

Newsletter



In this issue ...

Notes from the committee ... a 99th Club joins the ASWMC ... 2022 Autosolo Sponsor ... Autocross Testing ... Around the Clubs ... Championship Updates ... Mexico – In Wiltshire? ... MG Maestro Reunion ... Book Review ... Obituary - Tony Dron ... RAC Rally Gallery

2021 ASWMC Championships Sponsored by:



Winter 2021

Welcome to the ASWMC Winter 2021 Newsletter

Contents:	Page:
Editor's notes	2
From the Chair	3
Executive Committee Notes ...	
New Member Club	4
Autosolo Sponsor	5
Autocross Testing	6
Reminders	7
Training/2021 Awards	8
Around the Clubs	10 - 15
Championship Updates	17 - 26
Mexico - In Wiltshire? MG Maestro Reunion	27-29
Book Reviews	30 - 31
Obituary – Tony Dron	32-34
Gallery - Roger Albert Clark Rally	34-35
Contact details	36

The 2021 championship season has concluded, with nearly all the championships having run albeit with some without all their usual venues in use.

The 2021 Awards presentation is scheduled for the 13th February and everyone on the committee has their fingers crossed that Covid 19 will not interfere again.

I have some images for the awards slide show from several championships, but if you are an award winner and have a good shot of yourself in action, please forward it to me during the festive break. And any other images - motorsport people, marshals at work, oddities and funnies – all are welcome.

Ken Davies has turned up trumps again with several articles for post-Christmas reading, so many thanks to him as usual.

***On behalf of the ASWMC
Committee, we wish you
a Merry Christmas and
a Successful New Year!***

Rupert Barker - Newsletter Editor

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

Cover Page Photo:

Roger Matthews' immaculately prepared Mk1 Ford Escort competing in the Rally Car class at Torbay MC's Autumn Autocross. (Image courtesy Paul Morris Motorsport Photography).

Association Partners:



From the Chair ...

With the 2021 season concluded, despite COVID 19, we have to be thankful that this did not impact as much on our sport as at first feared. I hope that the current surge will subside at the same speed as it reached its present peak..

I had hoped to have news of changes to registration for some of our championships but discussions are not yet concluded so I cannot be more specific at the moment. We might, unusually, be able to implement changes retrospectively, but that is all I can say for now.

In order to encourage newcomers, changes have been implemented in two more of our Championships. Autocross has had its own class for Junior drivers for some time and now our Sprint and Hillclimb Championships have added Junior classes (see S.7.1.9 – S.7.1.9.2); one of our clubs (HSA - the Hillclimb & Sprint Association) has also added a new class to its Speed Championship which has qualifying rounds throughout England & Wales. In 2022 the AutoSolo championship will make a 'one-off' award for a Junior driver, courtesy of their new-for-2022 sponsor Protechnic Ltd. I hope that many organising clubs will follow suit with changes that encourage youngsters to join the sport, as this will, I am sure, be one of our biggest challenges in the future.

We are pressing ahead with the organisation of a closed-road Stage Rally in the South West. Advice from those who have already run similar events has been sought and many have been more than willing to help. The current, and first, task is to form an organising team is underway.

In the next two months we will be losing our ASWMC General Secretary, Jim Bee, which means that we will need a replacement. Do any of you know of anyone who would volunteer? The work involves preparing agendas for meetings, compiling and distributing meeting minutes, all of which are tasks that can be done at home.

We hold five Sunday morning meetings each year, three of which are the Executive Committee only, and two have Council meetings in the afternoon. The February meeting is held on the morning of the awards presentation at the Exeter Court Hotel, and the others near Tiverton. You will usually receive a few new club applications for ASWMC membership and some Motorsport UK communications to distribute to the committee. Our Vice Chairman, Howard West, who has been a past Secretary, will be available to 'hand-hold' as you develop in the role. If you are interested, please contact me as soon as possible - it would be good to see a new name in time for the publication of the 2022 ASWMC Yearbook.

Paul Parker, Chairman

Notes from the Executive Committee Meeting, 5th December ...

Motorsport UK have agreed funding for Camel Vale MC's Autocross equipment ... the ASWMC will make up the balance from the Club Development Fund ...

