with the name change. For further information, please e-mail brand@motorsportuk.org.

Guidance and FAQs are also available at <https://mailchi.mp/ea560eadbb60/guidance-for-clubs-using-motorsport-uk-branding?e=8d21b80f3a>

ASWMC Marshals' Training Day 2021 ...

Saturday 3rd July saw the first ASWMC Marshals face-to-face training day since the start of the pandemic. Our host was the Mansell Raceway at Dunkeswell, although the majority of the training took place outside.

The participants divided into three groups, one for rally stage-start timing, one for rally stage flying-finish and stop line procedure and the third group in the classroom working on incident-handling theory. The three groups rotated around each topic during the day. An arrival, start, flying finish and stop line were set up in the venue top paddock and after a demonstration it was time to put it into practice.



Two cars posed as competitors (without the speed!) so everyone could see how it all worked and tackle their jobs in the most realistic setting possible. We did throw some surprise scenarios at them, such as 30 second starts, a car breaking down on the start line etc., etc. For the flying finish and stop line groups, some 'cars' did not stop, some stopped on the flying finish and some did other variations on the theme of the unexpected!



The classroom group were entertained by Roger Nunn with incident handling theory and this was well received.

'Thanks' are due to my fellow trainers Vic Fancy and Roger Nunn, Worth Birkill, Nigel Winkworth, Chris Smale, Peter Locke (who supplied and set up the timing equipment), Niall and the team at Mansell Raceway for the brilliant hospitality and of course everyone who attended on the day. As soon as the next date is confirmed I'll let you know.

Jay Brown
ASWMC Training Officer

Goodwood Festival of Speed ...

Stars, Cars, Rain and Sun – the Festival is back!

Following its enforced 2020 sabbatical, the Mastercard Goodwood Festival of Speed returned with a bang – including daily pyrotechnics – from 9th to the 11th July, after being chosen as a pilot event by the UK Government's Event Research Programme. Adding credibility to this decision, the Right Hon Oliver Dowden MP, Secretary of State for Culture, Media, and Sport paid a visit to the Festival on Friday.



Regardless of the event's unique status, the festival drew eager crowds keen to celebrate motoring and motorsport after the enforced break, albeit in mixed weather. Familiar favourites at motorsport's ultimate garden party; the Red Arrows roared overhead Friday and Sunday, an array of elegantly eclectic concours cars graced the Cartier Style et Luxe lawn while the Central Feature displayed a virtual Lotus Emira to both viewers at the event and those enjoying the occasion watching at home.

The festival's theme was "The Maestros – Motorsport's Great All-Rounders" and key amongst them was Roger 'The Captain' Penske, returning to Goodwood for the first time since 1969 when he raced at the Goodwood Motor Circuit in a Ferrari 250 GTO. As well as the great man himself, who was ever quicker up the Hill in the Penske Porsche RS Spyder, was a collection of cars illustrating Team Penske's indelible haul of multidisciplinary titles over the years including NASCAR, IndyCar, Indy 500, Australian Supercars and of course Le Mans. Celebrated alongside Penske was Mario Andretti, reunited with some of his championship winning machines while Jacky Ickx – sadly unable to attend in person – was well represented by a class of sports, GT, and saloon cars which had featured in the great Belgian's career.

After an 18-month hiatus with virtually no motor shows taking place, a host of new production cars made their debuts in the First Glance and Michelin Supercar categories. We saw the INEOS Grenadier, Ford Mustang Mach E GT, Hyundai Ioniq5 and thunderous Land Rover Defender V8 take to the Hill. Alongside them a number of cars made world premieres; the Toyota GR 86, Genesis G70 Shooting Brake, BMW 2 Series Coupé and, of course, the Lotus Evija hypercar.

The stars were not just limited to the cars however, with current McLaren F1 Team drivers Daniel Ricciardo and Lando Norris enjoying some classic Formula 1 machines on the Hill, while Olympian Chris Hoy took on Gravity's jet pack challenge and classic car nut Chris Evans broadcast his Virgin Radio Breakfast Show live from the Festival on Friday morning. On Saturday afternoon the passing of motorsport commentary legend Murray Walker was marked with a poignant tribute from 1996 F1 champion Damon Hill.

There aren't many non-motoring celebrities who can stop the knowledgeable Goodwood crowd in its tracks, but Hollywood superstar Tom Cruise did just that on a surprise drop-in visit on Sunday morning. Cruise was treated to a spectacular display of precision driving and drifting in the Assembly Area by the Terry Grant Stunt Show team. Also new this year was the Driftrhane competition, first run at Speed Week at the Goodwood Motor Circuit in October 2020, the event adapted for the tighter confines of the hill climb. After a smoky, sideways weekend, James Deane emerged victorious in this crowd-pleasing competition.

On a the more inanimate Cartier Style et Luxe Lawn, taking home some silverware at the end of the four days was the 1974 Lancia Stratos HF Stradale owned by famed designer Marc Newson, which was judged to be the finest and best-presented car in the competition.

Meanwhile, at the very top of the estate, the Forest Rally Stage – treacherously slippery when Sussex chalk meets rainwater – hosted a line-up of iconic machines representing the long history of the World Rally Championship.



The interview stage in the rally paddock saw Robin Bradford gently interrogate 1981 world rally champion Ari Vatanen and 1988/9 champion Miki Biasion, who Robin noted represented England's opposition at Wembley later in the weekend!

Both drivers gave moving personal reminiscences of their great friend and fellow competitor Hannu Mikkola.



This year saw the inaugural Hannu Mikkola Trophy, created in honour of the driver who originally designed the stage for Goodwood and who sadly passed away in February, was presented to James Sunderland MP from the Armed Forces Rally Team driving a Land Rover Wolf XD, judged to be the driver who best emulated the Flying Finn's fearless style. The Sunday shoot-out saw Tom Williams' Skoda R5 first on 2:46.7, from Roger Duckworth's Subaru Impreza WRC 2:48.8 and David Wright's Ford Focus WRC 2:49.3.

Final highlight of the Festival of Speed is always the Shootout on the main hill which this year saw a great variety of cars go for a time up the 1.16-mile climb, passing in front of Goodwood House.

Going into the final day Travis Pastrana led in his Subaru WRX STI with a time of 48.10 seconds, but the final was brought to a halt after the Chevrolet Camaro NASCAR of Jack Tetley crashed just before the finish line and by the time the track was cleared, rain threatened the runs of the fastest qualifiers from the previous day. Despite a strong challenge from final runner Pastrana with a time of 46.20 seconds, it was wheel-perfect Rob Bell in the factory-supported McLaren 720S GT3X who took top honours in 45.01 seconds. Third was Jeremy Smith's Spice Cosworth SE88 on 47.16 seconds.

And so ended the 2021 Festival of Speed, a welcome sign that normality is returning.

Ken Davies ©

Images: Ken Davies & Goodwood



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Road Rallying ... 1955 to 2020 ... Part 2

In the Spring Newsletter Ken Davies wrote about the Rally of the Vales from the mid-50s to the early 70s ... fast forward through the late-70s and early 80s, up to the banning of 'Targa Timing' in 1985 ... Dan Pidgeon writes about the challenges for crews in modern road rallies ...

The 2020 'Exmouth Memorial' Rally ...

Determination, perseverance, and some luck were needed when Exmouth Motor Club ran their annual navigational road rally at the end of 2020. With the ongoing Covid-19 pandemic, and most clubman events cancelled, heavily revised procedures enabled Exmouth MC to stage a competitive and safe event in memory of Barbara Carter and Peter Barnard.

