

# ASWMC

The Association of South Western Motor Clubs



## Newsletter



### ***In this issue ...***

***New Speed Championships sponsor ... Westcountry Closed Road Hill Climb ... Hawk Racing ... GDPR ... Reis and the ASWMC Club Project Fund ... 2017 Awards Presentation gallery ... and more ...***

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## ***Spring 2018***

## Spring 2018 Newsletter

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With most of the 2018 championships now underway, memories of the unusually severe, and extended, snow in mid-March, are beginning to fade. Many events had to be re-scheduled, so please keep your eyes on the championship calendars on the ASWMC website for changes.

Two pages of this issue are occupied with very necessary administrative matters, foremost of which is the changes every member club will have to make because of the new data protection regulations that come into force on May 25<sup>th</sup>. All club committee members are urged to act on this soon to avoid falling foul of the new law.

Elsewhere there's news of the first hill climb to gain a licence since the closed road legislation came into force, a new scheme to fund club projects, pictures from the 2017 Awards presentation and Dan Pidgeon has written a detailed account of the first round of the ASWMC Open Navigational Road Rally Championship. A discipline that often receives very little attention, navigational road rallies are, and always have been, excellent training for rally co-drivers navigators (Nicky Grist, Phill Mills, the list is endless ...) and for young competitors taking their first steps in rallying it's still a vital training experience.

**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 elected officers.)*

### **Cover Page Photo:**

*'That's no way to treat an Alfa' ... Andy Webb tackling the opening round of the ASWMC Car Trials' Championship on Woolbridge Motor Club's Golden Springs Trial. (Image courtesy of Duncan Stephens).*



## From the Chair ...

### Association Partners:



As I sit here writing this, I am saddened by the number of championship events which have been affected by the recent snowfall – at least six have been postponed or cancelled, and that is only in the ASWMC region. There are very many more throughout our nation which have been affected. However, what is most pleasing in this picture is that organisers, aware of the impact upon competitors, officials, marshals, rescue units and so on, have all seemingly been sensible and taken a decision at the earliest possible opportunity and communicated it to those affected. I have the greatest sympathy with the organisers in these circumstances, as they are the ones that have put in all the ground work to enable the events to happen ... and in just a day or two of – admittedly exceptional - snowfall much of that work is undone.

Despite the loss of both Reis and Bridge Tyres & Wheels as championship title sponsors, you will read on the following page that, thanks to excellent work by Rupert Barker, the introduction of a new sponsor for our Speed Event championships has resulted in a much healthier picture. Nevertheless, our less well supported – and equally deserving – championships could also do with some help; we have now established a fair and equitable 'formula' for title sponsorship of our championships, with the investment directly related to the number of contenders - so the sums involved for smaller championships are not 'bank-breaking'. If you know – or meet – a potential sponsor who shows an interest in supporting your championship, please put them in touch with Rupert.

Having been a Championship organiser myself (British rather than ASWMC) I am always conscious of the fluctuations in registration numbers each year. A wide range of circumstances inevitably change from one year to another, and those changes all influence the numbers. In response to changes in interest – and the availability of events in the region - we have changed the championship disciplines for 2018. We have introduced a new rally series – the Targa Road Rally championship – and replaced the Loose and Sealed Surface Stage Rally series with a new, united, Stage Rally Championship. The Autotest Championship is no more as interest in it as a championship discipline has waned significantly. Although we can changes taking place in disciplines, which then affects the number of registered contenders, we are often less able to understand the 'why' behind the change. So, we'd be grateful if those of you "in the field", as it were, could tell either your Championship Co-ordinator and/or me the reasons behind any reluctance to renew your Championship registration.

**Paul Parker, Chairman**

## ***TyreMarks to sponsor the ASWMC 2018 Speed Championships ...***

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Also announced at February's Awards Presentation, we are delighted to welcome a new sponsor for the association's two speed, Hillclimb and Sprint, Championships. TyreMarks' MD Mark Tillyer travelled down from the North of England to be back in Exeter in time for the start of proceedings and was on hand to 'take over the Speed Championship reins' from Mike Potter, who presented the 2017 awards.

The 2018 Speed Championships have also received support from an anonymous donor who wished the series to have a charitable focus; consequently, the championships will also feature the logo of the Children's Hospice Southwest. Please support this worthwhile cause in any way you can, and if their volunteers are at an event in which you are competing during the year, please give generously.

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## ***MSA issues permit for closed-road Cornish Hill Climb ...***

The MSA has issued an event organising permit to Truro and District Motor Club for a new closed-road hill climb at Watergate Bay in Cornwall, scheduled to run on 15-16 September.

The Truro club is organising the Watergate Bay Speed Hill Climb in conjunction with Newquay Auto Club and Plymouth Motor Club. Competitors will tackle a section of the B3276, the coast road linking Padstow and Newquay, with the North Cornwall coastline to their right. A maximum entry of 90 cars has been set for each day.

Dave Brenton, Competition Secretary at Truro DMC, and Deputy Event Director of the Watergate Bay Speed Hill Climb, said: "We've had great help over the past five years from Ian Davis, the MSA's Regional, Rallies and Cross-Country Executive, and excellent support for the event from local businesses and landowners. We hope the event will provide a real end-of-tourist-season boost to the local economy."

The Watergate Bay Speed Hill Climb is the third event to be organised under new legislation that facilitates closed-road motor sport in England; the Corbeau Seats Rally Tendring & Clacton is scheduled for the 22<sup>nd</sup> of April, and the MotoFest Coventry Sprint takes place on the 2<sup>nd</sup> and 3<sup>rd</sup> of June.

Simon Blunt, MSA General Secretary, said: "Within a year of announcing the success of our campaign for closed roads, we've been able to issue a permit for the third event, the Watergate Bay Speed Hill Climb, which shows a really encouraging early uptake from our event organising clubs."