Jim Bee will be standing down as General Secretary at the Awards Presentation in February 2022 ... Howard West will act as General Secretary until a suitable replacement is in place.

The 2022 ASWMC meeting dates have been settled ... (see Reminders, page 7 – Ed.) ...

The South-West closed-road Stage Rally may be revived, post-Covid, with a new open meeting in the New Year ...

Motorsport UK have prepared draft Club and Association 'Tool Kits' (i.e. operational templates) ... it appears that the ASWMC already complies with the requirements, although some other Associations may not ...

Funding applications to the British Motorsports Training Trust (BMSTT) sometimes lack the professionalism that is required ... ASWMC Executive committee members are available to assist and advise member clubs when making applications ...

The Association has a positive financial position, mainly as a result of many meetings during Covid having to be held remotely, rather than face-to-face ... however it was agreed that the meeting process and output are markedly better when the committee can meet in person ...

Member Clubs of the ASWMC has now reached 99 ...

Motorsport UK funds committed to assist with expenditure for the organisation of the South West Motorsport Month in September 2021 are still awaited ...

The Autosolo Championship will feature two 'one-off' awards in 2022, for the Best Newcomer and the Best Under-25 year old, courtesy of their new championship sponsor, Protechnic Ltd.

Forestry England are reportedly not yet allowing trials to take place in Cornish forests ...

New member Club ...



Welcome to The Lancia Montecarlo Consortium, the ASWMC's 99th Member club.

The club has about 100 members at present, who mostly organise touring and social meetings, and also stage exhibitions at larger car shows.



2022 Autosolo Championship Sponsor ...



The ASWMC is pleased to announce that Bristol-based company **Protechnic Ltd** will be the 2022 Autosolo Championship headline sponsor. Protechnic manufacture custom protective flight cases for a wide range of hi-tech industries to ship power units and other equipment around the world, including F1 teams, the FIA and supercar manufacturers.

See their website at www.protechnic.com.

One of their cases will keep the new timing equipment, purchased by the ASWMC with Autosolo primarily in mind, safe from damage in transit.

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Junior Autocross contenders go testing ...

As a reward for some outstanding performances in 2021, regular ASWMC Autocross Championship contenders Alan and Luke Holly (Yacar UK) recently invited three Junior Autocross contenders to test sessions ...

"After competing and marshalling on the Harvest Road Rally the night before, we didn't want to miss the opportunity of testing the new Yacar CrossCart.

We arrived for 10 a.m. at Westonzoyland airfield and after a safety briefing and learning how to drive/handle the cart, we all took turns in completing the course that had been set out. This was a great opportunity to experience the difference between our usual 1400 Junior Autocross cars and this new Yacar.



An excellent day in the sunshine which we enjoyed very much, and we'd like to thank Alan, Luke and everyone involved who made this opportunity possible".

Jamie Raymond & Oliver Luxton



"What an end to my first season in autocross! As I finished second Junior, Alan and Luke Holly very kindly offered me a chance to drive their Yacar. It was fast - very fast!

And the acceleration was a massive shock after my 1.4 MGZR! The handling was also amazing and quickly gave me a lot of confidence to start to explore the grip.



Thank you to Alan and Luke - this was an experience I will never forget ... and afterwards they even trusted me to drive their brand new Yacar, which was even faster!!

Luke Ashley

Reminders ...

Event Regulations ...

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

ASWMC Club Project Fund ...

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

Photography Credits ...

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

ASWMC on FaceBook ...

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

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

Registration as a 2022 Marshal ...

is open now on the Motorsport UK website

2022 ASWMC Meeting Dates:

13 th February 2022	Executive Committee & Awards Presentation (Exeter Court)
8 th May 2022	Executive Committee & SGM (Hartnoll)
14 th August	Executive Committee (Hartnoll)
16 th October	Executive Committee & AGM (Exeter Court)
4 th December	Executive Committee (Hartnoll/Zoom option)

Please note: all dates, locations and methods are provisional



**Recognised
Club**

Registration of your Event Secretaries & Stewards ...

If you haven't already, all member clubs are encouraged to their register details here:

Event Secretaries: <https://forms.gle/3ts3whzTq4419UDX6>

Event Stewards: <https://forms.gle/D2Z3UZX90EdjFg5F7>

If you have any questions, please email training@motorsportuk.org

Training Report ...

