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Summer 2020

Welcome to the 2020 ASWMC Summer Newsletter

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I had thought that this issue of the ASWMC Newsletter was going to be rather 'slim', but to my surprise it has turned out at exactly the same number of pages as the Spring offering.

This is due in no small part to the clubs that have sent in reports and news of their activities in these most extraordinary times, but most particularly to Ken Davies, who has been sitting at the smoking keyboard tapping away like a man possessed to produce a report on the first race meeting at Castle Combe this year, a book review, a short piece on the Castle Combe Trust and lastly, but sadly, an obituary for John Price, who passed away in April this year. Thank you, Ken!

As events start to re-start from their enforced absence, the signs are that the appetite for competitors to 'get the show back on the road' is undiminished. Sprint, hillclimb and autosolo events are filling their entry lists within days, hours in some cases, and there is no reason to suppose that Autocross won't follow the same pattern when their season starts in late-August.

I look forward to hearing about all your events in time for the Autumn issue, which is scheduled as usual for Mid-October.

Rupert Barker - Newsletter Editor

The Editor's comments in this column are personal and do not necessarily reflect the views of the Association, its executive committee, or other officers.

Cover Page Photo: *With no rallies in prospect yet, one solution to motorsport deprivation is to enter a navigator-less event ... Bournemouth & DCC member Lewis Arkinson entertained, and took 2nd in the Rally Car class, at Torbay MC's Clay Pigeon Sprint (Image courtesy of Howie Fowler at 569 Motorsports Media).*

Association
Partners:



From the Chair ...

I have been involved in two Motorsport UK Webinars in recent weeks, the first for Sprint & Hillclimb organisers and the second for Clerks & Stewards. These were, in effect, nationwide meetings, and the first had attendance in the mid-80s and the second 155. It says something about the current circumstances ... I think the chance of anything like those numbers being achieved for a live meeting normally is, frankly, remote in the extreme.

The organisation of two local upcoming events, the Bristol Motor Club Castle Combe event in mid-July and the Welsh Sprint weekend in mid-August. The former team, with almost everyone from in or around Bristol, wouldn't have found it too difficult to meet 'socially distanced' but the Welsh team, with folk from east of Bristol to West Wales, would have found it impossible, particularly as the Welsh government banned travel over 5 miles until 6th July. So, Zoom meetings have been a bonus, and I suspect this is something that will be used more widely in the future. Our ASWMC region covers a large area and if this technology encourages wider participation among members clubs that can only be a positive.

Other aspects of event organisation that have had to 'go digital' during the pandemic era include Competitors' and Officials' signing-on prior to the event and the Clerk of the Course's drivers briefing. Personally, long may this continue!

Unlike many organisations the ASWMC Executive has been reluctant to cancel its championships and only two, the Car Trials and Targa Road Rally Championships, have actually had to admit defeat so far.

Interestingly, on 8th July 1950 Bristol Motor Cycle and Light car Club ran their first race meeting at Castle Combe circuit. Seventy years later, almost to the day, the first post-pandemic sprint was held at the same circuit.

I would be interested to hear about your club's post-pandemic organisational experiences. Those of you from the rally world, I know, are rather 'up a gum tree' for the moment. But what about those in other disciplines? I ask this as there seems to be a marked contrast between those clubs anxious to resume organising events and others that have shown a reluctance to restart until 2021.

Paul Parker

Notes from the Executive Committee Zoom Meetings ...

10th June:

Paul Parker reported that the regulations will change to allow Junior drivers to enter speed events from their 14th birthday. Three Sprint events have to be completed on 'novice' plates before a driver will be eligible to enter hill climbs. Vehicles will be restricted to 1400cc. ...

(Almost all motorsport categories will now allow Juniors to compete in one way or another; this comes just 10 years after the campaign to admit them to Speed events was started by the late Colin Goode, the Editor and Torbay MC, supported by the chair of the ASWMC – Ed.)

Howard West reported that Wiscombe Ltd., the venue operators, were considering joining Motorsport UK as a recognised club and, by extension, the ASWMC; it was agreed that their membership would be acceptable ...