"What's particularly exciting is that the three events represent different types of motor sport in various parts of the country. We look forward to being part of each one, and to receiving even more applications for new events in other areas of England and also in Wales."

*Pictured: Watergate Bay (top) and Cornish driver Andy Williams in action.*





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## ASWMC 'Introducers' Scheme ...

**Reis Motorsport Insurance** will support the Association in 2018 through an 'Introducers Scheme', in which the association will benefit from any policy taken out by registered contenders, officers and members of member clubs.

As announced at February's Awards Presentation, the Association intends to use income from the Reis scheme to support the Club Project Fund (see below), thereby funneling support from Reis back into the development of its member clubs.

So, whenever you call Reis to discuss your insurance needs, or ask for a quote, it is very important that you say to the agent handling your enquiry that you have made contact **"as an ASWMC registered contender" or "a member of a ASWMC member club" or simply "via the ASWMC website"**.

To speak to a member of the Reis team, call them on **0115 965 1040**, or visit [www.reis.co.uk](http://www.reis.co.uk) for product information.

You can also keep up to date with the 2018 season's news by going to the Reis News page at <https://reis.co.uk/news/>, where regular updates are posted throughout the season.



## Club Project Fund ...

Also announced at the Awards Presentation, the association's new 'Club Project Fund' will make one or more annual awards, up to a maximum of £1,000, based on association's financial position and subject to an annual review. The total fund may be awarded to just one club or split between several clubs; the money may be used to 'match-fund' awards from the MSA's Motor Sport Development Fund.

Examples of uses include new equipment, such as event signage, or to support the start-up costs of a new event or for promotional material such as banners, leaflets or flags.

Bids should be submitted in writing to the General Secretary; the closing date for entries will be 31<sup>st</sup> October annually, starting in 2018, and clubs wishing to bid must have been an ASWMC member club for at least the past 3 years at the time of submitting their bid. Bids will be considered by the Fund Sub-Committee, which comprises Colin Goode, Jay Brown, Jenny Coxon, Roger Gillard and Howard West (any sub-committee member who is a member of a bidding club cannot then be involved in the decision).

The awards will be ratified at the December meeting of the executive committee each year; the winner(s) will be announced at the ASWMC Awards Function the following February and published in the following Spring Newsletter.

Finally, successful clubs will be required to submit proof of expenditure of the Award within 6 months of the date of presentation, i.e. by mid-August.

## **Notes from the Executive Committee Meeting, 18<sup>th</sup> February ...**

**The Registration Secretary** reported that 2018 Championship entries were coming in “thick and fast”, although registrations for the Trials Championships, particularly Car Trials, were lower at this time than in previous years ...

**Sponsorship income for 2018** has staged something of a recovery following the loss of two 2017 championship sponsors, with TyreMarks of Tavistock stepping in to assume title sponsorship of the two Speed championships (*full details on this are on page 4 – Ed.*) ...

**New Club membership applications** is to be streamlined with a new on-line process ...

The **Classic and Modern Motorsport Club**, whose Chair is Richard Culverhouse, an ASWMC Vice President of many years standing, was accepted as a new Association member club ...

**SWAC (South Wales Automobile Club)** have resigned from the ASWMC, as they no longer organise any Championship events, and do not have any active competitors ...

**Changes to the Data Protection Act ('GDPR')**, and the implications for member clubs, were discussed at length. It was noted that the MSA intended to circulate registered clubs with advice on this issue (*see page 10*) ...

**Autosolo Championship contenders** must enter the Nat B event on dual Permit Events to qualify for points. This is not made clear in the 2018 ASWMC Regulations 2018 and so will be covered by the organising club's ASR's and Final Instructions. The ASWMC championship rules will be changed for 2019, and the championship coordinator will prepare a proposed rule change for consideration by the Executive meeting in August ...

**Stage Rally Championship entries** are down on previous years, with the Brean Stages having 72 cars and the Cambrian Rally just 104. Bournemouth & District CC have withdrawn from organising events at Smeatharpe but have agreed a handover to Wildlife (Burnham and Taunton MCs) for one event, run in the main by the Somerset Stages Rally organising team. The other event previously run by B&DCC has been lost to Drifting (a non-MSA licensed event).

**Stuart Turner** is available to give free lectures to clubs at no cost, but he does seek donations to the Jackie Stewart Dementia Fund Charity. Stuart's career spanned victory on the 1960 RAC Rally as Erik Carlsson's navigator, a writer for *Motoring News*, Competition Manager for British Motor Corporation (BMC), bringing Paddy Hopkirk, Rauno Aaltonen, and Timo Makinen to the team, a publicist for Castrol and Motorsport Director for Ford Europe and Manager of Advanced Vehicle Operations ...

**Date Clashes in 2017** prompted discussion about reviving the annual 'Dates Meeting'; it was decided that each championship coordinator could organise their own meetings and/or a discussion group to resolve the dates for the following year, as happened in the Autumn 2017 for the new Targa Rally Championship ...

**Venue Insurance** - after a branch fell off a tree and damaged a competitor's tow car at Wiscombe it was discovered that this type of incident is not covered by the MSA Permit Insurance cover. Therefore, Landowners Insurance is required for all event venues that take place on private land, if organising clubs feel this is necessary ...



## Reminders ...

### **Provisional 2018/19 ASWMC meeting dates:**

6 <sup>th</sup> May	Executive Committee Meeting & SGM
12 <sup>th</sup> August 2018	Executive Committee Meeting
21 <sup>st</sup> October 2018	Executive Committee Meeting, AGM & Council meeting
9 <sup>th</sup> December 2018	Executive Committee Meeting
17 <sup>th</sup> February 2019	Executive Committee Meeting & 2018 Awards Presentation

### **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.

### **Photograph credits:**

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

### **Awards Presentation photos:**

A selection of photographs from this year's event are on pages 11 and 12; if anyone would like the original of their image (including all those winners not included in the gallery) please e-mail [newsletter@aswmc.org.uk](mailto:newsletter@aswmc.org.uk) for a copy.

