



In this issue ...

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Summer 2018

Welcome to the 2018 ASWMC Championship Summer Newsletter

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Our cover photo this month features Tony and Ben Bonfield's shared Jedi at Wiscombe Park, notable for the prominent message thanking the marshals for their efforts on the day. This summer, that message has been more appropriate than ever, with records being broken for hours of sunshine, weeks (rather than days) of days without rain and extreme temperatures. Marshalling is usually rewarded with messages on many car sides and a cheery wave of 'thanks' from drivers on the hills as they descend, but other disciplines don't necessarily have that lull in proceedings for competitors to acknowledge those who've helped to keep them safe during the day ... and although it's routine for them to be acknowledged at awards presentations, not many stay, understandably setting off for home as soon as the competitive action ends.

Whilst some 'premier' events seem to have no trouble attracting marshals, the level of cover at others is worryingly patchy, and some organisers live in fear of the MSA Steward 'pulling the permit' on the day due to insufficient marshals. It's often been said that paying marshals expenses would be the 'thin end of the wedge' and this is resisted by most clubs because of the obvious danger that wealthy clubs will attract turnout by paying whereas those that cannot afford to pay will suffer, risking cancellation of their events. What is the solution? Write to us with your views and let's see if sharing ideas between clubs can go some way to solving the issue.

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: Tony Bonfield (Jedi Mk 4) rounding Sawbench Hairpin at Torbay MC's Wiscombe Hill Climb in May (Image courtesy of Derek Hibbert)

**Association
Partners:**



From the Chair ...

I should like to start by referring to the recent sad passing of Colin Goode, whom many of you in our region will have encountered in the past in his many roles in Westcountry motorsport. During my time as Chairman, Colin stepped into the breach at a difficult time to take on the role of Treasurer, gradually transforming the organisation of the association's finances, and for that I, and we all, will be eternally grateful. His successor is Jenny Coxon, who is also, I suspect, now the youngest member of the ASWMC Executive Committee.

The MSA has a new Chairman, David Richards, and one feature of his new reign is self-evident - he is clearly intent on making participation in grassroots motorsport easier than it has been for many recent years. There appears now to be an 'open door' and this may well provide us with opportunities we wouldn't wish to miss. So, if there are areas of the sport that you think we would do well to change to make participation easier, then please contact me as soon as possible. Possibly associated with this, we also need to see if we can understand why entry numbers across the disciplines are diminishing, and if you have any thoughts on this topic then please don't hesitate to let me know.

I'd also like to remind you that the MSA is seeking applications to join the various MSA Specialist Committees. The ASWMC is well represented on many of these committees, which serve the disciplines that are active in our region. However, if you can afford the time to attend (usually two to three meetings a year, with travelling expenses paid), then please contact me and I can point you in the right direction. Your application will need to be accompanied by a "motorsport CV" detailing your experience.

Classic Car tours are becoming increasingly popular and one last month, reasonably close to my home, was the annual Chipping Sodbury Classic Car Run, organised by the local area Lions Club and in the safe hands of Bristol MC's Secretary, Mark Benstock. On the same day, on the other side of the country near Snetterton, another such run featured a host of cars many of which I remembered from my younger days. What rather tickled me was that there were three Bugattis taking part, which is more than you tend to see at a Bugatti Owners Club event at Prescott!

I see the publicity for many of these events in our region, including those that are run by ASWMC member clubs that feature in the 'Classic and Social Section' of the newsletter, but that was the first I had seen at first hand - a lovely day out for the owners and passengers ... and the cars.

Paul Parker, Chairman

News in Brief...

New signing-on sheets and ROPS changes – this page

New event launched – the Lombard Rally Bath 2018 - page 7

Watergate Bay Hill Climb is 'go' – page 12

ASWMC Club receives Business Award – page 13

'End of term' Sprint event – page 14

'The Only Way is Essex' – marshall report on closed-road Tendring & Clacton Stage Rally – pages 16 to 18

Recent Notifications from the MSA ...

Signing-on sheets:

Please note the MSA Signing-on sheets and forms have been updated in compliance with the new GDPR requirements.

The most recent forms can be obtained from the Clubs and Organisers Resource Centre on the MSA website:

<https://www.msauk.org/Resource-Centre/Clubs-Organisers>

Roll-cage (ROPS) rules relaxation:

The MSA has relaxed impending changes to roll cage rules in stage rallying in order to address concerns regarding their compatibility with older cars and difficulties in retrofitting the additional parts. Regulations due for implementation next year would have required all vehicles first issued with a Vehicle Passport after 1 January 2019 to comply with new roof and windscreen pillar reinforcement measures.

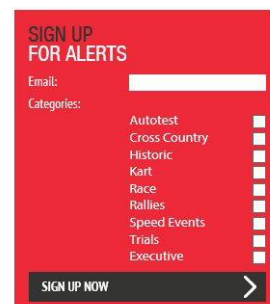
Please click below for more details:

<https://www.msauk.org/Older-stage-rally-cars-exempted-from-roll-cage-rule-changes>

Regulation Changes ...

If you want to receive regular notifications about proposed regulation changes in your discipline, you can sign-up for e-mail alerts on the MSA website at:

<https://www.msauk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation>



SIGN UP FOR ALERTS

Email:

Categories:

- ☐ Autotest
- ☐ Cross Country
- ☐ Historic
- ☐ Kart
- ☐ Race
- ☐ Rallies
- ☐ Speed Events
- ☐ Trials
- ☐ Executive

SIGN UP NOW >



Name Change for old friends – welcome to DL Motorsport Parts ...

Subaru WRC Spares, the association's loyal sponsors of the ASWMC Sealed Surface Stage Rally and the 2018 ASWMC Stage Rally Championship, have changed their name to DL Motorsports Parts Ltd.

They are continuing to operate from their premises at Oakfield Press in Plymouth and will be adding new product lines under their new name.



**DL Motorsport Parts Ltd,
Oakfield Press, Elliott Road, Plymouth, PL4 0SG
Tel: 01752 276166**

Email: DLMotorsportparts@hotmail.com



Customers, please note that this is a change of name change only – the VAT number, bank account and company registration number remain the same.



Colin Goode

August 1944 – June 2018



Lifelong motorsport enthusiast Colin Goode lost his long struggle with illness on 23rd June, leaving a legacy and a level of commitment that few can match.