The 2022 ASWMC marshals' training days are scheduled to take place on **Sunday 13th February and Sunday 13th March**. There is a third training day planned on 3rd April for Kart marshals.

All of the training days will be held at Mansell Raceway at Dunkeswell; further details and how to register your place will be released closer to the time.

Jay Brown (training@aswmc.org.uk)

ASWMC 2021 Awards Presentation ...

The Awards Presentation will take place on Sunday 13th February at the Exeter Court Hotel, Kennford EX6 7UX (just off the end of the M5 at Exeter).

Please come along to collect your award and support your fellow competitors. Trophy winners will be notified by email during December and asked if they will be attending - please book your ticket to help us with catering numbers. If you are unable to attend please let Pam know who will collect your trophy for you.

We gather at 12.00 midday for a 12.30 p.m. buffet, with the presentation starting at 2.00 p.m. Each trophy winner will have one free ticket to the event; additional tickets at £10 per person can be booked – please me at pamhartill10@gmail.com

If you haven't already done so would you let us have a photo of your car at a competition for the slide show. Please send it to Rupert Barker - media@aswmc.org.uk

Sign-up for the 2022 Championships

The 2022 Championship Registration form is now on the website - www.aswmc.org.uk

Pam Hartill



Directions:

From the North: continue through J31 of the M5 onto the A38 and take the second exit marked 'Kennford'; pass the (closed) Gissons' Hotel on your left and the Exeter Court Hotel is 50 metres further on, also on the left.

From Newton Abbot (A380): take the slip road at the bottom of Haldon Hill, turn right over the bridge and immediately left; the hotel is 50 metres on the right.

From Plymouth (A38): leave the A38 at the **top** of Telegraph Hill by taking the second exit (after the Esso petrol station and American diner), signposted 'Kenn and Kennford'. At the bottom of the hill, merge with the A380 and then immediately take the first slip road (left). Turn right over the bridge (Give Way) and then turn left; the hotel is 50 metres on the right.



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Around the Clubs ...



Bath MC are flat out getting ready for the new year with a full calendar of events scheduled for 2022, which can be found on the Bath MC website - <http://www.bathmotorclub.co.uk> or on its Facebook page.

Marshals are needed for the club's first event, the Festival Targa Rally on 19th February, which starts and finishes at Castle Combe Race Circuit, just a few miles from J17 of the M4.



As part of the club's Environmental Policy, it will be offsetting all the mileage of the events it runs by planting trees with its environmental partner, Co-Forest.



After just two visits, club members volunteers have planted around 1000 trees in Co-Forest's fields and more visits will take place throughout 2022.

Left: Bath Motor Club volunteers pictured here on-site tree planting (Image: courtesy of Andy Cross).

2021 has been a successful year for the club members, who have been competing far and wide in a variety of disciplines. Some notable results are:

After several good class positions in his Ford Puma, and a year-long battle with the overall winner in the same class and a similar car, **Dave Fooks** finished 2nd o/a in the ASWMC AutoSolo Championship, and also won his class in the CMSG championship.

John Davies won the ASWMC Targa Road Rally driver's championship in his Ford Puma, with Huw Morris and Ben Griffin also finishing in the top ten.

Steve Conner was 3rd o/a in the ASWMC Targa Road Rally navigator's championship, with Mark Dunkerley taking a class award. Steve also won both the ACSMC and CMSG AutoSolo Championships, in which he competes in either his MX5 or Ford Puma. Alan Wakeman won his class in both championships in his Micra.

Ken and Sarah Binstead (MGB) took the 2nd Driver and 1st Navigator awards respectively in the Expert category of the Historic Rally Car Register Clubman Rally Championship.

Ross Whittock finished 4th in WRC3 with driver Chris Ingram in their WRC3 Skoda Fabia ... and also won the most recent Bath MC 12-car, driving with his girlfriend Sophie on the maps.

Keep safe and enjoy your motorsport.

Martin Moore
Competition Secretary



Torbay MC marshals braved the fierce December Cornish weather to marshal the 2021 HERO-ERA historic endurance navigational rally from Land's End to John o' Groats – 'Le-Jog' - operating a time control just off the Atlantic Highway (A39) near Wainhouse Corner.