## Training ...

The training day on March 18<sup>th</sup> at Wiscombe Park had to be postponed – unsurprisingly – when the 'Mini Beast from the East Mk 2' deposited a second helping of snow across Cornwall, Devon, Somerset and beyond.

The day has now been re-scheduled for **May 27<sup>th</sup>**, at Wiscombe Park. Please keep an eye on the ASWMC Facebook page, and the Volunteers in Motorsport and ASWMC websites, for details of the topics that will be covered.

As usual, booking will be via those websites, or directly to me by e-mail to [training@aswmc.org.uk](mailto:training@aswmc.org.uk) or [rogernunn48@outlook.com](mailto:rogernunn48@outlook.com)

**Roger Nunn, MSA Trainer 37631, ASWMC Training Officer.**



Minutes of the January 2018 **LARA Steering Committee** meeting are available from the Newsletter editor as a pdf file ... please e-mail [newsletter@aswmc.org.uk](mailto:newsletter@aswmc.org.uk) for a copy ...

## **GDPR ... “The Times they are A-Changin”...**

From Exeter, approximately in the middle of our region, I can hear the combined groans of 86 club committees, in glorious surround-sound, at the mere mention of these initials.

Unfortunately, the new laws on the protection of personal and confidential data will affect each and every one of our member clubs as the threshold for compliance for an organisation is 25 members – exactly the same as the minimum number to be an MSA registered club. And the clock is ticking fast to the introduction of this new legislation on May 25<sup>th</sup>...

The association’s committee is working on the changes that will be required to the way it collects, stores and uses personal information, and you will all see these soon – on our website and in our communications. But do you, our member clubs, know what you need to do to be compliant by the deadline?

The Information Commissioners Office (ICO) has a very helpful guide on its website called ‘Preparing for the General Data Protection Regulation (GDPR) - 12 steps to take now’, which you can download at <https://ico.org.uk/media/1624219/preparing-for-the-gdpr-12-steps.pdf>



The first priority for clubs seems to be the publication – on your website and paper forms – of a privacy notice, and a template is available on the MSA website at: (<https://www.msauk.org/assets/templateprivacypolicy.pdf>).

The MSA has sent out a series of Bulletins to regional association secretaries and MSA Stewards over the past few weeks, although it isn’t clear whether these have also been sent to MSA registered clubs. In case not, a pdf file containing all five bulletins will be sent to all the club contacts by the ASWMC when the last bulletin is received from the MSA.

## **“Ground Control to Major Tom” ... staying in contact ...**

In the past few years the number of registered championship contenders without an e-mail address has steadily shrunk. E-mail is now the default method for the association to maintain contact with you – this is how you receive event SRs, newsletter notifications, bulletins and other information from the MSA, etc.

Each time you register for an ASWMC championship, we ask that you give your e-mail address but each year, when we first send e-mails to all registered contenders, several are returned undelivered - ‘domain not found’ or ‘address not known at this domain’, etc. – typically a dozen and sometimes more. As a result, some registration confirmation e-mails aren’t received ... because if the e-mail is misspelt it may simply disappear into cyberspace never to be seen again!



Some of the errors in the addresses are obvious, and Pam Hartill will correct them if she can (e.g. '....co.u' – missing off the 'k') but many are either not obvious or are a unique address – a deliberate misspelling of a surname, for example, to avoid being 'john.smith 203186@' – in which case the correct spelling is anyone's guess! Some just look 'wrong' but we've absolutely no idea how to correct them. Some paper form registrations are completely illegible, despite the best efforts of the ASWMC's top-secret graphology decoding centre! In the past we have been able to check with the previous year's registrations – but from May 2018 we probably won't be able to do this as GDPR (see above) may require that we delete 'old' personal data.

Unlike the postal service where real people can make educated guesses, e-mail servers either deliver it correctly or reject it – there is no alternative option. So, firstly, it is important that the e-mail address you give is correct, to the letter.

Secondly, if you change your e-mail address for any reason – changing your ISP, abandoning Hotmail for G-Mail (very popular at the moment!), moving everything to a cable provider, etc., please remember to tell us – either Pam, or myself, or your championship coordinator – better still, e-mail all three!

## ***Club Websites & Contact Details ...***

On a similar theme, you may have noticed that the 2018 yearbook did not list the contact details of club and competition secretaries, instead simply giving the website addresses of member clubs; the ASWMC website has not listed those details since it was upgraded last year. These changes were made partly for simplification and partly because it was becoming impossible to keep pace with changes in club officials, especially in the yearbook, as that could – and sometimes did - become out of date the week after publication! As it turns out, with slightly spooky foresight, these changes anticipated some of the new GDPR requirements.

What does this mean? Firstly, as the ASWMC can now only 'signpost' visitors to clubs' websites (which are in the public domain), not to individuals, it is important that clubs update and refresh their websites as a constant activity, ensuring that visitors can make effective contact at any time. Officials' contact details need to be updated regularly, for example immediately after your AGM when your club's officers may well have changed.

Secondly, please remember to also tell us if your ASWMC club contact changes – this is the one, minimum, person whose details the association needs to hold so that we have a means of contacting a member club, and this is the person to whom we send all e-mail notifications – so it's vital that we are updated if it changes.

In years past, the yearbook editor has traditionally sent out an annual request for clubs' officers' contact details in the autumn; like most other processes, this is now under review and may be discontinued, but these changes do put increasing responsibility on member clubs to regularly update the association with any changes and/or keep their websites up to date.

Thank you.

***Rupert Barker & Pam Hartill***

## East Devon school's Team win trip to Singapore World Finals ...

**Colyton Grammar School's Hawk F1 Racing Team** (<http://www.hawkracing2018.co.uk/>) have qualified for the World Championship finals of the 'F1 in Schools' competition (<http://www.f1inschools.co.uk/>), finishing 3<sup>rd</sup> in the UK National finals in March in only their second season, beating teams sponsored by, amongst others, Airbus and Ginetta.