With the passing of one of the club's stalwarts at the beginning of the year, the club wanted to honour both his and Barbara's memories, and as they had competed together a new event name was a perfect way to honour them. Previously known as the Barbara Carter Memorial Rally, the event was run under its new title, with two new awards, the Barbara Carter Memorial Shield and the Peter Barnard Memorial Shield, waiting for the winning driver and navigator.

The start venue, Verbeer Manor, near Cullompton only hosted brief formalities, the event 'paperwork' and signing-on having been completed online. A few crews were selected by the scrutineers for a more thorough visual check and once parked in allocated spaces, crews could 'socially distance' in a large area outside the manor house, with plenty of room for everyone to spread widely for the briefing. Route information envelopes, which had been compiled, packed and sterilised 72 hours beforehand, were collected by navigators from a table in the house an hour and three-quarters before their start times.

At 00.01 the first crew left the start on a 6-mile run-out to tackle six timed regularity sections, with all the navigational challenges, hazards, road conditions and weather that a November night in the South-West's lanes could offer. Marshalled and un-marshalled (code-board) passage controls came thick and fast, interspersed with Give Way (GW) junctions, 'long-way round' (LWR) or 'short way round' triangles (SWR), not as map (NAM) junctions and intermediate time controls at unspecified locations.

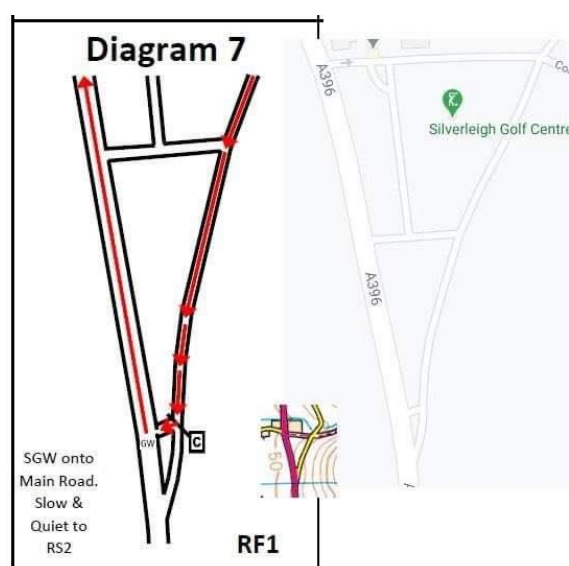
First up in Regularity 1 were 'cautions' for two deceptive jumps; the first ('straight' on the map, but actually offset) surprised several crews that landed at 'interesting' angles, and the second, immediately before a 90 right, saw several crews using a straight-ahead 'white' as an escape road! Some crews struggled with the 'socially distanced' marshalling process and forgot to confirm the first passage board, incurring an early, and costly, five minute penalty. The first 'white' road of the night was, rather to everyone's surprise, one of the smoothest but navigators were soon challenged by narrow 'slots', code boards and a NAM diagram which took crews the long way round a junction to another code board before heading out to a third code board. With no respite, careful plotting rewarded crews that went 'LWR' at yet another triangle to depart west whilst eight crews mis-plotted and departed south, missing the second time control.

Route complexity was the order of the night, with multiple code boards, some on LWR triangles, and some very tight (three-point turn), unsurfaced, overgrown and difficult-to-spot hairpins keeping up the relentless demands on the competitors. Despite this, three crews -

George Williams/Cadog Davies (Mk2 Escort), Kevin Wills/Liam Burns (Subaru Impreza) and Matthew Fowle/Andy Pullan (BMW Compact) were all still clean to the fourth ITC and the Clerk of the Course was starting to wonder when they might drop time – clearly seven very tricky triangles in nine miles wasn't enough!



Above, left: Matthew Fowle/Andy Pullan testing the lock in their burrowed BMW 3 series and, right, overall winners George Williams/Cadog Davies, both at Perridge Ledge Hairpin in regularity 5.



The final control demonstrated the need for accuracy and attention to detail. The organisers provided 'Diagram 7' to clarify the out of date OS map detail, indicating the control location on a 'short way round' white road triangle to Give Way joining a main road (the Google Earth excerpt, near left, - which wasn't given - shows two possible 'wrong-slots'). Despite this extra information, many crews turned too early across to the main road and had to turn around and try again. These included both Wills/Burns and Fowle/Pullan, who dropped 1 minute and 1 minute 36 secs respectively, cementing Williams/Davies lead and leaving them the only crew penalty-free.

Considine/Brown (Ford Fiesta) retired with a blown head gasket in this section, leaving 27 crews to head north to the second, 22 mile, regularity.

On paper this looked easier, with longer runs between controls, but there were bound to be catches in there somewhere! A control board set back in a gateway caught out a few travelling too fast but the straightforward first section, with only one junction, was cleaned by most crews. Lewis/Robinson (Proton Persona) made a major error at the second time control, a mis-plot leading to a one mile detour down a bridleway that was only really suitable for off-road vehicles or tractors ... they made it through, but their reward was a long wait for a marshal to move his truck (parked in the bridleway!) and a 15 minute penalty for the wrong approach. In contrast Williams/Davies were again the only crew still clean to this control.

The perils of 'cutting' corners were demonstrated by Hankey/Roberts (BMW 318Ti), who grounded on a large piece of broken tarmac in the hedge, splitting their tank guard and tank, and losing all their fuel. Hedley/Williams (Ford Fiesta), struggling with the navigation and a long way adrift, decided to call it a night when they encountered the stricken BMW and towed the

crew back to the finish - great sportsmanship! Rough and potholed roads also took their toll, snapping the earth cable on the Hughes/Thomas' MG ZR and losing them all the electrics; by the time they diagnosed the problem they were OTL and so they too headed back to the finish. The organisers had also faced problems, with a re-route required around a road closure and a passage board having to be relocated at the next junction.

The recent weather showed its hand, with first Chris and Faye Beer (in the course opening – 'Zero' – car) encountering a large tree trunk blocking the first difficult 'white' of the night; quick thinking and muscle-work (and muddy boots!) contrived to move it just enough to let competing crews squeeze past. At Pidsley a large amount of water had pooled over the previous weeks and it was interesting seeing how different crews tackled the problem - some took it flat out and then struggled with engine issues and others crept through not worrying about the time loss. Heywood/Layland were the biggest losers here, with electrical problems leading to a complete loss of wipers; with rain setting in, they too headed into retirement.

The next challenge was some 'not as map' corners followed by a group of two crossroads and four three-way junctions; the correct approach and depart for a passage control board dictated the correct route but the code board being knocked down caused some confusion! And, of course, another intermediate time control was just after this series of junctions, ready to catch out any crews who had lost their way, before crews were back onto wide roads and a fairly straightforward final section to the finish of Regularity 2.

Regularity 3 started with a short stretch of 'A' road before threading its way to another deceptive slot, an apparently simple '30-right into hairpin-left' actually disguising that the slot is further along the road, half way around a 60 left, and hidden by a tree ... I'm sure there was an overshoot or two here! Several tight corners (many NAM) and several farms (with associated mud!) littered Hill Lane before crews reached the very wide and straight roads past Dingley Dell. Now in the Taw Valley, along the Tarka Trail, a loop around a cross-road caught out Rice/Disney (Mini), who headed the wrong way around the loop and approached the finish control from the wrong direction, the penalty spoiling an otherwise excellent run on their first ever road rally.