His involvement dates back about 50 years, starting with flag marshal duties at Ingliston race circuit when he moved to Edinburgh for work. This early taste of motorsport soon inspired him to travel to other events and forty years ago – in 1978 – he was pictured as a flag marshal in the official programme for the British Grand Prix at Brands Hatch.

Colin was a founder member – # 20 – of the Scottish Motorsport Marshalling Club, and was soon persuaded to join the committee, on which he served until he left Scotland to move to Devon. Whilst his first great love was circuit racing he also marshalled at a wide variety of other disciplines, including the Doune hill climb and a variety of rallies, whilst his increasing involvement in event organisation led to many other official duties on rallies and other events.

Colin's commitment to safety in motorsport led him to be involved with the setting-up and management of the very first – and many subsequent - Motorsport Rescue units. It was perhaps inevitable that his interest in amateur radio would spread across to motorsport and he helped to establish both the Scottish Radio Group and their training programme for rally marshals. He was the MSA Radio Coordinator for Scotland until 2000, later continuing in this role for Devon and Cornwall, the Chief Communications Officer on the Scottish Rally for many years and involved in the HQ-based communications for the RAC Rally, Britain's round of the World Championship.

When he was a young flag marshal, a friend once earnestly explained the progression from 'Flag' to 'Observer' and onwards, advising that "when you get very, very old you might become an RAC Steward" – Colin was therefore particularly pleased to achieve this role just before his 50th birthday, when he certainly did not feel "very old"!

In later life Colin particularly enjoyed working as a travelling marshal for historic endurance rallies such as the Scottish Malts and Le Jog and unsurprisingly was an obvious choice to lead

the organising team for many years as Clerk of the Course for Torbay Motor Club's Powderham Castle historic rally, continuing to lend valuable support to later versions of that event even after he stepped down as C of C.

His conscientiousness, diligence and attention to detail were always to the fore when representing the MSA, and his occasionally brusque and forthright manner in dealing with disciplinary matters was always underpinned by a profound sense of fairness and justice. It's probably true to say that he didn't suffer fools gladly and he could be rather 'prickly' at times, but he knew the rules and would apply them fairly, interpreting them flexibly in order to prevent any injustice and come to a decision that was fair but firm.

He served for many years as a committee member and Treasurer of the ASWMC, a director and chairman of Torbay Motor Club and a staunch supporter of the West Country Rescue unit, in which roles he was instrumental in guiding all three organisations through difficult times. Despite his rapidly failing health, just six weeks before his death he insisted on being taken to the May ASWMC committee meeting so that he could formally – and properly – hand over the reins to his successor.

Colin gave praise quietly and discretely to the whole team in which he was involved; even when organising teams had overcome all manner of difficulties and obstacles to stage and run an event, he would never select any one person for special mention. Those who knew him well understood that his customary summary – "I think we got away with that one" – was 'radio-code' for 'Well done everybody'.

These few words cannot possibly do justice to Colin's fifty years' passion for, and commitment to, motorsport. Lastly, his dry sense of fun and humour extended to the setting of an 'unofficial record'. Last autumn, he came to Wiscombe Park to lend moral support to the volunteers working at the end-of-season venue 'clear-up'. Having just taken delivery of a new mobility scooter, he insisted that he be lined up precisely on the start and timed himself as he sped up the hill to set the 'class record for mobility scooters'! His many friends and motorsport colleagues hope that his time will not be challenged and stand as a record in his memory.

Rupert Barker

Lombard Rally Bath 2018

The Lombard name returns to Rallying! In the 1970s and 80s, the Lombard RAC Rally attracted more spectators than any other sporting event in the UK, with more people watching the rally than those at every Football League match on any single weekend. In 1976, and subsequently three more times over the following few years, the rally was based in Bath – a great coup for the city in those days.



1976 start in Great Pulteney Street, Bath

Lombard Rally Bath 2018 will be based at the 5-star Bath Spa Hotel, starting on Friday 19th October with a Buffet Dinner and a Rally 'Question and Answer' evening, hosted by Robin Eyre-Maunsell and Peter Scott, and featuring 'star drivers' including Stig Blomqvist (pictured left, in Adam Marsden's Audi Quattro), Rosemary Smith, Harri Toivonen, Jimmy McRae, Louise Aitken-Walker, David Llewellyn, Graham Elmore, Tony Fowkes and Terry Kaby.



The event is based on revisiting the asphalt special stages around Somerset that made up a large part of the third day of the 1976 event. Saturday 20th features a day long tour to some of the 1976 asphalt special stages; Cricket St. Thomas (which will host a coffee stop), Wiscombe Park and, after lunch in Minehead, a run up the Porlock Toll Road. A further old RAC Rally stage at Longleat will also be included. The route will also include roads used as selectives on Motoring News Championship road rallies in the 1970s. In addition to period rally cars, other classic cars will be able to take part on the non-damaging route. The event returns to Bath for the evening Rally Dinner, hosted by the legendary Graham Robson, author of many rallying tomes, whilst the cars will be displayed in the floodlit car park of the hotel. Joining the dinner will be star drivers including Gill Robinson, Pauline Gullick, Brian Culcheth, the 1980 Lombard RAC Rally winning co-driver, Paul White and a star of that year's event, Graham Elmore, who quite literally dragged his Patrick Motorsport Vauxhall Chevette back to Bath, setting fastest times on the last few stages despite rolling more than once earlier in the rally.



Further details are on the event's Facebook page and website, www.lombardrallybath.co.uk. The organisers have received considerable assistance from Bath Tourism in anticipation of large spectator numbers, both in the city and at the former stages.



The organisers hope that this year's Lombard Rally Bath will be the first of many similar events that will recreate sections of the Lombard-sponsored Rallies, bringing period international rally cars back to parts of the UK where they are now rarely seen. The cars may not now be driven at competitive speeds but there is increasing interest in the cars and their history, and those lucky enough to own rallying icons such as the Lancia Stratos and Delta, Datsun

240Z, Triumph 2.5 Pi, Porsche 911, Ford Escort, Audi Quattro, Alpine A110, Triumph TR7 V8, Vauxhall Chevette and Opel Manta will have showcase events in which they can shine once more.

Tim Nash

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For more information on the scheme, or to speak to one of their advisors, call the Reis team on 0115 965 1020 or visit www.reis.co.uk – you can click through from any of the Reis logos in the newsletter.