'F1 in Schools' is an international competition for teams to design, test, build and race a 1/20<sup>th</sup> scale racing model. The teams must create all the documentation detailing their car's development, obtain sponsorship and compete in regional, national and international finals, which are streamed live and attract coverage from many media platforms.

The World Championship Finals take place in Singapore later in 2018, at the same time as the F1 championship round - their National success has posed the team with a significant challenge to raise a budget of between £15,000 and £20,000 to take their place in the World Finals.



*Pictured above are the Hawk F1 team with teachers Mr Taylor (left) and Mr Froud (right).*



The team has already attracted interest from Nissan, who have asked them to visit the Sunderland plant; a guided tour around their production facilities is planned, following which the team's critical faculties will be tested by being asked to make comments and offer ideas on improvements that could be made.

In support of their efforts, the **ASWMC, Woolbridge MC and the VSCC** have joined forces with the sponsors that have already pledged support to contribute £600 to the team funds. The cheques were presented by Rupert Barker, Kevin Moore and Howard West at a presentation on 28<sup>th</sup> March.

As part of an initiative to involve younger people to participate in the motor sport, and its organisation, the team have been invited to become regularly involved in events at Wiscombe Park, and in particular the VSCC May meeting and Woolbridge MC's MSA National Hill Climb Championship round in July.



## **Castle Combe Formula Ford Championship 'Search for a Star'**



**Castle Combe Racing Club, Castle Combe Circuit and Wiltshire College** have launched a Formula Ford Scholarship to support a promising young driver with all the key elements to win the prestigious 2019 Formula Ford circuit championship. The scholarship package will include:

- Full 2019 Racing Membership of CCRC, registration for the 2019 Castle Combe Formula Ford Championship and an entry for all 2019 championship rounds
- Use of a fully race-prepared Wiltshire College Spectrum FF chassis, engine & gearbox
- Pre-race testing, assistance with car set-up, access to previous race data and driver mentoring
- Professional Media training, assessment and support with Press & Media releases
- Four tickets to Castle Combe Racing Club's annual awards dinner 2019

The winning candidate will provide tyres, fuel and race Insurance/bond to cover accident damage, wear the supporting partners' logos prominently on the car and overalls, and take part in a reasonable level of promotion and advertising.



The competition is open to any driver under 25 who has completed for at least one year in any UK racing series and can commit to all the 2019 Castle Combe FF Championship rounds. Selection will take place during the 2018 season by a panel of judges; key ingredients in their decision will include race results and media communication skills. The panel may also invite candidates to an evaluation day at Castle Combe circuit.

Registration is free via a downloadable form from the CCRC website, to be submitted with covering letter, CV and photograph. Full information will be released prior to the first race meeting of 2018.

## 2017 ASWMC Awards Presentation Gallery ...







## Marshals' Post ...

If anyone out there fancies a marshalling holiday, the organisers of the Manx National Rally are offering special discounted rates on travel and accommodation ...

Make contact using the details in the poster ...

**MARSHALS, TIME KEEPERS AND RADIO OPERATORS SIGN UP NOW**

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2017 Winner - Hugh Hunter

## The Manx National Rally is being staged on 11-12 May 2018

**To ensure this iconic event is a roaring success, we need:**

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[www.iomevents.com](http://www.iomevents.com)






**Brecon Motor Club** are also recruiting stage marshals and radio operators for their **S & G Printing Group Harry Flatters Rally** on 29<sup>th</sup> July on the demanding roads of the Epynt ranges.

The first competitive car will start at 08:30hrs, with official safety cars traveling the stages from 07:45hrs. If you can assist in any way possible the organisers will do their utmost to allocate you to your preferred location; if you can't assist on our event, please pass their invitation on to fellow club members.

**Contact:** Wayne Aldridge, Event Chief Marshal - [wayne\\_gmc@hotmail.co.uk](mailto:wayne_gmc@hotmail.co.uk) 07508132377  
**Or** Martin Harry, Event Assistant Chief Marshal - [mharry931@gmail.com](mailto:mharry931@gmail.com)



## **Around the Clubs ...**



### **Terry Sanger book and Autumn Classic Trophy race ...**

Ken Davies has written a book, to be released soon, that tells the story of well-known driver Terry Sanger, covering his exciting international racing career and some of his fascinating friends. The foreword, written by 'Autosport' magazine's Marcus Pye reads *"Ken Davies' fascinating manuscript has illuminated his character and manifold abilities, enriched my understanding of a West Country legend and left me wishing I'd known him. Time well spent."*

As a youngster, he was marshalling at Quarry when Stirling Moss crashed in 1953 and later raced a Ford GT40, including on the daunting 1969 Targa Florio road race in a factory car.

The Bradford-on-Avon driver is best remembered for his extensive saloon car racing. In the '60s he raced an early 'special saloon', a Ford Cortina Mk1 powered by a Ford V8 engine. When he retired from racing, he was a regular driver of the circuit's fast intervention medical car.

In his very early days, Sanger needed medical attention when he fell off a BSA Gold Star motor bike. Speaking in 1999, he recalled this moment from his career:



*"One of my earliest memories was riding the BSA Gold Star at Castle Combe and one of the funniest moments was when I came down to Camp, on about the third lap. We were all trying to be the last of the 'late brakings' ... and I braked far too late. Being heavy, I went clean over the handle bars and was sat on my backside still doing about 70mph with the bike right behind me, following a straight line off the corner. In those days, fifteen feet from the edge of the road were steel posts driven into the ground with a rope stretched between them. The spectators stood behind that and they gently held the rope up as I slid underneath it. But I kept going and by this time my behind was getting a bit sore. I actually went feet first into the Red Cross tent; Ray Cordy, from Bristol, was already in there because he'd fallen off at the start. He looked down at me as I went sliding past and out the other end of the tent. He said: 'You'd better deal with him first, he's in a hurry!'"*

Terry Sanger died in 2013, aged 79, and Castle Combe's 2018 'Autumn Classic' meeting on 6<sup>th</sup> October will feature 'The Terry Sanger Trophy' to celebrate the life of this true racing character

All profits from the book will go to the Castle Combe Trust.