Regularity Four used 'plot and bash', a novelty for a lot of crews; an envelope, given at the start but which they were not allowed to open until their time at RS4, contained a single sheet of tulip diagrams to guide crews through a 10-mile regularity with grid references for the route checks. Crews seem to use one of two distinct, and opposite, strategies ... either '*stop and plot to make sure we don't make a mistake*' or '*crack on and hope for the best!*'. The first check was just after a crest and several crews overshot, including the car immediately in front of Evans/Davies (Subaru Impreza); assuming 4-wheel drive would help them drive around it they took to the grass verge, but the recent terrible weather meant even the Impreza simply bogged down and they were stranded. Two crews and the course closing car all tried to help but eventually they had to wait for a marshal to finish at his control before arriving in a 4X4 to pull them back onto the asphalt. By this time they were OTL and so they decided to return to the finish and retire.

A good example of the challenges set by the organisers came next, with a tricky downhill tightening 90 right before a double triangle with a code board, a slot left onto gravel, then a

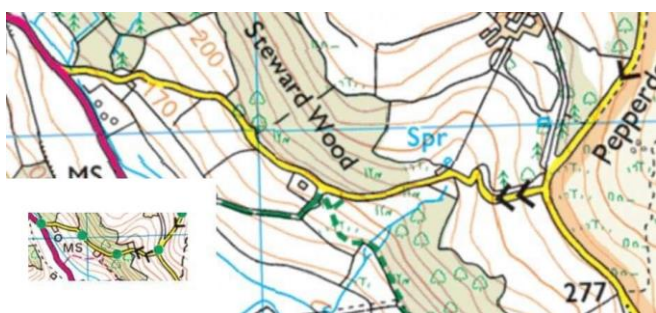
hairpin right into a 90 left, another 90 left to collect a second board and then through a ford and another slot left to head up out of the valley. A GW right then took crews back to near the previous junction and into the third control just two miles after the second. Unfortunately for Davies/Williams, when they reached the GW they were either a tulip too early or a tulip too late and turned left, missing the loop to the third control and picking up a 30-minute penalty, ruining their class lead and fourth overall up to that point!

The fuel halt at Whiddon Down gave crews time to catch their breath, tell their tales of the first half and compose themselves before the regroup control, to recover lost time, announced the start of the second half.

The 28-mile Regularity 5, the longest, demanded concentration for an hour without respite and included the most challenging section of the event. The 'starter' comprised a code board tucked



in at the back of a 'white' triangle and a lane eroded by heavy timber lorries, requiring both accuracy and careful driving on the way to the first time control, where all bar three crews collected time penalties. A relatively easy section then gave crews a short 'breather', although novices Mike/Jamie Raymond (*pictured left, at Fursdon hairpin*) missed a junction and struggled to regain the route; as they were closer to their house than the section end they 'called it a night' and nipped home!



Crews then faced the 'main course', Pepperdon Hall Lane, well known to south-west road rally and trial crews, which is notorious for being very tight, not as map, slippery and steep, and just wide enough to fit a car through between 4ft high dry stone walls up to a very steep over 90 left into a hairpin right. The briefing highlighted this lane as extremely difficult and with poor weather the lane would need 'commitment' and skill to navigate without time loss.



First to 'fail' the climb were Adrian and Adam Beer in their MG ZR (*pictured left, at Wormsland hairpin*) who lost traction at the top hairpin and after several attempts had to move out of the way for following crews, before turning to head back down to find space to turn again for another attempt; full commitment saw them make it to the top, but not without a whopping near-15 minute penalty at the next control.

The Mockridge/Varney A40 had been struggling with clutch issues and the lane proved to be final straw; to add insult to injury they beached on the bank at the top hairpin moving out of the way. Baker/Read took advantage of the 'handily stuck' A40 crew, who helped them push their ailing Mini, suffering with fuel pump problems, through the hairpins. After the clutch cooled, the A40 was freed from the bank and headed back down the hill and set out for the finish. For 'dessert', the successful crews then tackled a very rough 'yellow' (one with ambitions to be downgraded to 'white'!) with leaves and mud making the going treacherous before running into fog, most dropping time despite the lack of code boards or passage controls between the two time controls.

The frequently waterlogged, infamous Bridford 'whites' have been repaired by the local farmer with compacted rocks; the loose nature of the track was cautioned but Patrick and Poppy Blight's Seicento (*pictured, right, at Wormsland hairpin*) suffered freak damage, one stone flicking up into the engine bay, shearing the crank pulley, and another going into the rear wheel arch, taking



out the fuel filler neck. The only car to be affected, this was a shame for another crew on their first road rally who were going well to near the end of the event. Slippery 'NAM' sections and a hard to spot slot left led to the final intermediate time control and a last code board, high on the ridge overlooking the night lights of Exeter. The end of this long regularity saw the leaders drop just 47 seconds, a very impressive performance, with Wills/Burns next quickest but losing over 4 minutes to the leaders.



Left: Semi-Expert class winners Dave Webb and Jacob Williams (Daihatsu Sirion) look like they've been 'straight-on' before Fursdon Hairpin

Right: Father and son team Mark and Sam Weller taking a tight line at Wormsland Hairpin ... Sam is only 14 and getting stuck straight into navigating ...



A lengthy but very welcome long link section took crews through Exeter and past Killerton house to the final 13 mile regularity of the night, which had some interesting obstacles, starting with the road to the first junction littered with abandoned tyres (a mini go-kart track in the lanes!), the narrow, twisty and water-logged 'Weaver Lane', and a confusing double triangle, where Adrian/Adam Beer overshot, plunged their nose into a ditch whilst trying to turn around and needed a tow to regain the road. The Dulford fords posed the last obstacle of the night before the final control outside the Keepers Cottage Inn.

Mockridge/Varney (Austin A40) managed to finish without going OTL and having visited the required number controls were classed as finishers. After a hearty breakfast, crews headed home to check the provisional results online, which were made final 12 hours later at 18:00.

Final Results:

1 st	George Williams & Cadog Davies, Ford Escort, 02:11.	1 st o/a.
2 nd	Kevin Wills & Liam Burns, Subaru Impreza, 10:19.	1 st Experts.
3 rd	Andy Brown & Jamie Mills, Ford Fiesta ST150, 13:30.	2 nd Experts.
4 th	Phil Luxton & Oliver Luxton, Rover 25 – 19:16.	1 st Novices.
5 th	Tim Owen & Sophie Buckland, Peugeot 206, 22:28.	3 rd Experts.
6 th	Matthew Fowle & Andy Pullan, BMW Compact, 22:49.	
7 th	Luke Quinnell & Kayleigh Dingle, MG ZR, 30:33.	
8 th	Dave Webb & Jacob Williams, Daihatsu Sirion, 32:00.	1 st Semi-Experts.
9 th	Adrian Beer & Adam Beer, MG ZR, 36:56.	1 st Exmouth MC Crew.
10 th	Andrew Dawe & Andrew Lowe, Nissan Sunny, 40:42.	
11 th	Peter Stimson & Paul Hoad, Ford Sierra XR4x4i, 52:25.	
12 th	Nigel Davies & Russell Williams, Ford Focus, 58:34.	2 nd Semi-Experts.
13 th	Benn Lewis & Mark Robinson, Proton Persona, 59:52.	3 rd Semi-Experts.
14 th	Ashley Rice & Trevor Disney, Mini Cooper, 1.01:07.	2 nd Novices.
15 th	Mark Weller & Sam Weller, Subaru Impreza RS, 3.28:34.	3 rd Novices
16 th	Eddie Gale & Simon Fudge, Citroen Saxo, 4.36:58.	
17 th	Matthew Baker & Sukie Read, Rover Mini Cooper, 4.58:04.	
18 th	Pete Fowle & Martin Fowle, Nissan Micra K11, 6.54:04.	
19 th	Chris Mockridge & John Varney, Austin A40, 10.19:07.	1 st Historic Crew

Dan Pidgeon

All competitor images courtesy of JMS Photographic -
<http://www.facebook.com/JMSPhotographic>

Around the Clubs ...