The AGM may be combined with the 2020 Awards Presentation ...

The March Training Day March was supported by the Motorsport UK Training Trust ...

8th July:

The ASWMC was probably the most active Motorsport UK Regional Association, which was positive for motorsport in the South-West; this would also improve further as Motorsport UK relaxed restrictions on '2 competitors per car' disciplines ...

New Championship Registrations were being received as the lockdown eased ...

Motorsport UK are developing a paperless entry system for rallies; this will only start when vehicle sharing restrictions are relaxed. A stage rally may run in Jersey in October ...

Six hill climb championship rounds planned at Wiscombe and eleven Sprint rounds, all of which should run, the Championships would run for 2020 unless unfolding events dictated otherwise. Competitors will be kept informed of any changes that arise ...

Cornwall Motorsport Week organisers are keen to keep motorsport in the public's mind and were looking at involvement in other events linked to motorsport ...

Forest England have not updated their advice on the use of their land except to reiterate their blanket ban on all recreational activities (not just motorsport) ...

2020 ASWMC Championship Registration fees were discussed and agreed that competitors who had paid their fee but did not compete in 2020 would have it carried over to the 2021 championship. Competitors who had already competed, or did compete, in one or more championship rounds in 2020 would be considered to have "used" their membership and would not be eligible for it to be carried forward ...

Proposed regulation changes for 2021 must be made in writing by a member club (not an individual competitor) by the 31st August.

ASWMC 2020 Championships ...

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

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

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

Stuart.Haviland@motorsportuk.org

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

Andrea.Duncan@motorsportuk.org

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

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

Training ...

There is no news on when our second training day might be held ... we'll keep you updated.

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

Anniversaries ...

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

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

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

Reminders ...

Event Regulations ...

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

ASWMC Club Project Fund ...

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

Photography Credits ...

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

ASWMC on FaceBook ...

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

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

Marshals 2020 registration ...

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

2020 ASWMC Meeting Dates ...

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



Motorsport UK Branding ...

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

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



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Book review: ‘Gilbern – The Dragons Tale’ ...

During Gilbern Cars existence – 1960 to 1974 – the marque had the distinction of being Wales’s only production car manufacturer. Esteemed motoring author Martin Morgan-Jones has captured the capricious history of the low volume Welsh car maker in his book, ‘*Gilbern – A Dragons Tale*’, greatly assisted by the comprehensive database compiled by Philip Ivimey, archivist at the Gilbern Owners Club, who receives due credit for his work on the book’s attractive jacket.

Gilbern took its charismatic name from a combination of its founders’ Christian names; Giles Smith, a butcher, and Bernard Friese, a German ex-prisoner of war and engineer, who both met at a South Wales roadside. Like many so of the other cars built using components from high-volume motor manufacturers proprietary models – BMC and later Ford – a Gilbern GT was first offered in kit-form but quickly became a fully assembled, well-engineered and practical car, albeit expensive when compared with its competitors.



Above: Invader Mk III 3 litre V6 Ford at Cleopatra’s Needle, Victoria Embankment, London. Official press image from company Marketing & PR manager Chris Wakley in early 1973.

This well-written book includes interviews with most of the principals involved during the life of the company, together with their passion and fight for survival. Despite a full order book, the extremely well-built and versatile GT cars were blighted by the lack of long-term committed investors and regular component delivery problems.

Other facts include model developments; technical details; accounts of various variations; sales strategy and the company’s successes together with several changes of ownership. Also included is a concise five-page “timeline” and lists of dealers and prices.

In a quest to secure a high-profile customer in 1969, the Prince of Wales, a Welsh Language student in Aberystwyth University, was loaned a Kingfisher Blue Gilbern Genie, but finally opted for a Mineral Blue MGC GT. No discount was requested by HRH or offered by Gilbern, who at the time simply could not afford it!