*Caricature by: Ian Shapland GGE-Art*

## Classic and Social ...



**Castle Combe Racing Club** will hold a 'Noggin & Natter Night' at 7.30 p.m. on Tuesday 24<sup>th</sup> April 7:30 pm at the Strawford Centre, Castle Combe Circuit



The Guest Speaker will be Stuart Turner, the former BMC & Ford Competitions Manager and architect of the competition success of the Mini Cooper S and Ford Escort.

Admission is free – for more information call Castle Combe Racing Club on 01249 784160 or email via the club's website – <http://www.ccracingclub.co.uk/>



**Torbay Motor Club** ran their first-ever tour on 25<sup>th</sup> March in fine weather, after the original earlier date fell victim to the first 'Beast from the East'. Following breakfast at the Kenton Estate Winery café, crews followed a circular route, defined by tulip diagrams and narrative description, which took in some of Devon's most spectacular views of estuary, rural, moorland and coastal landscapes. A coffee and chat stop in Okehampton split the tour before lunch was taken back at the Winery.

The entry included several classic (Lotus Elan, MGA), sports (Caterham 7, Mazda MX5) and supercars (McLaren 12C, Ferrari 430 Spider and 575, Maserati Quattroporte) and some absolute newcomers to club activities in their 'everyday drivers', two of whom subsequently went on-line to join the club.



The club are planning a further tour for the late summer or early autumn ...

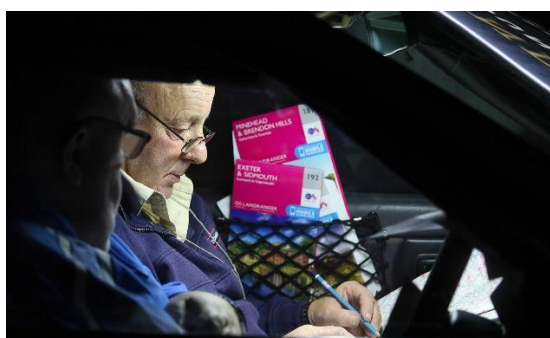
Newly MSA affiliated car club **'The Axle Tramps'** is the new organiser of the classic car run associated with the Kingsbridge Classic Car show held on the Quayside on May Bank Holiday (May 28<sup>th</sup>). The entry will include a pasty lunch and a cream tea at the finish. The entry fee is £30 for a two-person crew and £10 for additional crew members.

You can register your interest in the event by emailing [AxleTramps@gmail.com](mailto:AxleTramps@gmail.com).



## ***Event Report - Return of 'The Bagger' ...***

The first ASWMC navigational road rally of the year ... the 'Bagger' ... promised 200 miles of lanes around the Devon and Somerset borders near Wellington and up towards the Raleigh's Cross Inn on Exmoor. Forty-four crews, from as far away as Kinross (a mere 460 miles away!), Whitehaven, Redcar, Caernarfon & Jersey, entered with a selection of well-prepared cars including the favoured Escorts, Impreza's and Astra GTE's, plus a Ford Ka and a Nissan Micra.



The Windwhistle Inn at Cricket St Thomas saw the crews plotting 64 via points, 30 PCs and road sections, with a later handout to show the route between the via points.

*Pictured- Exmouth MC's Pete Barnard concentrating on plotting ...*

First away at 10.45 p.m. were John Davies/Aled Richards (Vauxhall Astra GTE), a 5-mile run out taking crews to the section start south of Tatworth. The route threaded through surprisingly wet and muddy lanes to Burr ridge and Cotley, onto a 'white' back to Burr ridge via a PC and a TC, before passing Brockfield, Narfords and Bewley Down to the next control. A challenging run to read from the map – and for the driver to see - along the hill top and down to Twist, with 90-degree junctions and jumps, led past Membury Castle to just outside Axminster before following the river Yarty and the first diagram of the night, a double triangle into a PC before a hairpin left, before doubling back along the other riverbank. Several tight junctions at Heathstock kept drivers on their toes before a couple of tricky hill-top slots after Ford, followed by another 90 slot right on the brow of Rower Hill to keep eyes and brake systems working to complete the 'Stockland maze' – for the uninitiated, imagine around 20 junctions, whites and LWR triangles all in one relatively small area ... and this year it was a fairly straight run through!



Another complex junction near Membury Court caught out some crews, the sharp right turn leading them onto an 'off-route' white down to a farm, where they lost time turning around ... the less-sharp, correct, slot led to another white and into the PC. Farley, the Godworthy gated road, Webble Green, Luggs and the Yarty ford brought crews to the second LWR junction of the event before Four Elms and the Seven Mile Straight led to the end of the first section. Andy

Davies/Michael Gilbey led on 04:12, followed by Mark Lennox/Max Freeman, 04:26, Richard James/Dafydd Sion Lloyd, 04:28, George Williams/Dan Stone 05:28 and Iwan Jones/Stewart Merry on 06:20. The only remaining novice crew, Aubery Bage/Shawn Tolman (Rover 200) were on 52:50.

The next section to the east of Bishopswood led to the slippery lanes at Knapp Farm, where crews went LWR the buildings and bales up to PC7 before yet another LWR diagram took crews to the first code board before the unfenced road and to the loop between Churchinford and South Down, with a bale to help crews avoid the spring next to the triangle and up the washed-out hill. The Luxton hump back bridge led to the Twistgates loop and up Beacon Hill, where the steep 'give way' junction turns into a hairpin left 90 right, all of which is hidden under a gradient arrow on the map - local knowledge would have helped here!