Pictured, (l to r): Phil Harris, Barry Hilton and John Manser

For 2021 the event took a much more northerly route than usual and the control crew had a grandstand view of the grey sea off Crackington Haven, from where they could watch as shower clouds – some of hail! – rolled in one after the other on the north-westerly wind; writing on time cards became difficult as fingers froze but luckily the clock continued to function ... and sheltering in the lee of a hedge whenever possible was the order of the day.



The usual selection of classic cars took part, with crews of varying levels of experience and expertise. One blue Austin A30 approached from the wrong direction but, after screeching to a halt, and turning around, then re-appeared from the correct direction a couple of minutes later! Several crews had missing time control signatures on their time cards ... and this was only day one!



(All Images – Malcom Charlesworth)

John Manser
Chief Marshal, Torbay MC



Launceston and North Cornwall Motor Club.

The last couple of months have been very busy, with the running of the Tamar Classic and Ron Beer Sporting Trials, plus a three-month display in the Launceston 'pop-up' museum to celebrate the club's centenary.

Regrettably the club had some devastating news recently with the untimely passing of long-term club member Pete Cooper on the 1st November at the age of 71. Pete had been a tremendously loyal and hard-working member of the club, having held many positions over the years including Chairman, Health and Safety Officer and ACTC rep. There was hardly an event that Pete wasn't involved with, either organising, marshalling or providing safety cover. He will perhaps most be remembered by many as the Clerk of the Course for the Tamar trial, a position he held for around 20 years, and an event which won the ACTC Trial of the Year in 2010. Pete will be a very hard act to follow but the club's members are committed to carrying on putting on great events in his honour. The club sends it sincere condolences to his wife Jan, family and friends.

This year's Tamar Trial on the 17th October attracted a total of 70 bikes, outfits and cars. Despite a period of good weather beforehand the event provided plenty of challenges on the day with classic sections like Angel Steps and Park Impossible proving as good a test as ever. The Tamar Trophy for cars was won by Ben Tonkin and Xanthia Petherick with Richard Maddern winning the Dunheved Cup for bikes.



Above: Pete, with wife Jan and Launceston Mayor Leighton Penhale, waving off starters at this year's Tamar Trial

The event was enjoyed by everyone and was a great and fitting tribute to Pete Cooper's hard work as Clerk of Course. He will be sorely missed but we are fortunate that we have several members who have been mentored by Pete over the years who are keen to take on the organisation of future Tamar's in Pete's memory.



Left; Richard Madden on the Tamar Trial

The Ron Beer Sporting Trial on the 21st November saw the club hold the final round of the 2021 ASWMC Sporting Trials championship. Despite experiencing very slippery conditions, the competitors enjoyed the benefit of dry weather on the day. Local driver, Roland Uglow from Delabole, had a clean sheet at the half way point, setting himself up to win the event with an overall score at the end of the day of 29. John and Anne Cole (pictured left) travelled down from the Forest of Dean and were delighted with 2nd place on 48, securing top spot in the 2021 ASWMC Sporting Trials Championship.



(All Images courtesy of Jonathan Kelly).

The club put on a display from September to the 21st November in Launceston's 'pop-up' museum to celebrate its centenary, albeit a year late due to Covid.

The display was seen by over 1200 people and attracted great reviews.

Not only did it provide interest for visitors to the town on the history of motorsport but also proved very interesting for locals to see how many local businesses and people had been involved with the club over the last century, with many of the club's trophies having been provided by local car garages over the years.



Above: A selection of the history boards and artifacts at the museum (image courtesy of Andy Prosser).

The club would like to thank all competitors, officials, organisers, marshals and everyone who has supported the club in 2021 and congratulates all award winners.

We wish everyone a very Merry Christmas and a prosperous New Year as we look forward to a great year of motorsport in 2022.

Andy Prosser



Salisbury & Shaftesbury Car Club's Bustard Targa Rally in November ran successfully on a dual permit event, with the Interclub competition a qualifying round of both the ASWMC DL Motorsport Parts Targa Road Rally and the Cotswold Motor Sport Group Targa Road Rally Championships.