For motor sport enthusiasts the book has a chapter dedicated to Gilbern’s competition record both in period and later Historic events, including the Historic Spa 6-Hours race. Although Gilbern decided not to officially participate, based on cost, wealthy privateers raced, hill climbed and sprinted successfully in the Welsh company’s cars at numerous premier national events during the 1960s.

Invader Mk II Estate version of the well-built GT car was unveiled in late 1970

Estate your case

Gilbern, m'lud . . .

GILBERN?

Indubitably, m'lud, 0 to 60 m.p.h. in 9 seconds . . .

INCREDIBLE!

Top speed of over 115 m.p.h. . . .

FANTASTIC!

magnetic roadholding, precise steering, supreme comfort, surging 3-litre power, safe sure brakes, good looks, 30 cubic feet carrying capacity - not to mention alloy wheels, padded steering wheel, recessed switches, quick-action electric windows, Halogen headlamps, laminated screen, hazard warning lights - all included in the purchase price . . .

SAY NO MORE. THE CASE FOR GILBERN IS WON.

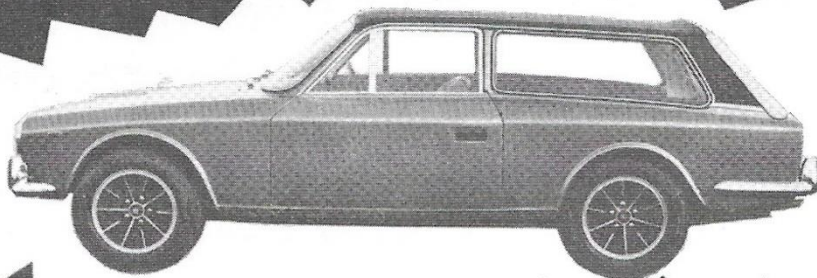
Gilbern. Now in Estate-ly splendour. Price in component form £1,699. Fully assembled £1,749 plus P. Tax £529.3.10. Total £2,278.3.10. Gilbern Invader - 4 seater sports coupe. Price in component form £1,599. Fully assembled £1,649 plus P. Tax £503.17.2. Total £2,152.17.2. Full list of optionals, including Automatic transmission. Made to individual specifications. Sprayed in any colour £10 extra. Test drives arranged anywhere at short notice. *You be the Judge!* Telephone now for a demonstration.

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Above: The Invader Mk II Estate version of the well-built GT car was unveiled in late 1970



Prolific Welsh racing driver Peter 'Taffy' Cottrell, who was a founder-director of Gilbern Sports Cars, played unofficial 'works' driver and also raced a GT with a 4.5 litre Chevrolet engine, Lister/Jaguar gearbox and other parts taken from an ex-Tony Marsh BRM by Ken Wilson, a sprint champion with more money than talent. Wilson encouraged Cottrell to race the Leviathan created for him at the Llantwit Fardre factory.

Above: Ken Wilson's 5.4 litre Chevrolet engine GT leaves the start line at the annual Weston Speed Trials 1966

Right: A Mk II Invader being rally-prepared at Gilbern Agent Donald Snow's Garage, Tremorfa, Cardiff 1973



And in 1968 a Gilbern Genie competed on the Motoring News Championship Cilwendeg Rally.

Right: Genie at Newcastle Emlyn cattle market, the start of the 1968 Cilwendeg Rally



It's even mooted that in 1964 an entry in the Le Mans 24 Hours race for a team of 3, FIA homologated MGB-engine GT 1800s was considered, driven by Welsh residents Peter Cottrell, Ken Wilson, 1956 RAC Rally winner Lyndon Sims and ex F3, F2 and F1 driver Jack Lewis. But for reasons not recalled in the book, the race entries were never submitted although some of these potential team drivers were present at the 1964 race with GT 1800 road cars.

Above: Lyndon Sims GT 1800 road car in Le Mans pit lane before the 1964 24-Hour race

Sharp-eyed motoring enthusiasts will have noticed that Gilbern's famously patriotic Red Dragon bonnet badge – 'Y Ddraig Goch' – faced to the right when it made its first and official appearance on the Gilbern Genie. However, after 50 cars had been produced in 1966, the position of the Dragon was reversed and subsequently, the Dragon was depicted with its head facing to the left – as it always should have been to conform with the true traditions of heraldry.