Some of the Welsh crews had brought marshals with them and two were at PC 10, after Smeatharpe airfield and Chapelhayes Hill; the route took the unusual step of avoiding Luppitt hairpin but turned right and left through the small avenue of trees before crossing the Luppitt Common road and completing a loop around Knowle before re-joining Common road and the long straight road between Smeatharpe Banger Track and the airfield.

*(Pictured above – Derek Arnold and Tony Brooks – 15<sup>th</sup> o/a)*

Valentines was muddy, as usual, where taking the yump before the triangle too quickly threatened the unwary with landing in the middle of the muddy triangle. The route then threaded its way past Bolham Water, Ridgewood Hill, Higher Munty and on to Willand, where a missing control caused several crews to lose time checking its location. Brimley Hill, across the Culm a couple times, Hemyock and Clayhidon Hill took the field to the final control of the second section and then to the petrol halt in Wellington. 10 cars didn't make it this far, with problems ranging from punctures to crew illness and even a navigator shutting her hand in the car door! Results at first petrol were:

1<sup>st</sup> – Lennox/Freeman(Ford Escort RS), 0:05.36; 2<sup>nd</sup> – Jones/ Merry (Ford Escort RS), 0:07.46; 3<sup>rd</sup> – James/Sion Lloyd (MG ZR), 0:09.25; 4<sup>th</sup> – Davies/Richards (Vauxhall Astra GTE), 0:10.10; 5<sup>th</sup> – Telor Pugh/Andrew Edwards (Seat Ibiza), 0:11.46; 6<sup>th</sup> – Danny Cowell/Mark Appleton (Subaru Impreza), 0:11.49; 7<sup>th</sup> – Reian Jones/Cadog Davies (Seat Ibiza), 0:12.28; 8<sup>th</sup> – Bevan Blacker/Niall Frost (Peugeot 106 – 0:13.59; 9<sup>th</sup> – Williams/Stone (Ford Escort RS), 0:14.24; 10<sup>th</sup> – Matthew Maidment/ Byron Jones (Peugeot 205 GTi), 0:15.46, with the 1<sup>st</sup> – and remaining novice, Bage/Tolman (Rover 200) on 2:05.15.

The third section crossed the Grand Western Canal twice before passing Cothay Manor and avoiding Poleshill ford (probably a wise move this time of year!) before heading to yet another LWR near Bathealton Court, before ducking under the old railway bridge to Hagley Bridge. Waldron's Hill, the big climb to Ashbrittle and a twisting section with double junctions saw crews



soon tackling the fifth LWR diagram at a deceptive farm complex with three entrances; some went for the first or overshot the second, whilst local or regular competitors knew that the farm can only be used one way and gained time approaching the PC.

Crews then headed to the five-way crossroads with the B3227 before heading back down to Thorn Cross for the second time and a long loop to ITC30 ... and a rare neutral section to MTC33 to start the next section near Wiveliscombe. The B-road bends lulled crews into a false sense of security before two 90 left slots on Heydon Hill led to a bumpy white before descending to Raddington and around the back of Shillingford. Once over the river, crews tackled a very muddy and slippery white around the back of Bampton and another at Bampton Down, finishing with a slow and tight 'short way round' (for a change!) triangle back onto asphalt and the run through Upplowman and Fair Oak leading to the final control of the section on top of the Grand Western Canal Bridge just outside Sampford Peverell.

Davies/Richards were in the lead, dropping just 03:09, almost 5 minutes ahead of the second quickest crew Lennox/Freeman on 08:08. Close behind were Pugh/Edwards, locals James How/Nic Jones (MG ZR) and Jones/Davies on 08:13, 08:41 and 08:57 respectively. Novices Bage & Tolman persisted valiantly but were struggling keep away from going OTL, missing controls to stay in the event and carrying total penalties of 1:56:03. A short run down the M5 took crews to a 'splash and dash' at Cullompton services, where Davies/Richards led on 0:13.19, followed by Lennox/Freeman on 0:13.44, Pugh/Edwards on 0:19.59, Jones/Davies on 0:21.25, Blacker/Frost on 0:26.15 and Maidment/Jones on 0:31.14.



A clutch of South-West crews started to make their mark, with Ross Whittock/Richard Crozier (Rover 25) (*pictured left*) on 0:33.49, Phil Harris/Liam Burns (Subaru Impreza) on 0:37.44, How/Jones on 0:38.02 and Dan Darkin/Nick Darkin (Subaru Impreza) on 0:38.04. Plucky novices Bage/Tolman were still going on 4:01.18!

Heading south via the long way around the square near Sandfield and up to Hemyock Common led to a difficult to

read section, with the map corners taking crews between 181 and 192 several times before looping down to the B3391. A quick hop over the river Culm and along the Culm Davy white before reaching the top of the Blackdown hills next to the end of the section near the Wellington Monument led into a long (well, long for the Bagger...) link section through Wellington for the start of the final section, with many wondering whether the remaining crews would make it to the end. Bindon, Slape Moor and Croford took crews through Ash Priors and the 'scenic route' (it was dark!) to Handy Cross. Avoiding Lydeard St Lawrence, the route threaded its way around Crowcombe Heathfield and down to Coleford Water before a long run over the Lawford level crossing led to a 'hard to see' footpath past Heddon Oak. Another LWR to approach PC33 correctly, another double use junction and a loop to a PC above Higher Vexford took tired crews past the base of Willett Hill and onto the B3224 for the final control of the night, before a short



run west took the survivors onto Exmoor and the welcome sight of Raleigh's Cross Inn for a well-deserved breakfast!

The final section saw Lennox/Freeman quickest, dropping just 03:40, Jones/Davies a further 22 seconds behind, leaders Davies/Richards dropping 05:40, Maidment/Jones making a final push to fourth with 07:21 and locals How/Jones 16 seconds behind them. Bage/Tolman made it to the finish, picking up 1:50:00 in penalties on the final section - but they were the only novice crew to finish!