The event was oversubscribed very soon after entries opened and by the time Final Instructions were issued the club had a full entry of 55 cars, plus reserves. But then Covid-19 intervened, with a number of entrants withdrawing because of positive tests, symptoms or close contact. A pity. Reserves were slotted in up to the last moment with 53 finally starting the event, just two short of the maximum.

As with previous 'Bustards', crews came from far and wide, drawn by the promise of the Worthy Farm tracks which were in very good condition and remained so throughout the day. With all of the tests being run at this single venue, at thirty second intervals, there was little scope for delay ... or mistakes! Previous visitors know that Worthy can be tricky, with precise navigation to find the slots, and precise driving to keep to the tracks, both a requirement. Most crews managed to keep to the tracks but those who didn't found the adjacent fields rather soft! As the event drew to a close a little before dusk there were six retirements but, for most, enjoyment was the order of the day and the event was very well received by competitors.

The overall Interclub winners were Huw Morris and Alan 'Bonzo' Williams in a Ford Focus, with class winners Paul Freeth/Mark Dunkerley, Thomas and Paul Alderton, Pete and Martin Fowle, Gavin Rogers/Georgina Clark, Elliott Sharp/Michael Spicer and Mark Greedy/Paul Stowell.

The overall Clubman winners were Gary White and Peter Littlefield in a BMW318Ti, with class winners Claire Gillies/Matthew Abrey and Robert and Andy Fields.



Right: Interclub winners Huw Morris and Alan Bonzo Williams; Left, Clubman winners Gary White and Peter Littlefield.

(Images courtesy of Andrew Manston, M & H Photography)

Once again, this event confirmed that the single venue, 30-second format can work for a Targa Road Rally, but only because a large number of expert marshals who came to help - without them, the fast changes of test configuration would not have been possible.

S&SCC would like to congratulate all the award winners and thank all the Competitors, Landowners, Stewards and Medic ... and especially the Marshals!



Castle Combe Racing Club is pleased to confirm an exciting calendar of ten car race day dates for the 2022 season. The calendar also contains several non-racing activities, including a combined media and track day to introduce our 2022 championships to the press, and existing and prospective competitors, in March.

At this event there will also be a scrutineer in attendance throughout the day to provide technical advice to competitors.

We will then present 2021 championship awards at a social event later that evening, with an informal buffet style function at the Strawford Centre at the circuit.

In autumn we're planning the popular end-of-season gala awards dinner, also celebrating the circuit's 70th anniversary (in 2020) – at the stunning Bristol Aerospace Conference Centre. More information to follow ...

January 13 th – 16 th	Autosport International NEC (postponed).
March 5 th & 6 th	Marshall's Training Days
March 26 th	Media & Track Day, introducing CCRC 2022 Championships
March 26 th	2021 Awards Presentation & Buffet - Strawford Centre
April 18 th	Easter Monday Race Day
May 2 nd	Mayday Monday Race Day
June 11 th & 12 th	June Race weekend
July 8 th	Castle Combe Racing Trust Charity Track Day
July 16 th & 17 th	CSCC Race weekend
August 6 th	Race Day
August 29 th	Race Day
September 24 th	Autumn Classic Historic Race Day
October 1 st	October CCRC Finals Race Day
November 12 th	Gala Awards & 70 th Birthday Dinner - Bristol Aerospace Filton



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2021 Championship Updates ...

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ASWMC 2021 Hillclimb Championship

2021 Champion:

Ben Bonfield



2nd Rodney Eyles



3rd Stephen Wareham

Due to Covid 19, the championship was quite severely affected by a lack of venues, with only Wiscombe and Werrington events running

Despite this, 102 drivers, up from 87 in 2020, registered as contenders, of whom 88 scored points.

Twenty rounds were scheduled but in the end just ten actually ran, with Wiscombe filling some of the gap left by the absence of the Manor Farm venue, prompting a few mild complaints of 'too many Wiscombe events'. Providing enough events run in 2022, the intention is to return to a cap of just six ASWMC championship at Wiscombe.

The top 3 broke many records, particularly in the latter part of the season and Tony Wiltshire, in 4th place, was the highest placed competitor without a dropped score.

ASWMC 2021 Sprint Championship

**2021 Champion:
Dave Greenslade**



2nd Tony Phillips



3rd Simon Clemow

This registrations for the Sprint championship were slightly down on 2020, with 71 registered contenders, 53 of whom scored. There were to have been sixteen rounds but due to MOD restrictions on venue availability, only six rounds ran.