Mansell Kart Racing Club had a busy start to the year with club rounds and both the British Karting and Total Karting Zero Championships.

Round Two of the MKRC Championship was held at the end of May with 178 competing drivers in Honda Cadet, Junior Rotax, Rotax Minimax, Rotax 177 and Senior Rotax. There was fierce competition all weekend between club members and a number of drivers joined the round ahead of the British Championships. Sunday's fastest lap fell to Senior Rotax driver Ellis Puleio in 44.40 seconds, with one of the most notable drives of the day coming from James Johnson (also Senior Rotax) who made up twenty-one positions in his Final.



The Wera Tools British Karting Championship was held at the end of June in frequently changing weather conditions, with races for Mini Max, Rotax 177, Honda Cadet, KZ2, Junior Rotax; and Senior Rotax.

Stand-out drives of the weekend were Shenton (Honda Cadets), Bradbury (Junior Rotax) and Holbrook (Senior Rotax) who made up nineteen, sixteen and seventeen places respectively from their starting grid positions. The fastest lap of the weekend was achieved in KZ2 by Glenister in 40.71 seconds.



Having joined the British Championships the previous weekend, Round Three of Total Karting Zero took place in early July, with both Bambino and Cadet karts competing in a rain-drenched weekend.

Maria Ruberto dominated the Bambino class, taking the win in the final by 19.69 seconds, Jamie Warner won the Cadet final in similar fashion, and excellent sportsmanship between all drivers and their families was evident across the whole weekend.



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

 https://www.instagram.com/mansell_kart_club/

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 <https://twitter.com/mansellraceway?lang=en>

 Rob Stewart, Photography by Selborne: <https://www.photographybyselborne.co.uk/>



Bath MC has had a busy Spring and Summer, with several events attracting large entries.

April's Spring AutoSolo at Kemble Airfield ran with a near maximum entry, albeit reduced from the normal numbers due to Covid-19 restrictions. The event was a round of the BTRDA, ASWMC, ACSMC, CMSG and Vincenzo MX5 championships, and FTD was set by Neil Jones from Bala in his very quick Mazda MX5.

The Kemble Targa Rally ran on Sunday 9th May 2021 as a dual permit Clubman and Interclub event, and with the cancellation of several other scheduled rounds due to Covid-19, the event became the first round of the DL Motorsport Parts Ltd ASWMC Targa Road Rally Championship. The full entry of 75 cars filled in just eight minutes, with twenty of crews registered for the ASWMC championship. This year's event ran as a compact multi venue format, making use of two new venues, Charlton Park and South Cerney Airfield, to give nine tests totalling 25 miles.

The Clubman event was won by Gary and Bradley White, whose total time was faster than the Interclub winners, John Davies and Nick Bloxham.

*Right: John Davies and Nick Bloxham
(Image - 569 Motorsport Media)*



John Davies topped the ASWMC championship drivers from Gavin Rogers and Keith Lane, with Steve Conner, Daniel Stone and Simon Harris the three leading navigators.

Bath MC was prominent in Autocross in the '70s and '80s, including running the National Finals one year, and have returned to the discipline, running their second event in recent times on 5th and 6th June at Long Newnton, Near Tetbury, in Wiltshire.



A round of the of the 1st Choice Finishes ASWMC Autocross Championship, the recent heavy rain cast some doubt on whether the field would be suitable, but heat and sunshine came in the week before and all was well on the day, with a healthy entry of 54 making it worthwhile. The high-speed nature of the course lead to couple of rolls which held up proceedings, but no one was hurt.

*Above: Winner of the Bath MC Autocross - Luke Holly.
(Image - Paul Morris Motorsport Photography).*

FTD of the weekend went to Luke Holly, the Best Lady award to Grace Holton and Best Junior to Jamie Raymond.

The club's most recent event was the eighth running of the Aquae Sulis Tour, designed as a leisurely drive around the Wiltshire and Somerset countryside. Fifty-nine crews started the event in cars varying in age from a 1933 Riley Nine Special, several Austin Healey 3000s, a couple of '60s Jaguar E-Types to a 1999 Rover Mini Cooper Sport. The 100 mile route wound its way through several picturesque villages in the Bath area, many of which have been used for costume dramas and films, with the lunch stop at Bowood House; a great day was had by all.



Aquae Sulis Tour entrants gathered on the grass at Bowood House (Images- M and H Photography)

The club is running another championship-round Autosolo in early August and some club-only events, with a full entry for its Summer Jogularity, and a planned Walking Treasure Hunt. The club's 'Night Targa' (2nd and 3rd October) will employ venues normally used on the Festival Targa ... more details are on the club website and Facebook pages.



The club has also been getting to grips with its Environmental Policy, through its Environmental Champion, Andy Cross and chairman, Dave Whittock; as a result the club has now received accreditation from Motorsport UK, the first club in the country to gain this award. Keep safe and enjoy your motorsport!

Martin Moore
Competition Secretary



Exmouth MC will be running their Exmouth Memorial Rally on 13th and 14th November and entries will be open on 13th August. Marshals are also welcome - please! For details go to <https://www.exmouthmotorclub.co.uk/> or <https://www.facebook.com/ExmouthMemorialRally/>.



Bristol Pegasus MC will be holding a Sprint at Castle Combe on the 16th October; the event is not a round of the ASWMC championship but members of ASWMC member clubs are invited.



Torbay MC launched their Junior Driver Award Scheme in April, with the first four awards going to drivers making their debut at the club's Spring Autocross. Each received a cash award to help them with future entries, equipment and fuel. The recipients were:



Gemma Raymond



Luke Ashley



Tia Booley



Jack Meredith

(Images – Paul Morris Motorsport Photography)

Roy Sims (Comps@torbaymotorclub.co.uk)



Salisbury & Shaftesbury Car Club are looking for experienced marshals for their Bustard Targa Rally on Saturday 20th November 2021. The event will follow a similar format to the 2019 event, with all tests within or near Worthy Farm, Pilton, and no competition on the public

road. with a similar format as in 2019 ... with the cancellation of 'Glasto' this year, entering or marshalling may be your only chance to see Worthy Farm in 2021! The club hopes that the popularity of the previous Bustard, Great Bustard and Palladwr events will encourage the loyal marshals and competitors, including those from 'far away', again (you may recall that the 2019 year's winners were also the furthest travelled).



Above: Bustard Targa 2019 Winners, Bevan Blacker/Niall Frost (Image: Andrew Manston, M and H Photography).



Launceston and North Cornwall Motor Club ...

Well, at long last we have been able to hold some events! On the 8th May the club held the Northgate sporting trial at Lifton, Devon. This attracted an entry of 12 who enjoyed competing in some areas of the site which had never been used before.