Gilbern

A Dragon's Tale

The Definitive History of
Wales' only Production Car



Martyn Morgan Jones

with
Philip Ivimey

FOREWORD • *Jason Smith & Gillia Hughes (née Friese)*

'Gilbern – A Dragons' Tale' by Martyn Morgan-Jones: ISBN 978 1-870519-79-3, is a thumping good read and limited to just 500 numbered hardback copies. My copy was 383 so sales have been vigorous despite its launch during the Coronavirus lockdown. Published by Bookmarque Publishing, copies are priced at £49.99 plus P&P and can be ordered directly from the author by email: mmcpjones@aol.com

Ken Davies ©

All images courtesy of the book: 'Gilbern – A Dragon's Tale' and the Gilbern Press Office 1973.

Around the Clubs ...

Maesteg & District MC regret that they have had to cancel the IPS Paint Rally Challenge.



The Rally Challenge, which supports the Wales Air Ambulance, was to have been its eighth year and the promoting club were delighted to have welcomed new sponsors for 2020, Independent Paint Supplies. Although the Challenge was re-named, the club retained the enthusiastic backing of the same team that owned FMP through their new Swansea-based venture.

Details are at www.independentpaintsuppliesrallychallenge.co.uk



Green Belt Motor Club will be bringing Autocross back to the East Anglia area, now that overnight stays are allowed, on the 22nd/23rd August near Bishops Stortford and Harlow.

The two-day event will run on an Interclub permit but will also include a RS Clubman's' event on the Sunday. More details are on the club's website, where you can also enter the events, at <http://www.greenbeltmc.org.uk/index.html>

The picture is of John Rigden (Subaru Impreza) in North Devon – the club can't promise the same scenery in Essex, although it could be interesting for plane spotters if the wind is in the right direction for landing or take off at Stansted Airport!



(Image: Hannah Frost Photography)



Truro & DMC, in addition to their Portreath sprint and Tregrehan and Watergate Bay hill climbs, have added the Perranporth Sprint at Spitfire Raceway, a 1100 metre circuit. Events are planned for Aug 15th/16th and September 19th/20th although the entry will have to be restricted to 70 to achieve paddock space under the Covid 19 guidelines. The club also has plans to extend the circuit in 2021 and admit spectators.

In the near future the club's new website - www.truodmc.co.uk – will feature a new archive section, with 100's of historical photos, results and reports.



Bath MC's 'Summer report' ...

It has been a strange time over the last few months with little or no motorsport to keep club members entertained. It was about a month after the successful running of the Bath Festival Targa Rally that motorsport ceased, but now it is slowly returning. On behalf of the club, I would like to thank everyone from the South West who supported the rally, be it entrants, marshals, officials - without you it would not have been the success it was. Thank you.

During the lockdown we have run several virtual Navigational Scatters, with members plotting routes using simple road rally navigation and finding clues using Google Maps. The organisers even had entrants navigating their way around the streets of Monaco! This seemed popular, not just with Bath MC members, as members of other clubs also entered the events.

A series of quizzes were also run, with questions based on obscure pictures to cryptic clues to the names of cars. The aim of these events is to keep members involved during the lockdown and to give people something to do in the hours of boredom that ensued! Club members also took part in the many Table-top rallies that popped up all over the country ...

During this time event organisers were also thinking of how they could run their planned events once the lockdown and other restrictions were eased. The club's first event will be the Summer AutoSolo in August. Strict restrictions will be enforced, and it will have a reduced entry list so that the COVID19 protocols will be right for future events.

Plans are still on-going for the re-scheduled Aquae Sulis Tour, although venue restrictions may curtail our plans as we near its September date.

We are now forging ahead with plans for the club's 2021 events, and we hope that we will be able to run a full season based on our provisional timetable:

Festival Targa Rally	Saturday 20 th February
Spring AutoSolo	Sunday 11 th April
Kemble Targa Rally	Sunday 9 th May
Aquae Sulis Classic Tour	Sunday 4 th July
Summer AutoSolo	Sunday 8 th August

Keep safe and enjoy your motorsport!