After a brief wait for the all crews to clock in, marshals' check sheets and breakfast, the results were made final.

Lennox/Freeman (*pictured, right*) snatched the win from

Davies/Richards on the final section, winning the event by 1:35.

Pugh/Edwards damaged their Ibiza, moving Jones/Davies into third, 6:21 behind second place. A further 10 minutes adrift were Yorkshire's Blacker/Frost and Maidment/Jones took fifth with a total time of 0:38.19.



Full results for the night can be found at [www.britishroadrallying.com/bagger-2018-results](http://www.britishroadrallying.com/bagger-2018-results)



A final thank you goes to Roger Hunt for putting together a fantastic route, all the VCRR organising team, the results crew, the fantastic marshals (some of whom we saw three or four times in the night), the PR crews for their time and effort visiting every house on the route, the start and finish venues and fellow competitors for keeping the event going. If you think you've done the best event in the UK, I would try this one first before you make up your mind ...

**Dan Pidgeon (Navigator, car 36 - Nissan Micra – 10<sup>th</sup> Overall)**

(All Images courtesy of M & H Photography  
[www.mandh-photography.co.uk](http://www.mandh-photography.co.uk))

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Please note, we are unable to service Lifeline fire extinguishers which are older than 10 years old or if they have missed more than one service or more of the 2 year service.



## Championship Reviews



## 2018 Subaru WRC Spares Stage Rally Championship

So far this year we have only had two events run, with the Bovington Stages having to be cancelled due to the snow.

The Brean Stages ran well with 12 stages run over 2 days, with Aaron Newby/Andrew Leech taking the victory. We had 10 registered drivers and 10 registered co-drivers on this event, and highest placed ASWMC crew were Steve And Yvonne Furzeland.

The next event was the Tour of Caerwent, and this one-day event saw Dave Willett take the win; 5 ASWMC registered drivers and 4 registered navigators competed, Paul Davis and Keith Richings taking the highest placed ASWMC honours.

So far this year, event entries have a been a little low; entries are now open for the Corinium, TSH and Wildlife Stages, and hopefully entries will pick up and we will see full entries on events.

It is good to see the Wildlife Autosport (Taunton and Burnham MCs) name back involved with rallying – see below; Bournemouth & DCC have had to relinquish the running of their rallies at Smeatharpe and so the June event – on the 17<sup>th</sup> - will now be run by Wildlife. In a statement, Bournemouth & DCC said *“Running two events so far from our home base for over ten years is not easy logistically and has only been possible by the goodwill of members giving up their valuable time”*. Sadly, the September event has been lost due to the owner wanting to use the venue for other purposes.

The postponed March Bournemouth event, the Bovington Stages, will now run on the 11th & 12th of August. This is the only available date that will fit with the Historic Championship and which avoids military usage of the Bovington venue.

**Vic Fancy**

### ***Wildlife Smeatharpe Stages - In Memory of Richard King***

Our event is being run in memory of Richard King who sadly passed away in January. He was Chairman of Wildlife Autosport which ran both rallies and hill climbs at Cricket St Thomas Wildlife Park from 1975-1998. Although the venue was lost Richard continued in his role in promoting Motorsport in the South West including rallies at Smeatharpe & Bovington under the banner of Wildlife Autosport.

Bournemouth & DCC have successfully run stage rallies at Smeatharpe, starting in 2004 and adding a second event in 2007. Wildlife Autosport were asked to take over the running of the June rally to allow Bournemouth & DCC to concentrate their efforts on their wide range of events, including their two rallies at Bovington. For more details please visit the Wildlife Autosport web site: [www.wildlifeautosport.org.uk](http://www.wildlifeautosport.org.uk)

***Wildlife Smeatharpe Stages Organising Team***





## 2018 TyreMarks Hill Climb Championship



As I write the championship is yet to get underway, but registrations are just eight less than at the end of the 2017 season ... and the good news is that entries are flooding in for the early events in calendar, particularly for the April and May Wiscombe events. The May events also only had a few spaces left at the end of March and I believe that Werrington is also full. If you want to compete, the trick seems to be to put your entry in as soon as you receive the e-mail from me ... the SRs for Castle are available now!

**Roy Sims**



## 2018 TyreMarks Sprint Championship



Once again, I am pleased to report that championship registrations are healthy, with only three fewer contenders at this point than at the end of the 2017 season.

So far, two rounds of the championship have run, The Great Western Sprint at Castle Combe on 24<sup>th</sup> March and the Treloy Sprint on 25<sup>th</sup> March. Roger Brunt is leading, mainly because he came out and entered both events, Jon Langmead took a maximum score of 22 points at Treloy to lie 2<sup>nd</sup>, and the 3<sup>rd</sup> to 9<sup>th</sup> places are all equal on 21 points.

Bournemouth & DCC's Clay Pigeon Sprint on the 1st April, Abingdon on the 8<sup>th</sup> April, Portreath on 14<sup>th</sup>/15<sup>th</sup> April and Llandow on the 12th May all follow in quick succession, and both Llandow and Abingdon are likely to have full entries.

The SRs for the Pembrey and Abingdon (2-course) events will be published soon, and don't forget that the Abingdon event will count as 2 events in one day as far as ASWMC championship scores are concerned; this is a great event and saves money on travel, although it can be very busy.

**Roy Sims**

## 2018 Southern Counties Autocross Championship

... the Final Countdown ...

With about a week to go before the start of the 2018 Championship, the entries are looking good even though several stalwarts have still yet to make the trip to the post box! If you haven't yet entered, then please do so as soon as possible to avoid upsetting Jenny!

It's looking as though we may be using the big field at Fairmile for the event, providing the weather goes in our favour - hopefully it will make up for not being able to use the field at the end of last year.