After an apparent 'glitch' or two, Mark Taylor at Reis has assured us that ASWMC championship contenders will be acknowledged when they telephone for an insurance quote and that a return on policy premiums will be sent to the ASWMC to support the Club Project Fund (see below) ... just ensure that you mention your ASWMC connection when you call ...



'Money, money, money' ... our Club Project Fund ...

Please remember that the deadline for applications to the fund is 31st October 2018 and should be submitted in writing to the General Secretary.

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

Examples of uses include the purchase of new equipment or promotional material such as banners, leaflets or flags or support for the start-up costs of new events.

Bids will be considered by the Fund sub-Committee, which currently comprises Jay Brown, Jenny Coxon, Roger Gillard and Howard West (any sub-committee member who is a member of a bidding club will not be involved in the decision). The awards will be ratified at the winter meeting of the executive committee (10th December) and the winner(s) will be announced at the ASWMC Awards Function on the 18th February 2019 and published in the 2019 Spring Newsletter.

Welcome to three new ASWMC Member Clubs ...



Isle of Wight Car Club

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

Dunkeswell Kart Racing Club

<http://www.dunkeswellkartclub.co.uk/>



Rally Reunion and Recreation Club

<http://lombardrallybath.co.uk>

Training ...

With the excellent training day with Glyn and West Country Rescue behind us, it will soon be time to prepare budgets for next year. To receive funding from the BMSTT, budgets must be submitted in September. Any Club looking for such funding for a training session needs to talk to me as soon as possible to progress the idea; training can be held at a club's own venue or elsewhere but now is the time to prepare an application.

Details of training in the remainder of 2018 and into 2019 will appear on the MSA, VIM and ASWMC web sites and on the ASWMC FaceBook page, so please keep a look out for more information as it becomes available.

Contact me: **T:** 01823 652676; **E:** training@aswmc.co.uk or rogernunn7@hotmail.co.uk

Web: ASWMC or VIM (<http://www.volunteersinmotorsport.co.uk>) web sites

Roger Nunn, Training Officer

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 Facebook group - <https://www.facebook.com/groups/331829570210716/>

Promote your events, post links to your club's website, keep competitors informed, appeal for marshals, advertise cars, parts and trailers, etc., or recruit a driver/navigator. New members are vetted before acceptance to ensure that only genuine motorsport enthusiasts join the group (anyone submitting posts which are offensive or unrelated to motorsport will be removed).

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 Thanks.

Provisional 2017/18 ASWMC meeting dates:

19 th August 2018	Executive Committee Meeting
21 st October 2018	Executive Committee Meeting, AGM and Council meeting
9 th December 2018	Executive Committee Meeting
17 th February 2018	2017 Awards Presentation



The LARA Chairman's E-Newsletter (No.8 – June 2018) is available as a pdf file – please e-mail me – newsletter@aswmc.org.uk – if you would like one, I will forward a copy.

Around the Clubs ...



Truro & District MC, Newquay AC and Plymouth MC are looking forward to the 15th/16th September when they will run the first, and long-awaited, closed-road hillclimb in mainland UK since 1924, at Watergate Bay near Newquay, Cornwall. A full entry of 90 cars will start a few yards from the Atlantic shoreline and wind their way up the 720-metre course on the B3276 coast road.

The event has attracted support from a wealth of local businesses who are keen to see this become an annual event. Local charities will also benefit from the weekend, with all profits being donated to the Cornwall Air Ambulance and Cornwall Food Foundation, which includes Jamie Oliver's apprentice training scheme at the nearby Fifteen restaurant.

Deputy Event Director Dave Brenton said that "We have been inundated with requests for regulations and entries for several months now, so it's all set to be a momentous event for Cornwall and the UK" ... "It has taken many years of planning and we are indebted to the assistance of local businesses, councils and landowners for their support in getting the event off the ground".

Information for spectators and more details on access, displays and timings will be available over the next few weeks on the official website.

Volunteer Marshals are also required to help run a safe and smooth event. Please contact the event Chief Marshal Neil Gould via the website - <http://www.watergatebayhillclimb.co.uk> - to register your interest.



The latest news is also on the event's social media feeds:

<http://www.twitter.com/watergatehill>

<http://www.facebook.com/watergatebayhillclimb/>



Bath Motor Club have had a busy spring and summer, organising two ASWMC & BTRDA championship Autosolos, a Classic Tour (a round of the HRCR Series), two Targa Rallies and last, but not least, a Sunday treasure hunt and Jogularity rally, one of two every year. Preparations are now underway for the next Festival Targa in March 2019 and plans are now firmly afoot for an autocross next year.

We have been working hard this year to bring 'social' and 'beginners' into our thinking, dropping '12 cars' in favour of Jogularity-style navigation. This has tended to bring the whole family out to have a go in their shopping car, ending up with a meal at which everyone can sit and tell their stories. The event to attract beginners was the Cotswold Targa on the 22nd July, an all tarmac event designed for those who have done no motorsport before, and although it clashed with another local Targa road rally it still attracted 23 entries.

Bath MC members showing well include Steve Connor, 2nd in the Autosolo Championship, Roger Brunt, leading the Sprint championship, and Mike Burrows scoring points on Targa road rallies.

Outside the ASWMC championships, Ross Whittock is lying 1st in the Junior British Rally Championship after a convincing win on the Ypres Rally co-driving James Williams. In the 2018 Under-28 European Rally Championship Ross and driver Chris Ingram have recovered from the disappointment of retiring on the Canaries, Rd 2, after Chris fell ill, and a good result on Rd 3, based in Rome, has helped them back to 2nd in the U28 standings.



Chris Ingram and Ross Whittock on their way to 1st in the U- 28 class and 3rd overall on the Azores Rally.



Club RallySport West were a shortlisted nominee for the Weston College prestigious 2018 Business Awards, taking the runner-up slot in the 'Inspiring Future Talent' category at the ceremony held in Weston-Super-Mare's Winter Gardens Pavilion on 13th June.

The awards were presented by multi marathon runner Ben Smith.

The awards recognise the hard work and commitment from the town's businesses and organisations which have made a positive impact on the college's student population.

Club Chairman Rod McKenna said he was delighted and honoured to receive the nomination and runner-up award, a direct result of the club's involvement with the college Motorsport Vehicle Maintenance and Repair diploma courses over the past four years which, alongside other projects, included involving students in the scrutineering of the club's Brean Stages Rally at the college each year.