Martin Moore
Competition Secretary



Salisbury & Shaftesbury Car Club is planning to run their Bustard Targa Rally again on Saturday 28 November 2020. Although the club is reasonably confident that the event will be possible, final confirmation will, naturally, depend on Motorsport UK and Government regulations.

The event will be a round of the BP Motor Bodybuilders Cotswold Motor Sport Group Targa Road Rally championship.

The format will be the same as the successful event concept used in 2019 with as few structural changes as necessary to comply with Covid-19 requirements and rules. All tests will be within Worthy Farm, Pilton, and there will be no part of the route on the public road. Tyre restrictions will be similar to those used by ASWMC clubs last year to minimize damage to tracks.

The club is hoping that the popularity of previous Bustards, Great Bustards and Palladwr rallies will encourage competitors and see a start with the maximum of 55 cars. It would be good to see some entrants from 'far away' again, as you may recall that last year's winners were also the furthest travelled.

Right:

*Bustard Targa 2019
Winners Bevan
Blacker and Niall
Frost.*

*Photo courtesy of
Andrew Manston at
M and H
Photography*



Once again, if you can't enter, the club will welcome experienced marshals ...

And as there is no Festival this year, entering or marshalling may be your only chance to see Worthy Farm in 2020!

Dick Appleton



**Motor Racing Famine Ends in UK - Castle Combe Challenge,
 Saturday 4th July**

Castle Combe Racing Club was quickly out of the blocks to stage one of the UK's first 2020 race meetings since the Covid-19 lockdown in mid-March. The landmark event was considered important enough to warrant a VIP visit from Motorsport UK's Chief Executive and former Prodrive director Hugh Chambers.

The one-day event – appropriately titled the ‘Castle Combe Challenge’ – received tremendous support from almost 100 members racing in an 8-event card of double-header races for Formula Fords, Hot Hatches, Saloons and GTs in the club's four in-house championships. Two generous competitors captured the spirit of the day perfectly and stepped up to pay for some trophies.



Right: Motorsport UK CEO Hugh Chambers in the assembly area with the Chief Paddock Marshal.

Before the season started the Club planned to celebrate the venue's 70th anniversary in 2020, together with 45 years of the GT Championship and 25 of the Saloon Car Championship, but the pandemic delayed this by 3 months. But if a modern recreation of the original meeting at the Wiltshire circuit on 8th July 1950 had been planned, coincidence could not have made this comparison much closer seventy years later, with no spectators, club members only and 8 races in total, proving that history often repeats itself.

The pandemic also meant that the strict Covid-19 regulations imposed by Motorsport UK were put in place until further notice - no spectators, fewer team personnel and fewer marshals around the circuit's 14 posts. Disappointed racing enthusiasts kept in touch with the action via live streaming on the Castle Combe TV website and Facebook page, spearheaded by the venue's regular lead-commentator, Chris Dawes.

The next meeting is Saturday 1st August with the club's own four championships again plus the Dave Allan Memorial race, dedicated to Honda's former test and race driver who lost his life in a driving accident. The 45-minute 2-driver race for sports and saloon cars is always well supported by Syncro Motorsport, the ex-BTCC team based at Honda's Swindon plant. A minimum 60-second pit stop was mandated to allow cars to be disinfected between drivers.

Ken Davies ©

Castle Combe Trust ...

The Castle Combe Trust was set up in 2008 with the main objective of helping to fund deserving causes at Castle Combe circuit, primarily medical, safety, rescue and marshal's welfare, but also, just occasionally, the wider motor racing related spectrum. Established as an offshoot of the Racing Club, the Trust was kick-started by a £12,000 donation from club's first successful years of trading.



Administered by a board of trustees, income is generated from collections, donations, and legacies, with no administration costs ever levied. The first significant and high-profile beneficiary grant was awarded for the purchase of the Ford Ranger 4X4 fire response vehicle that has become a familiar feature in the pit lane during race meetings for over ten years.