The Overall winner was John Fack, with Roland Uglow second and Richard Sharp third overall.

Right: John and Jerome Fack



The Launceston Trial was held on the 30th May with a good entry of 49 cars and bikes. The event as always attracted a very varied selection of vehicles, with drivers and riders enjoying competing over 20 challenging sections and one special test in Lew Woods, Devon.



The Fulford Cup was won by Ryan Tonkin for top car and the Cycle Bowl for top bike by Richard Maddern. Many congratulations to them.

The Motor Traders Car Trial was held on the 11th July at North Petherwin, Cornwall, attracting 21 entries. Heavy rain made conditions very slippery, causing an early end to the trial, with David Robinson winning the event after a truly testing days sport.

Right: File photograph of winner David Robinson on a previously dry and sunny Motor Traders!



One of our committee members, Simon Oates, has also been in the news recently and congratulations are due to Simon for his Gold medal and Best Car award on the MCC's John Aley Summer Trial.

On Saturday 7th August the club will be holding a car and bike display in Launceston Town Square to celebrate its centenary, albeit in what is now the 101st year due to Covid! The event will run from 10 a.m. until 2.00 p.m., with a wide variety of vehicles to view, ranging from production cars, trials specials, classic motorbikes, etc., many of which are multiple award winners, some at National level. We would like to meet as many fellow enthusiasts on the day as possible, so if you are in the area please come along and have a chat – we'd be delighted to see you.

All images courtesy of Jonathan Kelly.

Andy Prosser



Remaining Castle Combe 2021 Race Meetings ...

30th August Race Day
18th September Finals Day
2nd October Autumn Classic

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ASWMC 2021 Hillclimb Championship

The championship is looking much improved compared to 2020, with 78 registered contenders currently, just 11 less than at the end of the 2020 season; unfortunately we have lost Gurston Down due to Covid restrictions, Manor Farm and Tregrehan due to venue unavailability and Castle due to track surface problems. Seven rounds have run but the Wildlife Wiscombe event had to be cancelled due to paddock conditions. Three rounds are left to run - the 5 Clubs weekend on the 4th and 5th September and the Wildlife (Manor Farm replacement) event on 26th September.



The championship is tight at the top, with a close fight between Ben Bonfield (pictured, left, at the rain-soaked Torbay MC Wiscombe) and Rodney Eyles; Andrew Forsyth, Jim Faulkner and Steve Hill are currently 3rd, 4th and 5th, but these three could soon be challenged by Tony Wiltshire, Ian Ingleheart and Ed Hollier, who are currently in 20th, 22nd and 24th places ... it could soon hot up!



Left: Rod Eyles (Alfa Romeo 4C)

Below, left to right:

Andrew Forsyth (OMS CF04), Jim Faulkner (Westfield) and Steve Hill (Caterham Superlight).



(All images: Nigel Cole)

ASWMC 2021 Sprint Championship

The Championship has been particularly badly affected by the Covid restrictions for the early rounds at Castle Combe, Treloy, Portreath, Abingdon and Llandow. Later events also cancelled or postponed are the Abingdon Carnival Sprint postponed until 25th September due to filming, Treloy having to be cancelled due to the G7 summit and other ongoing works, and Portreath due to venue unavailability. Seven events are due to run - Pembrey on the 14/15th August, the revised Abingdon Carnival on the 25th September (if filming has finished), Clay Pigeon on the 3rd October, Perranporth on the 10th October and the revised dated GWS at Castle Combe on the 23rd October.

The top 2 in the championship are Dave Greenslade and Simon Clemow, sharing the same car, and until the recent Torbay MC's Clay Pigeon event there was nothing to separate them (disregarding the Perranporth where they drove the spare MX5). Martin Prescott, Stephen Wareham and Dave Sims are 3rd, 4th and 5th with Stephen holding some good scores and most likely to challenge for a top 3 place. Others who could move up to challenge for the podium are Tony and Ben Bonfield, and Steve Hill, if they can generate enough scores.

Roy Sims (speed@aswmc.org.uk)

Perranporth Gallery ...



(All images- 569 Motorsports Media)

2021 Car Trials Championship

The championship is currently on its summer break having completed 5 of the 7 qualifying rounds – with the double-points scoring season finale to follow.

Attendance has been a little sporadic with only one contender at Round 1 (Andy Wood at Bristol Pegasus) and only one at Round 2 – Mark Hoppe at Ross' Spring Fling trial. Both took 9 points away but the numbers grew considerably at the Windwhistle and Woolbridge double-header weekend in Late May.



Top left - Simon Harris, VW Golf

Top right - Duncan Stephens (Fugitive)

Bottom left – Andy Webb (Citroen Saxo)

Bottom right – Gary Morris (Vauxhall Corsa).

Images courtesy of Duncan Stephens, Chris Coope and Nick Farmer.

Seven contenders on each day fought for points, with Simon Harris (Ross & DMSL) making the trip in his Golf worthwhile to bag 18 points for a 3rd and a 1st. However, the top scorer was Duncan Stephens, driving his Fugitive on Saturday and Mark Hoppe's Melos on Sunday, taking a total of 19 points. Gary Morris (Vauxhall Corsa), Will Lawrence (Fiat Panda), Mike Dore (Citroen AX), Andy Webb (Citroen Saxo) and Wayne Grimshaw (Vauxhall Corsa) all made their season's debut and put points on the board.

Round 5 saw a return to just two entrants – with Mark Hoppé taking another 9 points to top the table and fulfill the three qualifying rounds to be in with a chance of the overall prize. Gary Morris also made the trip to Ross and landed a good 6 points to also qualify with three events completed.

As it stands, the Top Three on points are Mark, Duncan and Simon. However, with the calendar as it is, with his May holiday moved due to Covid, and missing the Spring Fling, Simon may not be able to compete on the three required events. But with two events still to run before the final, any contender who has competed once can still qualify if they return to Windwhistle in September and Minehead in October. The November final will be hosted by Woolbridge MC and is sure to be keenly contested, with double points available and a lot of tough local opposition.

Away from the championship, it is good to hear that Silverton and Mid Devon MC will be running a trial in late July – I really hope it is a success for them and perhaps we will have another round in the 2022 calendar.

Of course, any club that runs a trial would be a welcome addition to the championship – I promise not to make it too onerous for you to invite the championship. It seems we need more in the heartland of the Dorset/Somerset/Devon border area to entice a few more out ... but you need to ask your club to promote a round !

Happy Summer holidays!

Mark Hoppé (trials@aswmc.org.uk)

2021 Classic Reliability Trial Championship

Torbay MC's Trial on April 11th was carefully planned to meet all the Covid constraints, including the imposed requirement for 'driver-only' cars. Sections included woodland tracks as well as traditional lanes, and this year the sections likely to attract spectators were avoided. The trial route was very well marked and all drivers were given the 'what three words' for the start of each section to aid navigation.



The entry was dominated by Class 8, including some regulars in 'new-to-them' cars and Dean Vowden's immaculate Lonsee Special (above, left). Duncan Stephens in his newly acquired Fugitive took class honours, beating Dean by just one mark. Teenager Jack Selwood, driving the Haizelden white Scimitar (above, right), won the trial overall, dropping just 3 points.