The **Hillclimb & Sprint Association** have invited the member clubs of the ASWMC to an 'extra' National 'B' Sprint Weekend at Curborough on October 13th & 14th, with the 'figure of 8' course used on Saturday and the usual single lap track layout track on Sunday. Full details and on-line entries are on the HSA website at www.hillclimbandsprint.co.uk.



Castle Combe Racing Club is helping charities in a variety of ways, from race meeting collections and 50p donations made by attendees at their popular car boot sales; each event organiser selects a new local charity to benefit from its support. The 'Howard's Day' race meeting saw an impressive £690.55 raised by the Chippenham Lions on behalf of Wiltshire Air Ambulance and an April car boot sale raised £1271.72 for Friends of Luckington School – a Chippenham-based primary school in the heart of the community. The circuit also recently held its annual Charity Track Day, giving enthusiasts the chance to drive on the race track whilst giving donating passengers a ride in their performance machines. For the fifth year running, this event raised funds for the RUH 'Bath's Forever Friends' appeal which helps to pay for equipment, research and innovations, as well as the finishing touches and 'extras' that complement the high-quality patient care at the city's Royal United Hospital. The £5750 raised was doubled thanks to the Brownsword Match Funding Challenge and the Castle Combe Circuit has been awarded the title of Senior Community Partner to the charity.

Chippenham's Luke Cooper extended his successive run of home CCRC Formula Ford wins to six at the circuit's TCR UK extravaganza weekend in mid-July, further cementing his Championship advantage. The youngster was again the man to beat in the Castle Combe Racing Club Formula Ford 1600 Championship sponsored by Melksham Motor Spares, bagging pole position by 0.177secs from Josh Fisher – last year's CCRC FF Champion – before eventually proceeding to notch up the victory and take the fastest lap.

Pole-sitter Barry Squibb (Mitsubishi Evo 9 2200) took victory in the Castle Combe GT Simonstone Championship, Gary Prebble (Seat Leon Cupra 20v T) triumphed in the 32-car strong Castle Combe Saloon Car National Windscreen Championship field and Huddersfield's Dan Lloyd won both TCR UK Touring Car Championship races, although he was demoted to second in the first after picking up a one second penalty for 'driving in a manner incompatible with general safety', handing the win to Oliver Taylor.

Bristol's James Colbourne did the double in the Teekay Couplings Production GTi Championship, Adam Southgate won two of the Toyo Tires Porsche Championship races and James Coleman took the third. Steve Roberts won the first BRSCC Mazda MX-5 Super Cup race whilst James Blake-Baldwin took the second and third races. Michael Watton had a clean sweep of three wins in the Speed Group F1000 Championship races, Steven Daily was the double victor in Nankang Tyres BMW Compact Cup and Tom Stoten (Gunn TS11) raced to a lights-to-flag victory in the sole SRCC Sports 2000 Championship race. In total there were 22 races over the two days.

Racing resumes on August 11-12 with the BRSCC Caterham Race Weekend.



Castle Combe Circuit's Memorial Marker to be unveiled at the Autumn Classic Historic Racing Festival on Saturday 6th October

Although best known nowadays for hosting popular motor racing events, Castle Combe Circuit had a significant military-based beginning. The recently-formed charity, Airfields of Britain Conservation Trust [ABCT], was set up to help fully recognise the invaluable importance airfields played in the past by erecting memorial marker stones at various key sites around the country. It's the turn of Castle Combe Circuit to receive one of these prestigious markers in 2018, which will be unveiled at the venue's October Autumn Classic race meeting.

Starting operations in 1940, as a training base to assist with World War II operations, RAF Castle Combe soon became a key military link for the Wiltshire area and beyond, boasting amenities such as two steel-mesh runways and multiple hangars surrounded by a paved perimeter track. Throughout its operational years, thousands of air crew passed through the site before going on to active service. From July 1946 through to June 1948, the base then took on a new role, being used by the RAF as a re-settlement camp for Polish ex-servicemen until the site was eventually decommissioned and reverted to farmland in October 1948. This wasn't the end for RAF Castle Combe, though, with the perimeter track and outbuildings transformed to create Castle Combe Circuit in 1950 and the new circuit soon saw drivers such as Stirling Moss and Mike Hawthorn make regular appearances. Fascinatingly, the circuit still adopts the same basic shape as the historic track, and no less than eight of the ex-RAF buildings are present to this very day; of these the most significant is the old control tower which now has a new role as the Race Control building.

With the aim of commemorating the airfield and all the personnel and units who played their part at RAF Castle Combe, the 1.4-tonne ABCT memorial stone will be officially unveiled during the Autumn Classic's proceedings by the circuit's Managing Director, Graham Marshallsay, with several members of the ABCT on-hand to provide short talks about what made RAF Castle Combe so important. 2018 is a particularly significant year for such a memorial to be erected, as it ties in with both the 'RAF100' centenary celebrations and coincides exactly with the 75th anniversary of the construction of the perimeter track which formed the foundations of the circuit we still use to this day.

Castle Combe Circuit's Managing Director, Graham Marshallsay, commented "History and heritage play a big part in who we are here at Castle Combe Circuit; it's the basis of our DNA. I am therefore delighted that the venue's fascinating roots are being officially recognised by the ABCT with a fitting memorial that will continue to inform and inspire for generations to come."

The Autumn Classic is the circuit's annual historic race meeting, with several prestigious races a draw for any classic car fan. Information and ticket sales are at www.autumnclassic.co.uk.

The Airfields of Britain Conservation Trust was created to raise awareness of the importance of historic airfield sites across the country and their website is www.abct.org.uk

The unveiling is likely to take place at 11.00 a.m., outside the Strawford Centre in the main paddock, with a few short speeches.

Marshals' Post ...



The Motor Cycling Club (MCC) are aware that many marshals in the South-West are involved in the Lands' End, Exeter and ASWMC championship Classic Reliability Trials and are appealing for marshals to try something new 'up North' - the 94th Edinburgh Trial on the 6th October in Derbyshire. The trial starts at Tamworth Moto Services M42 Junction 10/A5 at midnight and finishes at The Duke of York Ashbourne Road (A515), Pomeroy (near Flagg), Derbyshire SK17 9QG, on Saturday between 12.15 (first motorbike) and 16.30 (last car).

There are 15 observed sections and 2 timed tests spread around the Derbyshire Peak Park. The earliest starts at 2:00 a.m. and the last starts at 11:30 a.m. Each section is open for about five hours as the 250+ field on two, three and four wheels passes through. Roles include:

Observer - Scoring on an MCC trial is different from that of a PCT or Sporting Trial, but is, if anything, easier. Full training and briefing will be given - previous experience of MCC events is not necessary.