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

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



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

More information from is available from Tony Whale on 01249 782417, or by e-mail - tony_whale@castlecombecircuit.co.uk

Ken Davies

Pictured: the invaluable Fast-Response Medical SUV, provided by Honda & driven by race-licensed drivers.

Obituary – John Price, 1944 to 2020 ...

For 28 years, from 1980 to 2008, John Price was a prolific rally driver and winner on an almost industrial scale, to the extent that the statistics would warrant his entry in the Guinness Book of Records. This remarkable route to success started on the family farm at Howey near Llandrindod Wells on 23rd October 1944 and elder brother Denzil, aka ‘The Bishop’, was an active rally competitor himself with two 1960s Monte Carlo Rally starts on his CV; he was also a well-known RAC Scrutineer.



Above: John Price, right, prior to the 1983 Monte Carlo Rally.

In 1965 John started circuit racing, successfully using a self-prepared 999cc Mini Cooper S in saloon car racing at all the southern UK circuits before changing tack in 1968, entering his first rally in a 1300 cc Escort. This change of discipline suited John and he quickly moved on to compete in premier road events, including the prestigious Motoring News Road Rally championship.

A time-served mechanic by profession, in 1975 John opened a garage business in Wormbridge, near Hereford, initially carrying out general servicing, although the garage soon became a renowned rally preparation and rally hire company. He had previously run a garage in Swansea with Denzil and in 1970, helped build Bill Bengry’s famous World Cup Rolls Royce which competed in the Daily Mail supported marathon.

John’s choice of rally cars was truly European and included two Porsche 911s (2.8 RS Carrera and SC variants), Simca 1000 Rallye, BMW M3, Renault 17 Gordini and 21 Turbo models, and a Renault Alpine A110, before acquiring the cars in which he thrived and made his name. In 1981, his first R5 Turbo 1, later upgrading to a couple of Turbo 2’s and in 1986, the first of four 6R4 MG Metros.



Left: Metro 6R4, chassis 064

Right: John & Caroline Price in the Metro 6R4 on Epynt and.



Whilst best known for tarmac rallying, John also competed on a couple of RAC and Welsh International forest rallies. He contested the 1983 Monte Carlo Rally, and the Barum in Czechoslovakia and Haspengow in Belgium twice each. He was an extremely popular regular on Irish events and must have been on the Pembroke to Cork Ferry in excess of 150 times!



Top left: John, Roger Gale and Hywel Thomas shakedown the Renault 5 Turbo on Epynt before the 1983 Monte Carlo Rally

Top Right: Before the start – all pristine!

Bottom Row: Servicing the R5, 1983 Monte Carlo Rally

John won the British National Rally Championship an unprecedented 12 times and became a well-known 'Epyntmeister', winning 22 events outright and scoring many more podium positions on the daunting ranges. Amazingly, it is estimated that in his successful career, John started almost 800 rallies, often two – or more – on the same weekend but sometimes in different parts of the country.

A perfect example of this was Epynt August Bank holiday weekend, 25th to 27th August 1990, with Mike Bowen on the notes. Day 1 yielded 2nd overall on the Virgo Galaxy. Day 2 - a step higher with 1st overall on the Harry Flatters. Then, back to his Hereford workshop for a quick Metro 6R4 engine change before Day 3, with second overall on the Mewla Rally. In addition, on two of these three events the John Price Rally Team ran a second car for a customer!

Throughout his career, John's fast, neat, and safe driving style was complimented by the immaculate presentation and reliability of his cars and he always claimed that an event was won in the workshop prior to the start. Indeed, to watch JP drive at a winning pace over the narrow and uncompromising roads of Ireland or the Isle of Mann was to watch a master-craftsman plying his trade. Over his career, more than 30 top-line co-drivers accompanied him, and his faithful sponsors included Duckham's Oils and Zenith Motorsport, Swansea, with Zenith's Mike Bowen winning many rallies and championships as one of his regular co-drivers.