A week later Camel Vale MC's Presidents Trial took place in Bonyalva Woods near Hessenford, an event that had to be carefully planned by James Shallcross and Ryan & Ben Tonkin. It was also well received by the competitors and their passengers/navigators. Dave Haizelden won the trial overall in the white Scimitar and Stewart Green again came third in the very competitive class 8.

North Devon MC's Exmoor Trial finally took place on April 25th having been cancelled in February 2020 due to the effects of Storm Dennis and then postponed in February 2021 because of Covid. Another well planned event, it featured a near full entry and included a range of different sections, finishing with the infamous 'High Bray'. The sections at High Ridge were particularly high scoring and sorted out the class orders. Teenager Charlie Merson, in only his third classic trial, beat his father Paul on observed test times to win both class 8 and the trial overall. Keith Sanders won the battle of the Scimitars in class 5 and came third overall.

The fourth trial, and the last before the summer break, was Windwhistle MC's Bovey Down on May 9th. This was held in the privately owned woodland which includes the famous MCC 'Norman's Hump' and 'Clinton' sections. Competitors were given a map showing the sections and routes, and an ordered list in which to complete them, covering twenty-three hills and a wide variety of ground conditions. A new section on clay, 'Green Bank', in memory of member John Green, proved very slippery; Aaron Haizelden (back in his 2020 championship-winning green Scimitar) lost 12 points here but still went on to win overall with a total score of 13 points. Paul Merson took revenge on son Charlie this time, going on to win class 8.

The championship is very close at the top with James Shallcross in his class 1 Peugeot in the lead, and a mere three points separating the top five.

The championship resumes with Minehead MC's Exmoor Clouds on September 5th and then, hopefully, another seven more trials before the end of the year.

Carlie Hart (classictrials@aswmc.org.uk)



2021 DL Motorsport Parts Targa Road Rally Championship

Bath MC's Kemble Targa saw the 2021 championship underway on 9th May, attracting a very strong entry of seventy-five from around the country; fourteen drivers and six navigators were registered contenders, and the event was also a round of the BTRDA and CMSG Targa Championships. Following the cancellation of the Bath Festival Targa, the event used tests at Kemble airfield, Charlton Park Estate and South Cerney airfield, the latter two venues never having been previously used for a Targa Rally. Leading the field away were previous Kemble Targa winners Ben Griffin/Steve Conner (Peugeot 106) with other ASWMC contenders John Davies/Nick Bloxham (Puma) at 4, Gavin Rogers/Georgina Clark (Mk 2 Escort) at 5, Jason and Dan Stone (Mk 2 Escort) at 8, Keith and Martin Lane (Ka) at 10 and Chris and Jamie Woolley (BMW 318) at 11.

Right - Gavin Rogers/Georgina Clark in front of Charlton Park House.



Crews faced nine tests, with the morning's action consisting of a loop of the three venues, Kemble, Charlton Park then South Cerney (which was run twice), before returning to Kemble for lunch. The same tests were run in the afternoon, with the final Kemble test using with a different layout.

Davies/Bloxham took an early lead with fastest times on the first two tests before losing time on the South Cerney tests which demanded power rather than technique. At lunch it was very close, with the early leaders hanging on an 8 secs advantage from the lowly-seeded Barry and Cameron Young (Renault Clio), with Steve Retchless/Sasha Heriot (Mk 2 Escort) 20s further back, just 1 sec ahead of Rogers/Clark and Lane/Lane 5 secs further adrift.



Above - John Davies/Nick Bloxham waiting to start the final test at Kemble Airfield, followed by Gavin Rogers/Georgina Clark, and Jason Stone/Dan Stone.

Images courtesy of M & H Photography.

Everyone was quicker on the afternoon loop but as a few mistakes started to creep in, the top places changed; Davies/Bloxham maintained their lead, finishing 1st Overall with Rogers/Clark making up a few places to finish 2nd. Lane/Lane kept up a good pace to finish 5th, with Griffin/Conner rounding off the top 10, giving Steve maximum navigator points.

Many thanks to Bath Motor Club for putting on a great event run under the Covid restrictions that were in force at the time.

The next two rounds, Ross & District MSL's Hatsford Targa on Sunday 8th August, and Forrester's CC's Venta Silurum Targa at Caerwent on Sunday 22nd August, both have full entries already, which bodes well for all the remaining rounds to run with a good level of support from competitors.

Gavin Rogers (targaroadrally@aswmc.org.uk)

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2021 Southern Counties 1st Choice Finishes Autocross Championship

What a start to the year! Torbay MC welcomed 67 drivers to the opening event of the season at Coryton Park, Kilmington in April and the weather gods played their part to perfection! A fresh grass venue, with a wide 1300m course allowed for the first 4-abreast start for a number of years, which made for some great 'racing' to the first corner.



Everyone seemed to enjoy the track and weather, especially on Sunday when Roger Matthews treated us all to the wonderful sight of his historic-spec Mk 1 Escort being thrown around!

North Devon MC weren't so lucky when they welcomed everyone back to Sugworthy after its 'restoration'. After all the hard work put in by everyone involved, the venue itself looked tremendous, so it was such a shame that the weather turned so dramatically. With so much rain in the preceding weeks, only practice and two timed runs were completed by the majority and the paddock resembled what can only be described as 'the Somme'. Mark Tredwell set a first run time that wouldn't be beaten, to take his first FTD in the Hayabusa powered Mini.



Above Right: Mark Tredwell's Mini Hayabusa (Image – 569 Motorsports Media)

Below, Left: Rob Hingston (Cinquecento V6); Right: Stephen Frost (Images: Paul Morris Motorsport Photography).



At the beginning of June, Bath MC continued the trend with another strong entry at Long Newton, this time with good weather. Luke Holly was certainly feeling at home in the Yacar Crosscart, taking his second FTD of the season. Josh Burnell and Matthew Westlake were a little less fortunate, both inverting their cars and sustaining enough damage to create work for busy workshops over the following weeks.

South Hams MC returned to the familiar venue at Zeal Monachorum and a new track layout which proved popular with the competitors. The one with the biggest smile when rain stopped play after the first runs on Sunday was Rob Hingston, who took his maiden FTD in the spectacular V6 Cinquecento.

After the May event, everyone made an apprehensive return to North Devon MC's Sugworthy venue but a great deal of work had been done by their ever-hardworking team to reinstate the track and paddock, and what a great job they did. If you hadn't been there in May, you wouldn't have known any difference, with an excellent track layout and glorious weather making a superb weekend. Very few holdups meant for an efficient event and plenty of time for socially distanced socialising – provided you weren't having your hand stitched while a mobile welder repaired your car at 3.00 a.m. on Sunday morning and then willing helpers bolted it back together. So it was quite a surprise to see Rob Hingston climb back in to compete, bandaged and still giving it his all! Well done to all involved, not just with Rob's car but to all those that helped one another and made the weekend a huge success.

Witney MC's event is next, but they have had to change the date by a week to August 7th and 8th due to a delayed harvest; if previous events are anything to go by, it should be a 'blast'....

Colin Anderson (autocross@aswmc.org.uk)

2021 Autosolo Championship

This has been a very challenging year for the championship, with half the rounds now either already cancelled, or very likely to be cancelled, due to venue restrictions or lack of availability, or the effects of Covid 19. Competitor numbers are also down this year, with the reasons given including the commitment to the number of rounds, the travel required and the cost to complete the championship.

To address this, subject to ASWMC committee approval, the plan is to reshape the championship for 2022, with fewer rounds and a more south-west focus, so that less travel will be needed.