Timekeeper - wield a stopwatch on one of the two observed tests.

Time Control - an indoor role for those less 'fleet of foot'!

Please see our website - <https://www.themotorcyclingclub.org.uk/> - for pictures and more details of previous year's events;

The campsite website is at <https://www.thedukeofyorkpomeroy.co.uk/camping-caravans/>

If you can help, please contact the Chief Marshal, Dave Malin, on 07885 553109 or by e-mail to info@themotorcyclingclub.org.uk



Bournemouth & District Car Club are looking for marshals to help run the re-arranged Bovington Stages on Saturday 11th & Sunday 12th August. Twelve stages will be run over the two days and the entry will include entrants in the RAC Historic Asphalt Championship.

Signing-on will be from 08:30 to 10:30 on Saturday 11th, with a briefing at 10:20; on Sunday 12th signing on will be between 07:00 - 08:00 with the briefing at 08:00; the organisers ask that you make every effort to attend the briefings. Waterproofs, sun cream and plenty of water are advised and if you are interested please contact the chief Marshal - Phillipa Le Coadou on 07522 299784 or by e-mail to phillipa.lecoadou@btinternet.com.



Devizes & District MC's Chairman and Secretary travelled 200 miles to Essex to marshal on the first closed rally in England, the Corbeau Seats Rally Tendring & Clacton ... this is their account of their duties ... and motorway travel ...

Our decision to marshal on the first closed road rally ever to be held in England was perhaps taken without quite realising how far away it was! We left home about 2.00 p.m. on Saturday, setting course via the M4, M25 and A12 to Clacton ... about 200 miles! For once it was a lovely sunny afternoon and at first the traffic wasn't too bad; we were minding our own business near

Reading when '50 mph - Debris in Road' signs caused us to slow, with a 'Traffic Officer' vehicle a short distance ahead in the middle lane. Red and blue flashing lights and a 'DO NOT PASS' electronic display dropped our speed to about 5 mph for about 3 miles before stopping dead, bringing all four lanes to a standstill. The driver then picked up large sections of tyre in the carriageway, returned to his vehicle and then drove up the motorway to an ASDA lorry - minus a tyre - on the hard shoulder. 'Red lights out' and we continued, pondering the job these Highways England officers do – rather than a cheaper alternative to police to discourage speeding, this kind of traffic management saw the whole incident resolved in about 10 minutes, significantly less time than if there had been an accident.

A stop at South Mimms services (recently re-developed – putting Leigh Delamere & Membury services to shame!) broke our journey before we arrived at our caravan site at about 6.30 p.m. to meet Bob & Jill, from Craven MC, who always help us when we are marshal on events. Our intended early night disappeared with good pub food and then a long discussion with senior event officials about the stage possibly being shortened ... and so no bed until midnight.

An early start was required to sign on at 7.00 a.m. at SS3 arrival before we set-up for the stage start; I was to control the start traffic lights system, Janet took charge of the check sheets and Simon (Cambridge CC) signed the time cards. Car 1 wasn't due until 9.40 a.m. but there were eight course cars before that - timing, road closing, spectator safety control, police out-riders and competitive course cars - before the first competitor. With the sun shining and not a cloud in the sky, the only downside was that the stage start line was in the shade! We hadn't driven the stage, but the map showed only a very slight left after about 1/10 mile, so 'flat' from the off was the order of the day. Nearly all the top 15 were WRC cars, some left-hand drive, and most had launch control. The check sheet was well laid out, with not just the car number and start time but also the previous car number – also entered on the competitors' time cards – as a simple but fool proof way of checking the order – and if anyone has "gone missing" - at the finish. Completing the check sheet didn't mean Janet could sit down with her feet up as the need to record all the information meant she had to patrol up and down the queue; and with 30 second interval start times (normal for me, having done events in Ireland) not everyone else knew how they were going to cope.

The start countdown procedure is now standard for stage rallies – a red light with 15 secs to go, change to amber at 10 secs and at 5 to 0 secs the light loses a segment per second until the green light comes on at 'go'. The start time is sent automatically by radio back to rally HQ – so mistakes aren't an option as you can't cancel anything! Cars with launch control sit with about 7500 r.p.m. on the tachometer whilst the co-driver reads the first few pace notes ... and then they just 'take off' - leaving thick black lines on the road. There's no wheel spin - they just GO! The noise is deafening, the take-off unbelievable, and none of the top 10 even lifted for the slight left, let alone braked! All went smoothly for about 40 minutes - the first eighty cars or so – before an incident on SS2 caused a delay, with cars coming through in batches of two or three, which made it more difficult to coordinate the start traffic lights procedure at the correct time.

By 11.00 a.m. the 'sweeper' car came though and collected our check sheets and we had a break of 75 mins, giving us time for much needed refreshment, and even a doze in the sunshine, before starting the whole exercise again for SS8. This one ran more smoothly – we all knew what we were doing and there weren't any delays on previous stages - so all the cars

came through on time and in just 45 minutes we were done and looking forward to another break – a bit longer this time, as SS13 didn't open until 15.30 – time for another doze in the warm sunshine! SS13 ran smoothly, with just under 70 cars (out of 120) still running. With no clearing-up to do (a welcome change!), we left after the 'sweeper' and drove through the stage as it was the shortest way home – well that's my excuse anyway! The stage was good, with a mixture of slow and fast bends, straights, the odd junction and a couple of chicanes to bring cars under the required average speed. However, it was only about three miles long which, if you are used to stages of at least 10 and up to 25 miles, did seem rather disappointing. By all accounts the event went down very well and certainly boosted the local economy which is normally 'seasonal only'.

The journey home was not too bad traffic-wise; a few showers made us grateful that it had stayed dry for the rally. Back in the land of 'civilian' (non-motorsport!) driving, we were back to watching – and being wound-up by - the number of cars that sit in lanes three and four of the motorway when lanes one and two are empty, encouraging many to undertake (an offence). Apparently, driving in the wrong lane and failing to move over is now classed as 'careless driving' and subject to a minimum penalty of 3 points and a £100 fine. We reached home just before 10.00 p.m. having had a very good, but extremely tiring, day, and even with the beginnings of a suntan. Would we do it again? We were proud to have played a part in a piece of English motorsport history ... but it would nice if it were a lot nearer to home!