John had been ill for about 5 years and passed away peacefully at home on 21st April. We extend our condolences to his wife Caroline, who was also one of his regular co-drivers and his children, Stephen – who continues the John Price Rallying legacy at Wormbridge – Cathi, Kevin and Stephanie, who is employed by Mercedes F1.

Ken Davies ©

All images courtesy of the John Price Rallying Archive

TyreMarks ASWMC offers ...

TyreMarks of Tavistock, sponsors of the 2020 ASWMC Speed championships, have announced that all ASWMC competitors will receive a 10% Discount on motorsport tyres, e.g. Toyo R888R, Yokohama A052 & Nankang AR-1. Free carriage and next day delivery direct to the customer (for 2 or more tyres bought at a time), or free fitting at their Tavistock depot is also available for purchases of Toyo tyres. This 10% discount also extends across the standard tyre range for AWSMC members' private vehicles, plus other services offered at TyreMarks. See www.tyremarks.co.uk for details. An additional 10% discount is available on HYDROFLOW Engine Carbon Cleaning treatment - more information on this specialist treatment is at:

<https://www.tyremarks.co.uk/engine-decarbonising.aspx> or

<https://www.hydro-flow.co.uk/>

TyreMarks are also offering 20% discount on all POWERFLOW Exhausts, built in house at Powerflow Tavistock – see their work at:

<https://www.facebook.com/Powerflow-Tavistock-569467576749600/>. For further information, contact Mark Tillyer on 01822 611321.

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TO QUALIFY ALL YOU NEED TO DO IS:

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

IT'S THAT SIMPLE!



2020 Championship Updates ...



ASWMC 2020 Hillclimb Championship

The current calendar for the 2002 Hillclimb Championship, to start on the 22nd August, is:

Woolbridge Wiscombe	22 nd August	Rearranged date (25 th April)
Torbay Wiscombe	23 rd August	Rearranged date (17 th May)
Five Clubs Sat	5 th September	Original date
Five Clubs Sun	6 th September	Original date
Woolbridge Wiscombe	26 th September	Rearranged venue (Manor Farm)
Woolbridge Wiscombe	27 th September	Rearranged venue (Manor Farm)

(The Manor Farm venue was not available for 26th/27th September).



ASWMC 2020 Sprint Championship

The Sprint Championship is healthy in comparison to most others in the country. With 11 rounds due to be run, it had started before the lockdown and was 'rebooted' on the 18th July.

Clay Pigeon	BDCC	15 th March	Original Date
Dick Mayo Sprint	Bristol MC	18 th July	Original Date
Clay Pigeon	Torbay MC	19 th July	Original Date
Llandow	Bristol/Pegasus	15 th August	Original Date
Pembrey	BARC Wales	16 th August	Original Date
Perranporth Sat.	Truro & DMC	19 th September	Additional Event
Perranporth Sun.	Truro & DMC	20 th September	Additional Event
Abingdon 'A'	Sutton & Cheam	26 th September	(rearranged from 6 th June)
Abingdon 'B'	Sutton & Cheam	26 th September	(rearranged from 6 th June)
Clay Pigeon	BDCC	4 th October	Original Date
Pegasus Sprint	Bristol Pegasus	17 th October	Additional Event

The Perranporth events were added because Truro & DMC could not use their Portreath venue (an original Championship round) and the Pegasus Sprint was offered when it looked as though there might have been only three or four events.

Roy Sims (speed@aswmc.org.uk)

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2020 Southern Counties 1st Choice Finishes Autocross Championship

Despite a lot of understandable scepticism about 'how and if' events could run, the 1st Choice Finishes ASWMC 2020 Autocross Championship is set to start on August 1st/2nd at Bucknell, hosted by Witney MC. Entries are good for this e first round. All the remaining dates scheduled for this year are expected to run, including the extra events now included to compensate for those lost at the start of the year.

Events & Dates:

Witney MC	Bucknell	1 st /2 nd August
Green Belt MC	Much Hadham	22 nd /23 rd August
South Hams MC	Zeal Monachorum	5 th /6 th September
Torbay MC	Kilmington	26 th /27 th September
Torbay MC	Kilmington	17 th /18 th October

Should all the events run, it will give contenders the opportunity to achieve 10 scores, which would be ample to make the championship more than worthwhile.