If you are, or know of anyone, that competes in loose surface stage rallies, why not come along and have a go. With very few loose surface events in the south of the country this year, autocross events are an excellent opportunity for some excellent and non-damaging testing.

The Fairmile track will be about 1 mile+ in length and, with each timed run consisting of 4 laps, you'll cover more ground than many forest stages and able to return to the paddock after each run for alterations to settings.

Championship registration can be made at any point in the season but please note that points cannot be back dated - you will only score points from the date of your registration.

So far, I have received very few e-mails from competitors regarding the potential changes and rewriting of the Autocross class regulations; the gist of one was that they saw 'no reason to change anything' apart from a possible alteration to class engine capacities. The discussion at the AGM suggests that there are other ideas and suggestions out there, so please send them to me so that we can kick-start the discussions at the championship opening Torbay event.

**Colin Anderson**

## **2018 Sporting Trials Championship**

The Northgate trial organised by Launceston and North Cornwall Motor Club has moved its date from 15th April to the 29th April due to another sporting trial in Somerset on the same day.

Launceston will also be testing another venue with a view of using it for their national round in September. Unfortunately, many competitors failed to make it to Round 2 due to the heavy snow falls and later in the month Round 3 also had to be cancelled due to heavy rain – it can only get better!

**Duncan Stephens**

## **2018 Classic Reliability Trials Championship**

This year's championship is well underway with three rounds already completed at the time of writing; so far 16 contenders have registered, including two new to the championship. Although I have sent a link to the website with registration forms, some others seem curiously reluctant to re-register for 2018.

The Midland Automobile Club decided not to run their Clee Hills Trial but are planning to reintroduce it next year with some new blood in the organising team. It is good to see that Woolbridge MC is planning to once again run their Hardy Trial in November.

The 70<sup>th</sup> Exmoor trial was well received, with a change of finish venue, closer to the start, trailer parking and a more northerly route. The antecedent heavy rain meant the loss of two sections, and drizzle and mist somewhat spoilt the scenic views from the route across Exmoor. High Bray was kinder than in the past and most contenders saw the top of this rocky section. Floyds Bank however, with its new route, caught out all the cars. Paul Merson in the Shopland Special won the trial by cleaning new section Porte Farm 1, where most other cars sank in the mud and scored 10 or 9.

A week later the Cotswold Clouds enjoyed near-perfect trialling conditions in early February, and with a full entry of over 70 starters it was also very well received. Delays due to failures on Section 3, Axe, meant that the trial ran late, and several had to climb the last hills in the dark. Conditions appeared to improve for the later cars however on most sections, and Dave Haizelden won the 'battle of the Scimitars' in class 5.



The popular Holsworthy's Chairman's Trial probably had the muddiest conditions and was the toughest trial so far this year. There were punctures a plenty, and several retirements. Aaron Haizelden won class 5 this time, with Paul Merson (Class 8 Special) and Matt Facey (Class 3 BMW) once again winning their classes to take an early joint lead in the championship.

The Torbay Trial had a full entry of nearly 90, although the threat of the second 'Beast from the East' deterred some from making the trip to the Exeter start. The threat proved well-founded as steadily worsening conditions in thickening snowfall meant that the event could only run 10 of the 15 planned sections.

**Carlie Hart**

## **2018 Car Trials Championship**

Round 1 of this year's championship - the re-arranged Woolbridge MC Golden Springs trial – proved to be a very challenging event with some tough hills to make the drivers think. Initially wet conditions dried gradually during the day and even in the tough conditions the overall winner of the National B event was on a meagre 14 points after 32 hills. Four ASWMC contenders took part, with representation in all 3 classes.



Andy Wood turned up out of the blue in a 1300 Yaris (*pictured left*) and was luckily allowed to enter on the day - not something every club would allow. But his hectic day with a hastily repaired machine delivered a 3rd in class and the lead of the championship with 6 points.

(Picture – JDS Photography)

Class 2 saw the first outing in 18 months for Andy Webb in his Alfa - some good climbs against some top calibre competition saw him finish 4th in class. Newcomer Trey Penrose travelled from Truro with his Ford Ka and did very well in his first championship event to keep going, ending the day with a worthy 3 championship points.

Class 3 saw Brian Alexander bring his X90 out in preparation for the forthcoming Land's End Trial, but he really struggled to find grip in the slippery grass and ended in a valiant 6th place - beating fellow X90 driver Bill Stronach from Kent.

Round 2 of the championship on 29<sup>th</sup> April is hosted by Bristol Pegasus at Dundry, and the SRs are available on both the ASWMC and Bristol Pegasus websites.

For those of you wanting some practice in the interim, Woolbridge MC are running their final trial of the 2017/18 season on Sunday 15th April at a new venue near Bridport - see the Woolbridge website for info.

**Mark Hoppé**

## **2018 Autosolo Championship**

David Fooks heads the points table after Camel Vale MC's event at Perranporth, with Steve Conner, Sandy Smith and Antony Brown all in hot pursuit and chasing down David's lead.

Round 2, the Devizes and District MC Autosolo, saw a sunny but cold day with Liam Rollings continuing his great start to the season with another FTD and maximum points in class, with Chris Foxley also taking maximum points for organising the event.

The Bath event is on 8th April followed by the Oxford Autosolo on 22<sup>nd</sup> April, with entries for both flooding in. There are many more rounds to run and only nine will count, so you don't have to enter them all – even starting now you could still win!

Please check the ASWMC web site for event dates as they can and do change for various reasons.



The calendar is arranged so that if you're located in the far South West then you have the same chance of winning as if you were in the East of the region. This is a major change from previous years to try to ensure that everyone in the whole region can be active and stand a good chance in the Championship.

It would be good to see more in the far South West out on events competing and winning in YOUR Autosolo Championship.

*Photograph courtesy of Scott Boulton at Jack Flash Photography*

**Alan Wakeman**



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