Keith and Janet Edwards



If you are happy to drive to Kent (en route to the Chunnel perhaps?) discounted Track Days are available at Lydden Hill Race Circuit, Kent, with club members receiving a 10% discount on the usual £150 per driver fee.

The days is split into 3 different groups and 24 sessions, with signing-on at 7.30 a.m., a briefing at 8.30 a.m., noise testing 9.00 a.m. and Track Time starting at 9.15 a.m.

Track days are an ideal way of learning more about your vehicle in a safe and controlled non-competitive environment.

Follow this link to book and for a discount code. <https://bit.ly/2D1lcks>

Or contact **Keenan Tait, Marketing & Administration Assistant** on 01304 830557.

Lydden Hill Race Circuit, Canterbury, Kent, CT4 6RX

www.lyddenhill.co.uk

Classic and Social ...



The Axle Tramps Club ran their first Tour on May 28th, the late Spring Bank Holiday, starting on the quay alongside the static display of the Kingsbridge Car Show.

On a day that turned out to be first of many extremely hot and sunny days this summer, twelve cars started with a run south along the heads of the creeks to Salcombe before turning north



towards Aveton Gifford and then the Frogmore lunch halt to enjoy a very welcome pasty lunch at the village hall at the end of the first thirty-mile leg.



After the liberal application of more sun-block, the second leg of forty miles saw the competitors head north, passing through Dartmouth and Dittisham before returning south to the finish in picturesque surroundings near Sherford for a well-earned cream tea. Both legs of the run were completed in unbroken sunshine (to the point that a couple of hoods went back up to prevent the occupants 'frying gently'!) and all finished with beaming smiles on their faces.

The intention is that this scenic drive will run again in conjunction with the 2019 Kingsbridge Car Show, but with an alternative option of a less demanding route for those who feel happier avoiding some of the more challenging back lanes used this year.

Kevin Moore



(Images – Kevin Moore & Rupert Barker)

Tempest
INTERNATIONAL COLLABORATION



Team Tempest – Hawk Racing re-branded ...

Following their success in the National Final of the F1 in Schools competition at Silverstone in 2018, Hawk Racing (featured in our Spring Newsletter) has now formed an 'International Collaboration' with a Malaysian F1 in Schools team to progress to the World Finals in Singapore. Bringing together expertise from both sides of the planet, they are currently working on the development of the new team identity, a new and improved car and, hopefully, the finances required to propel our team to the Singapore finals.



Whilst all the Malaysian team and Hawk Racing will be able to attend the Singapore World Final, only three from each team will form the main Tempest Racing team. The remainder will be there to provide support and expertise and everyone in both teams is involved in extensive preparation. They are optimistic that merging their different talents in engineering, branding, management, financial management and design analysis, will lead to a successful performance in the Finals.

There is a vast amount of work ahead for the team to secure their place, including covering the costs of transport half-way round the globe and a week's stay in Singapore, building a large event display and producing a new well-engineered

COMPETITION DAYS
Sunday 9th September
Monday 10th September
Tuesday 11th September

**AWARDS CELEBRATION
GALA DINNER**
Wednesday 12th September

VENUE
Resorts World Convention Centre,
Sentosa Island, Singapore

Supported by:

Held in:

1/20th scale CO₂ powered race-car. Whilst all of Hawk Racing and Tempest Racing are hopeful that their plans will come the fruition and are putting every effort into reaching the World finals, they also accept that this is a hugely ambitious goal and a real challenge.

To find out more about F1 in Schools, go to <http://www.f1inschools.com/world-finals/>; further details on Tempest Racing, and their sponsors, is at <http://tempestracing.co.uk/>

'Medics on stage' ...

Two eminent members of the medical profession have ventured onto the stages of the 2018 ASWMC Stage Rally Championship - Gordon Higgins (currently lying 9th in the championship) is an Orthopaedic Surgeon and Paul Baker a Professor of Geriatrics. Sponsored by the Torbay Hip and Knee Clinic, they compete on a few rallies each year in their Mk 2 Escort and entered the ASWMC championship this year with "no idea what to expect".



(Above: the Higgins/Baker Escort in service on Cirencester CC's Corinium Stages)



Gordon says that the car is improving progressively, and they are pleased with results so far as the engine has not yet been 'tweaked' at all; it's also becoming more reliable, which helps a lot! Not every stage has gone as smoothly as they hoped, and they have managed to finish a stage with both (repeat offending! – Ed) rear light clusters hanging out! Paul has been struggling with car sickness and admits to using (non) "performance enhancing drugs", i.e. a cocktail of anti-sickness pills. Apparently, that hasn't always worked though (details on request ... no, don't ask!).

(Left: Paul "recovering" between stages ...)

Stage marshals please note: *Flagging down the Higgins/Baker car mid-stage, on any pretext, for an impromptu consultation for your aching hips/knees/other extremities/old age is strictly forbidden.*

2018 Championship Reviews



2018 Stage Rally Championship

After six rounds of the championship, Paul Davis heads the drivers table with a healthy margin of 43 points; Barry Pavey holds second with a 9-point advantage over Josh Payton; Steven White is fourth on 90 points, these four being well clear of the rest of the contenders.

In the co-driver's championship table, Keith Richings holds a similar big lead over the pursuing pack of Marcus Mizen, Shaun Layland and Alan Spencer, with the rest some way distant 40 points or more behind.

Vic Fancy



ASWMC 2018 Hillclimb Championship



This championship is now over the halfway point and with dropped scores coming into play, Ben Bonfield currently leads from Adrian Lewis and Gary Pitt. As usual, positions can - and probably will - change as there are at least two contenders with good, but not yet enough, scores to challenge for the top slots.

Castle Hill Climb in early August leads us into a summer break before Wiscombe 5 Clubs, Manor Farm and Tregrehan fill a busy September to complete the championship.

Although not a championship counter, Truro & District MC's Watergate Bay hill climb is on the 15/16th September, the first closed-road hill-climb in England and Wales since 1924. Even if you didn't get an entry, please support it.



ASWMC 2018 Sprint Championship



The top of the table features a close battle between Roger Brunt and David Sims, with your championship coordinator not too far behind; the contest for the top two places looks likely to continue right to the end of the season but third place could be more open, with several others in contention.

Llandow Sprint on May 14th was cancelled due to BARC Wales having insufficient officials to run this event.