Colin Anderson (autocross@aswmc.org.uk)

2020 Autosolo Championship

O tempora!

The first Autosolo to run in the country after lockdown was the Camel Vale event at Perranporth Airfield on 12th July.

However, at compass points to the East, entries for Autosolos are hard to come by as there is huge demand. Most ASWMC Championship Contenders obtained entries to the Bath Autosolo on 2nd August, even though it filled in 15 minutes!

Other non-ASWMC Autosolos have also filled quickly. Whether this will continue is unknown, but it should be assumed that heavy demand will continue, so enter and pay for events early!

Heavy demand for entries is due to many wishing to compete as soon as possible after the lockdown, with many entering Autosolos as their usual disciplines have yet to restart. Demand for entries was high before Covid-19, but the slow easing of the lockdown has exacerbated the situation.

Some clubs running events outside the ASWMC have opted to select entries for their club members before others. This might mean that ASWMC Championship contenders miss out on an entry, even if they submitted their entries before members of the organising club. At the end of the day, that is the organising club's decision, but my view is that entries accepted in order of receipt and payment is fairer to all.

The provisional calendar for 2020 is here. All events are inevitably still provisional as changes to Lockdown will also have to be announced by the Government to enable the events to run. Some may not run for a variety of reasons, the Devizes event scheduled for 27th September will not be running, but the Dolphin Autosolo at Abingdon will take its place.

18 th January	South Hams MC	Run
8 th March	Devizes & DMC	Run
12 th July	Camel Vale MC	Run
2 nd August	Bath MC	
13 th September	Bristol MC	
13 th September	Camel Vale MC	
26 th September	Dolphin MC	
4 th October	Oxford MC	
18 th October	60 & Worcestershire MC	
18 th October	Camel Vale MC	

With two already run and eight potential events due to run, it is proposed that 5 from the total of 10 events count for the Championship. This low number is due to the heavy demand for entries and allows for contenders possibly not being able to obtain entries. This also means that it's still possible to register for, and win, the Championship NOW!

I have been working with Sapphire Solutions on their cloud-based event management - entry and results - system. It works well, speeding up the capture and calculation of results, and automating much of the manual work involved in running an event e.g. checking the tax and MOT status of cars for Autosolos. It also helps with social distancing, making events easier to run under current restrictions. The good news is that it is being offered free of charge for use in these times. Contact myself or John Clavey at sales@sapphire-solutions.co.uk for more details.

Due to the uncertainty at the moment, the events calendar may change at any time, with a knock-on effect on the ASWMC Championship. I suspect this report may well be out of date as soon as I send it. To keep up to date with the latest information, please check the ASWMC Facebook Group.

As many of you already know, I intend to step down as on the ASWMC Championship. Championship Coordinator at the end of 2020. If anyone is interested in taking over the reins, I'm happy to discuss it with them.

And BTW, "O tempora" means "Oh what times we live in" – some Latin education as well, it was drummed in to me at skool 😊

Alan Wakeman (autosolo@aswmc.org.uk)



2020 Stage Rally Championship

With just one championship event run so far in 2020, and most others cancelled, the outlook was not looking good for a normal season and championship. However, there are now indications from Motorsport UK that ways have been found to run some 'two-occupant' discipline events, and that they may resume soon ... so not all hope is lost. Please keep in touch for any news and updates on the situation.

Vic Fancy (Stagerally@aswmc.org.uk)



2020 Targa Road Rally Championship

As noted in the Chair's report on page 3, regrettably the Championship has had to be cancelled. 2020 registrations will be carried over to 2021.

Gavin Rogers (targaroadrally@aswmc.org.uk)

2020 Car Trials Championship

As noted in the Chair's report on page 3, regrettably the Championship has had to be cancelled. 2020 registrations will be carried over to 2021.

Mark Hoppé (trials@aswmc.org.uk)

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