The Top Three at the time of writing are:

- | | |
|-----------------------------------|--------------|
| 1 st - Philip Turner | 48.2 points. |
| 2 nd – David Fooks | 38.2 points. |
| 3 rd - Geoff Bromfield | 25.4 points. |

Philip Turner (autosolo@aswmc.org.uk)

Obituary

Vince Woodman, 1938 – 2021.

As a local west country hero, Vince Woodman, who died on 2nd May, was a spectator's favourite at Castle Combe circuit during an eminent national and international racing career that spanned more than 3 decades.



Born in Bristol 6th August 1938, he started competing in 1965 using a Triumph TR3a, Jaguar E Type and then a Ford Lotus Cortina first in speed events before making his racing debut in the Lotus at Castle Combe. Over the next 3 decades the Woodman name would go on to become synonymous with successfully racing a range of Ford's performance saloons.



It was during his early racing career that he was also building a Ford Main Dealership in Bristol, becoming the UK's youngest Ford Main Dealer by 1970, at the age of 33. From 1969 to 1973 he raced a Broadspeed-prepared Ford Escort with a choice of 1300 cc or 2-litre Cosworth BDA engines and in 1973, this combination scored 22 race wins, including some in ultra-competitive British Saloon Car Championship races, forerunner to the current BTCC.



In 1974, when the BSCC introduced Group 1 regulations, he changed to a Chevrolet Camaro Z28, successfully winning several races against established V8 stars including Stuart Graham and Richard Lloyd.

In 1976, the RAC imposed a 3-litre limit in the BSCC, and Vince was conveniently able to revert to the Ford marque with a Esso Uniflow sponsored Capri 3000 GT, famously winning the high profile race supporting the Brands Hatch Grand Prix meeting in front of 100,000 spectators. Venturing into the competitive 1970s international arena, Vince then raced in the Spa 24 Hours with fellow west-country driver Jonathan Buncombe as co-driver. Held on Spa's original and daunting road circuit, 90 cars started the race and 24-hours later, Vince and Jonathon finished an amazing third overall, following up later that year with fifth place in the RAC Tourist Trophy at Silverstone.



But Vince never forgot his roots – or perceptively, his Bristol-based Ford dealership – and when not contesting BSCC races he entertained the plentiful Castle Combe spectator banks with a Broadspeed-built Cologne Capri RS3100 he'd acquired from Germany and in which he scored a class win in the BRSCC SW Saloon Championship. During 1980-82 Vince continued in the BSCC with more podium finishes and also returned to the Spa 24 Hours finishing in fifth place overall with Jonathan Buncombe and Pete Clarke co-driving. In a rare departure from the Ford marque, Vince raced in the 1984 Donington 500 round of the European Touring Car Championship sharing a BMW 635CSi with James Weaver, finishing second behind Jaguar's XJS driven by Win Percy and Chuck Nicholson ahead of a high-quality field.



The mid-eighties saw the introduction of the BRSCC's spectacular Thundersaloon category and Vince joined forces with future BTCC champion John Cleland, first in a Holden Commodore imported from Australia, with which they won the 1986 Thundersaloon title, before switching to a 5.7 litre, British-built Vauxhall Carlton to capture the 1988 title, with seven wins from 10 races, then scoring a hat-trick by adding the 1989 title.

In 2008 Vince and the Broadspeed Capri V6 returned to Castle Combe, when, with Dan Cox co-driving, Vince took his final victory. Sadly, Vince suffered a stroke in 2009 from which he never fully recovered.

A talented and versatile touring car driver, Vince never forgot his first foray into racing or his many victories at Castle Combe his home circuit, remaining a generous supporter of the track through his VMW Ford dealership and providing several Course and Safety/Pace cars from his Bristol dealership. He was also among the loyal circuit and race day programme advertisers. Vince is survived by wife Caroll and five children, and we offer them, and his many friends, our sincere sympathies.

Ken Davies ©

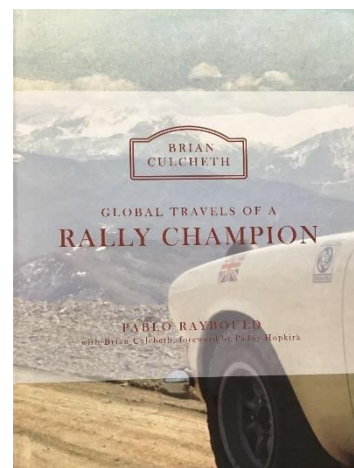
Images courtesy of Dave Vass, Pete Stowe, John Gaisford, Ted Walker/Ferret Fotografics & Bill Riley.

Book Reviews ...

Brian Culcheth – Global Travels of a Rally Champion

By Pablo Raybould & Brian Culcheth

Written by Pablo Raybould in close collaboration with Brian Culcheth, this book meticulously charts Brian's career as a professional competition driver from his formative years – duly inspired by a proactive Harrow Car Club – to becoming one of the most successful factory drivers with more than 125 national and international rally starts to his credit. Brian remained at the forefront of rallying for two decades, during which time the sport was perhaps at its global zenith.



Versatile, capable, dependable, and determined, Brian spent most of his career with BMC/British Leyland and Triumph, scoring 7 outright rally wins and 21 class victories. One of these was on Finland's 1,000 Lakes Rally, the first non-Scandinavian driver to do so and, driving a Morris Marina, an unlikely rally car he spent time to engineer and develop into an international class winner.

Then after joining Opel, Brian became 1978 British Rally champion, winning his class in all seven rounds of the championship in a Kadett GT/E against fierce international competition. Opel's Teutonic efficiency and the instant success it brought 'Culch' just confirmed that he had spent too long driving flawed and mechanically unreliable competition cars – read Dolomite and TR7 – and what could have been if he had switched teams sooner?

Also ranking among Brian's high-profile rallies was 24th overall on the gruelling 1968 London to Sydney Marathon with Mike Wood and Tony Fall in an unloved Morris 1800 Mk2 and second overall on the 16,500-mile 1970 World Cup Rally in a British Leyland Triumph 2500 PI, with regular co-driver Johnstone Syer. These achievements should not be underestimated as the events were popularly considered the toughest rallies ever run and unlikely to be repeated.



Brian's vivid recollections also include the capricious nature of major motor manufacturer's competition budgets and some unfathomable team management instructions, including disconnecting anti-roll bars and using slick tyres in wet weather – without consulting drivers!

This well-written book, with foreword by friend and former BMC colleague Paddy Hopkirk, chronicles individual rallies, races and rallyingcross events that Brian accumulated on his CV during an illustrious career that began as co-driver on the 1959 London Rally in a VW Beetle, and ended as a works Opel driver on the 1979 RAC Rally.

Now living in Porlock, Brian's distinguished rally career is perhaps summed up in his own words: 'It was frustrating that after a fourteen year association with BMC/BL, I never won a championship, but after just one year at Opel I became a champion.'

The depth of detail contained in this niche, self-published book illustrates that he maintained detailed diaries, notes, and images, capturing almost every event. The author himself is a former BMC employee twice removed, having been an Austin/Rover engineering apprentice and competitor, providing him with a realistic understanding of how the motorsport world works. If you are an enthusiast, you simply cannot afford to miss-out reading this book! Copies available direct from Pablo Raybould at £32.00 inc UK P&P. Email: pablodaybould@blueyonder.co.uk



Report & images Ken Davies ©

Images: Brian Culcheth is reunited with his 1970 World Cup Rally Triumph 2500 PI and old friend and competition adversary, the late Barrie 'Whizzo' Williams at Castle Combe Rallyday in 2016.