After a short break, action resumes with the last two rounds, Truro & District MCs Portreath double-header on the late-summer Bank Holiday weekend and then a gap through September to the final round, Bournemouth & District CC's Clay Pigeon Sprint on 7th October.

Roy Sims

2018 Open & Novice Navigational Road Rally Championships

After two events in three weeks at the start of the season there was a long wait for the next round at Tavern MC's Washingpool Farm Targa, a first of this type for many and apparently enjoyed by all. Simon Haywood and his navigator Sam Treleaven both picked up maximum points and lead the championship with 45 and 48 points respectively.

With the rest of the year in mind, there are two Navigational Championship rounds over the border in Wales, so please keep an eye on the organising clubs' web-sites as these events' entry lists fill very fast - so put in your entry early and go over the bridge to show them how good crews are from the South West.

2018 Targa Road Rally Championship

Alan Wakeman took maximum points in the drivers' championship and Mike Spicer another co-driving maximum, his second in two events, on Tavern MC's Washingpool Targa. As the Glastonbury Festival was taking its 'year off' in 2018, Salisbury and Shaftesbury CC ran their Bustard Targa around Worthy Farm; Gavin Rogers took maximum points to eke out a 3-point lead in the drivers' championship whilst Sophie Buckland had a good result, picking up the 18 points by finishing just one place ahead of Mike Spicer, who now leads the Navigators table; after a busy start to the year, the championship pace has now settled until the restart in early September.

A replacement event has been proposed for the 1st of December, to help fill the gap left by events that have dropped out of the original calendar; an e-mail has been sent to all contenders in line with championship Rule 8 (d) about this ... please 'watch this space'!

Roger Gillard

2018 Car Trials Championship

We have had a 'mixed bag' so far this season with a couple of cancelled events ... one due to snow and the other due to lack of interest. Thanks are due to Launceston and North Cornwall MC for running despite a single figure entry. Overall, the area outside of the Woolbridge and Ross areas seems to be weak in interest.

So, as it stands those contenders who have turned up have put some points on the board and we remain hopeful for increased interest at the remaining rounds of the year.

We have a break now until the Windwhistle event on 9th September and then the final round at Woolbridge in November.

A revamp may be needed, I think ... and, of course, your input is always welcome. How about a 3-event shootout? Or a single event to decide the champion?

If this provokes thought - or makes your blood boil - please do contact me.

The up-to-date championship table is on the ASWMC website.

Mark Hoppé

2018 Classic Reliability Trials Championship

The Torbay Trial, with a full entry of cars and bikes, had an added complication in the form of the 'Beast from the East'. Dave and Keith, with their loyal band of marshals, worked hard to run 10 sections before increasingly heavy snow made conditions too slippery and difficult to continue. All the competitors reached the finish via the A38, passing snow ploughs trapped in a massive queue of standing traffic on the south-bound carriageway over Haldon Hill. Pictures taken on Simms and the other hills were very atmospheric and scenic ... and would make excellent Christmas cards!

Paul Merson managed to clean Simms from the class 8 re-start, a feat that no one else achieved on either this event or the MCC Exeter Trial in early January. Aaron Haizelden, driving his father's Scimitar for a change, did not have such a good day and had to retire after

only two sections. A 'Hero of the Day' accolade must go to Stewart Green who, having spent time lying in the snow replacing a half shaft, went onto to recover a Marlin with a flat battery and pull it back across the narrow approach bridge in Gale Farm to the road. Both cars were then able to complete the shortened trial.

The Camel Vale President's Trial at the end of April, with an entry dominated by the specials' class, had much better weather although rain earlier in the week still made conditions muddy. Whilst class 8 dominated in the overall top 10, Matt Facey, Dave Haizelden and Craig Allen were all successful in their classes.

As we go into the summer break Matt Facey in his BMW leads the table with Paul Merson and Dave Haizelden close behind, followed by the last two ASWMC champions, Craig Allen and Aaron Haizelden. But, with another 9 rounds still to run, all that could easily change ...

Carlie Hart

2018 Southern Counties Autocross Championship

After such a wet start to the year, I don't think that Torbay MC were expecting to have the problem of dust at the first event of the 2018 Southern Counties Autocross Championship at Fairmile back in April. It was great to be able to use this venue again, especially as the last event of 2017 had to be cancelled, and give everyone a long and fast flowing track to blow off the cobwebs on the 1.1mile lap. An excellent entry of forty-seven drivers signed-on over the weekend, fifteen of which were in the standard production classes. Simon Ford took FTD after a long, hot and very dusty weekend.

North Devon MC welcomed everyone to Sugworthy in May but after initial thoughts that the ground might be too soft it proved to be OK and a good weekend was had by all! A revised track layout was well received by the competitors and again there were new drivers in the entry list of forty-one. After losing out to Ford for FTD at the first event, Kieran Anderson was keen to put up a fight and initially went quickest whilst the track was still green. However, Ford pushed hard and eventually took his 2nd FTD by 3.4secs. Twenty-one Standard Production cars started the event, fourteen of which were double-driven, which showed what good value for money the discipline can offer. Tim Comer made a comeback in a fresh car and dominated the A2 class from Stephen Frost, with Kevin Frost taking 3rd, whilst in A1 it was Alan Tapscott taking the spoils from Jason Byrom by 1.5 secs over the weekend! There were 4 junior drivers battling hard and beating some seasoned regulars, Matthew Westlake taking the honours on this occasion.

South Hams MC, assisted by Exeter MC, hosted at Zeal Monachorum in June, and featured yet another strong entry on another hot, dry weekend. The dry weather had made a very hard surface and the track held up well for everyone. The larger 4wd cars often suffer on the smaller tracks but, with grip levels so high, FTD could have fallen to anyone. Only 0.9 secs separated Alan Holly and John Rigden at the end of day 1, with Anderson and Ford within reach just a few seconds ahead. Sunday couldn't have been more difficult for Ford as a spin and sheared wheel studs quite literally took the 'wheels off the wagon'. This eased the battle for FTD in Anderson's favour, with Rigden coming home 2nd overall. It wasn't only Ford that experienced some

excitement during the weekend, as Tim Comer inverted his new steed before carrying out sufficient repairs to continue; Kevin Frost wasn't so lucky after rolling over the finish line and 'finishing' the Puma in the process! David Lumsdale capitalised on others' misfortune to win A2 and Jenson Cozens, getting to grips with the Peugeot, took Class C.