Cyril Kieft and his Racing Cars 1949 – 1955

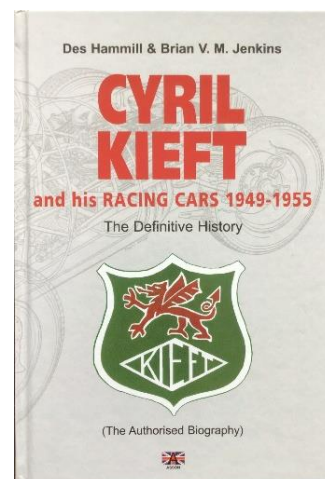
The Definitive History By Des Hammill and Brian Jenkins

Unlike best-selling blockbuster novels, specialized books on niche subjects tend to trickle off bookshop shelves over a far longer period of time, so it was perhaps not unusual to receive a fresh new copy of Cyril Kieft's definitive racing biography some sixteen years after it was first launched in 2005!

Despite the delay, this authorised biography proved a thoroughly absorbing read which chronicled not just the 6-year manufacturing history of Kieft racing cars but also the life of a gifted industrialist, serial entrepreneur, manufacturing specialist and down-to-earth family man, whose own modest racing career spanned just one Welsh hill climb and a couple of record attempts.

Written by Des Hammill in conjunction with Brian Jenkins, in a perfect alliance of research and historical experience, the former having spent three years painstakingly researching the book with Cyril Kieft himself and the later having attended many of Kieft's real time races and hill climbs as an active Welsh competitor.

The book records the cars Kieft built, from successful 500cc Formula 3 to the F2 car which never made it into F2. There is also a chapter on Kieft's two ambitious Formula One cars which he finally saw fitted with the long-awaited Coventry Climax FPE engine while in Bill Morris's capable ownership, just two years before he died in 2004 aged 93. He described that visit to



Silverstone as one of the best days of his life. There were also Kieft sports cars, both road and competition versions, including racing at Le Mans.

Britain's immediate post war era saw some of the military trained engineers with the versatility and ingenuity which had been key to Britain's war effort now turn their peacetime endeavours to designing and building racing cars, an industry in which Britain was, and still is, a global leader. Proprietary built cars were produced by talented individuals whilst larger, well-established companies joined the fledgling industry.

Kieft was one such company who, using established manufacturing facilities and in-house engineering expertise, quickly made an impression with their swing axle 500cc cars, produced first in Bridgend and later Wolverhampton. The F3 category of the day was ultra-competitive and seen as a stepping-stone for more ambitious drivers so it made sense that a young Stirling Moss first drove a Kieft, together with loyal Don Parker, who scored several significant race wins. Other Kieft drivers included RAC hill climb champion and Welsh racer David Boshier-Jones and future F1 billionaire Bernie Ecclestone. But in truth, Kieft never made money from his racing sideline and sold the business in 1955 for its new owners to continue limited production.

For those interested in Britain's pre and post war steel making and manufacturing industries, Kieft's core business activities in these two critical sectors of the market place provides a fascinating backdrop to the book's main racing car theme and, in addition, Kieft was the only Welsh car maker of that time. All considered, this well-written tome provides a great insight into both Kieft and the more general world of motor sport during the buoyant immediate post-war decade.

Generously illustrated with many previously unseen images, the well-presented 258-page hardback is published by Asson Publishing as part of its Historic Racing Car Series, priced at £19.99 for UK sales. ISBN:0-9546391-1-1

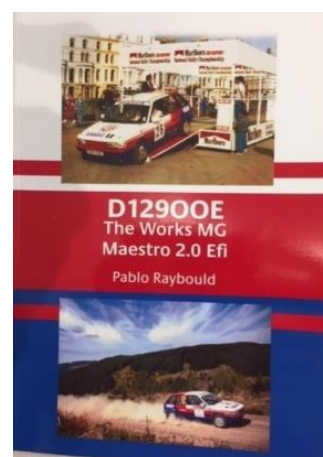
Ken Davies ©

D12900E – The works MG Maestro 2.0 Efi

Despite its unusual title, this quirky book is nevertheless a fascinating read that chronicles the biography of probably the last 'works' competition car ever produced by the Austin Rover Group; a patriotically painted red, white and blue MG Maestro Efi with a truly eclectic and unique provenance.

Our story really begins in 1986 when the FIA banned group B rally cars from world championship events following several fatal accidents, thus making ARG's flagship competition car, the Williams Engineering designed MG Metro 6R4, redundant, meaning Austin Rover Motorsport closed its doors for the last time.

Undeterred, as well as the Rover SD1 saloon car racing programme run by Tom Walkinshaw Racing, ARG retained a presence in motorsport by supporting its home-market one-make championships for; Metro Turbo, Mini Seven, Rover 216 GTi and the MG Maestro Challenge.



Sponsored by Esso then Mobil 1, the MGMC was an innovative multidiscipline series that crisscrossed the UK and sometimes even abroad, with a series of races, rallies, hill climbs and an auto test.

As well as attracting a bunch of versatile clubmen competitors, ARG provided two fully prepared 'Celebrity' MG Maestros driven by media personalities and established stars of motorsport including, Damon Hill, Gary Brabham, Malcolm Wilson, Jeff Allam and Tony Pond. In fact, it was ARG development driver Pond with regular co-driver Rob Arthur who took D129OOE to a hard-fought class win (Group N3 up to 2,000cc) on the 1987 Manx International Rally, perhaps the car's most distinguished result?

Registered February 1987, D129OOE was 'borrowed' from ARG's Methods & Techniques Department to be stripped and prepared by a select team at Cowley, but Roger Dowson Engineering at Silverstone acted as a skunkworks for the project, building a blueprinted engine and developing the performance into a competitive class winner. Development drivers included successful rallyists Colin Malkin and Ian Beverage, while Tony Pond and Malcolm Wilson – both members of ARG's MG Metro 6R4 team – honed the Maestro's handling at several tarmac and gravel venues including the MIRA's proving ground.

During a highly active life, D129OOE not only competed in 4-years MG Maestro Challenge events but also many stand-alone races and rallies including 6 RAC rallies, followed by a latter-day rally career in the Middle East until homologation expired. Professionally researched by ex ARG apprentice, former owner and MGMC competitor Pablo Raybould, this well-illustrated soft-cover A4 volume provides a fascinating insight for those with an interest in 1980's motorsport, and one of the last championships to come from what had formerly been the all-conquering and fiercely patriotic British Motor Corporation.

Just like grandpa's old axe – four new handles, two new heads – D129OOE is an enduring survivor of a life spent in competition, with drivers of varying abilities wringing every split-second from the compact five door saloon's 115bhp, SOHC, multipoint injected engine and Honda designed, close ratio 5-speed gearbox. This understated Hot Hatch would go 0-60 mph in 8.5 seconds, a full second quicker than VW's Golf GTi!

Your book reviewer must declare a bias however, as a former competitor in the MGMC Challenge series 1987/88, with fond memories of both the championship and D129OOE in action, sometimes leading and sometime trailing on events, depending on its driver. If you are a collector of niche motorsport literature this tome is a must, but hurry as the first print run is limited to just 100 copies. The no frills, down to earth biography is available at £25.00 inc UK P&P from: - pabloraybould@blueyonder.co.uk

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