It's very rare that we go to Sugworthy twice a year and don't see any rain at all ... and at one point on Friday night there was a 'here we go as usual' moment! However, the shower was brief and came to nought, so everyone kept on applying sun cream! Another entry in the 40s was just reward for the band of North Devon MC members that worked so hard to stage the event, with more new faces trying their hand at the sport and thoroughly enjoying it. Dan Rooke accompanied Roger Brunt in a rare double drive outing and David Attiwell wheeled out the ex-Mark Tredwell car with a fresh engine looking forward to the challenge after his first event was cut short with engine failure. The battle for family honours between Stuart and Grace Holton resumed, with times less than 1 sec apart on more than one occasion; on the last run of the weekend they tied exactly, with Grace taking the plaudits by just 0.9 sec over the entire weekend. Ford resumed his winning ways, although at first it wasn't looking good after he took seven penalties in the first two runs on Sunday! After having a run of poor luck on previous events, it was good to finally see Gordon Stuart complete some timed runs.

There was one noticeable missing competitor in the pits at North Devon and it was with much sadness that the announcement of Mike Bray's passing, on the Thursday before the event, was made by the organisers. Mike returned to Autocross in 2017 after a spell away in other disciplines and quickly became a very popular figure once more. I'm sure I speak for everyone in saying that he will be greatly missed. **R.I.P Mike Bray.**



Pictured: Mike Bray scything down the inside of Stuart Holton in hot pursuit of Alan Tapscott, at a North Devon MC Autocross.

We are all now looking forward to our 'trip abroad' to the Isle of Wight for the next rounds of the championship, and if last year is anything to go by, it WILL be a blast ...

Colin Anderson

2018 Autosolo Championship



The Autosolo Championship is just about to restart after its early Summer Break, kicking off once more with Bath MC's event at Kemble on 5th August - will the weather hold?

David Fooks (pictured, left) continues to lead the championship with seven events counting, but Steve Conner is only 7 points behind having tackled two fewer events; Anthony Brown is a further 8 points back, from five rounds.

There are a host of others with more rounds available to add to their tally – but with just nine rounds to count, the championship will hot up as dropped scores come into play!

There are now five rounds left, two of which will be run by Camel Vale MC, which gives those in the deeper South West a chance to still make an impact on the Championship. I expect to see the fight for Championship honours become more intense as the late summer unfolds!

This is the time of year to look ahead to the 2019 Championship. What could we change to encourage more people to take part in this entry level motor sport?

I was hoping that having seven rounds farther in the South West in 2018 would encourage more from that area to take part, but generally this hasn't been the case. Would more promotion encourage people to develop an interest or is the cost, and time, of travel the issue?

More Autosolo events are starting to appear that would like to be included in the Championship next year, but I'm reluctant to simply add more events and potentially dilute entries. Should some events be left out to make way for others, and should the 'spread' be centred on the areas from which most championship contenders are drawn? Are there too many rounds to count? Perhaps seven rounds to count, from ten or eleven events, would be better?

Please let me have your thoughts – it's your Championship and the best decisions will be those that enjoy popular support.

See you out there.

Alan Wakeman

autosolo@aswmc.org.uk

Contact Us:		
Chairman: Paul Parker 52 Brendon Road, Portishead, Bristol, BS20 6DH	E: chairman@aswmc.org.uk T: 01275 843478	
General Secretary: Howard West 'Letaba', 2 Sellers Close, Colyford, EX24 6PB	E: secretary@aswmc.org.uk T: 01297 551375	
Championship Registration Secretary: Pam Hartill 17 St Leonards, Bodmin, PL31 1LA	E: registration@aswmc.org.uk T: 01208 73676	
Treasurer: Jenny Coxon 51 Twickenham Road, Newton Abbot, TQ12 4JF	E: treasurer@aswmc.org.uk M: 07980 061772	
Training Officer: Roger Nunn 8 Baynes Close, Wellington, TA21 9HA	E: training@aswmc.co.uk T/M: 01823 652676; 07970 930790	
Forestry Liaison Officer: Chris House Brindham Farm, Wick, Glastonbury, Somerset BA6 8JR	E: forestry@aswmc.org.uk T: 01458 833348	
Venue Development Officer: Roger Gillard 33 Elmwood Park, Loddiswell, Nr Kingsbridge, TQ7 4SA	E: navigationalrally@aswmc.org.uk T/M: 01548 550529; 07720 137771	
Newsletter Editor & PR Officer: Rupert Barker 2018 Yearbook Editor	E: newsletter@aswmc.org.uk T/M: 01392 490848; 07594 584129	
Webmaster: Nigel Hewett 41 Trematon Drive, Ivybridge, Devon, PL21 0HT	E: webmaster@aswmc.org.uk M: 07858 387270	
Championship Coordinators:		
Autosolo: Alan Wakeman 21 Deerswood, Maidenhead, Berks, SL6 8XF	E: autosolo@aswmc.org.uk T/M: 01225 331126; 07703 607114	
Autocross: Colin Anderson 35 Haydons Park, Honiton, EX14 2TA	E: autocross@aswmc.org.uk T/M: 01404 41535; 07813 769213	
Car Trials: Mark Hoppé (Telephone only after 6 pm w/days please)	E: trials@aswmc.org.uk T/M: 01935 816827; 07967 646086	
Classic Reliability Trials: Carlie Hart Tile Barn, Church Road, Doynton, Bristol, BS30 5SU	E: classictrials@aswmc.org.uk T: 01179 372611	
Navigational & Targa Road Rallies: Roger Gillard 33 Elmwood Park, Loddiswell, Nr Kingsbridge, TQ7 4SA	E: navigationalrally@aswmc.org.uk T/M: 01548 550529; 07720 137771	
Speed (Hill Climb & Sprint): Roy Sims Rohan, Totnes Road, Ipplepen, Newton Abbot, TQ12 5TN	E: speed@aswmc.org.uk T: 01803 813703	
Sporting Trials: Duncan Stephens Ty Gwyn, Coxpark, Gunnislake, Cornwall. PL18 9BB	E: sporting@aswmc.org.uk M: 07801 281053	
Stage Rallies: Vic Fancy 5 Robin Close, Weymouth, DT3 5SG	E: stagerally@aswmc.org.uk T: 07836 389726	
U-21, All-Rounders & Club: Pam Hartill 17 St Leonards, Bodmin, PL31 1LA	E: registration@aswmc.org.uk T: 01208 73676	