From quite early on in the season it looked as if Dave Greenslade and Simon Clemow would be fighting it out for the title, with Martin Prescott hovering in 3rd place, but at the final round Tony Phillips' strong showing saw him leap from 4th to 2nd place, and in doing so relegated Simon to 3rd and Martin to 4th.

I would like to thank Mark of TyreMarks for sponsoring both our championships again and hope that he does so again in 2022.

Roy Sims (speed@aswmc.org.uk)



2021 DL Motorsport Parts Targa Road Rally Championship

The 2021 Championship completed with seven events having run successfully.

The **Exmoor Targa** ran on its usual October date with 30 miles of Forestry Tests and 10 miles of Porlock Toll Road. Due to conflicts with other events around the country, a small entry of 54 cars started from Raleigh's Cross Inn. Two delays during the morning tests led the organisers to cancel the second runs of Porlock to ensure the event finished on time and the later competitors were not competing in the dark.

There were 15 contenders involved, organising, marshalling and competing. With John Davies not entering, it was a chance for others to claw back valuable points and the top ASWMC contenders were Chris and Jamie Woolley who finished 4th overall, with Elliott Sharp/Michael Spicer not far behind in 5th place. Next were Jason & Dan Stone, competing for the first time on the Exmoor, and who would have finished much higher in the results were it not for penalties resulting from confusion over code boards on the first two tests. Also in the top 10 were Ben Smith/Simon Harris and John Taylor/Nick Taylor.

The **Bustard Targa** ran in November, once again entirely based within Worthy Farm; everything ran very smoothly and made for a very enjoyable event.

John Davies/Nick Bloxham led the field away, with John just needing to finish to win the Championship, but



as usual led the crews for three of the four loops, with Dan Morris/Geth Johnson just 30s behind, closely followed by Huw Morris/Alan Williams and Gavin Rogers/Georgina Clark.

However, the fourth loop caught out a few crews with a PC on an extra loop, catching out both John & Nick and Dan & Geth, and incurring 2-minute penalties. This allowed Huw Morris/Alan Williams to score their first win of the year, with Gavin Rogers/Georgina Clark moving up to second overall. Despite the penalties, John & Nick were 3rd overall, with Chris & Jamie Woolley in 5th, just ahead of Keith & Martin Lane.

Paul Freeth/Mark Dunkerley were not far behind in 8th spot, with Elliott Sharp/Michael Spicer in 9th, completing a 'full house' of finishing every event this year.



2021 Champions: Driver, John Davies and Navigator, Jamie Wooley (above)
1400 Novice Class winner, Mark Aldred (below).



The final Championship positions see John Davies winning the Drivers' Championship quite comfortably from Gavin Rogers who pipped Jason Stone by just 1 point, with Huw Morris 3 points further back.

It was all change in the Navigator's Championship with Jamie Woolley's

maximum scores on the last two rounds seeing him win again from Dan Stone, with Steve Conner not far behind.

I am hoping for an even bigger Championship in 2022 spread throughout the year, with possibly 12 events.

Gavin Rogers (targaroadrally@aswmc.org.uk)

(All Images – M&H Photography)



2021 DL Motorsport Parts Stage Rally Championship

As you all know, this year's championship had to be cancelled for the second year in a row due to a lack of events, driven mostly by MOD restrictions, which in turn were largely due to the Covid19 pandemic. The Abingdon CAR-nival had to be cancelled with very short notice – just three days – from the MOD.

I am putting together a list of events for next year; some clubs are unsure about their venues and dates, again due to MOD issues, so the 2022 Championship dates will probably move as the year progresses and venue availability becomes more clear.

As soon as I have the permit number I will let everyone know.

Vic Fancy (stagerally@aswmc.org.uk)

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2021 Southern Counties 1st Choice Finishes Autocross Championship

**2021 Champion:
Alan Holly**



2nd Stuart Holton



3rd Barry Rogers

**1st Junior (7th o/a):
Jamie Raymond**



I think it's fair to say that 2021 has been a standout season for Autocross, not only in the South West but also the North East with Simon Tappin and Jon Olds building momentum for the discipline in their region again.

We were fortunate to have only lost one event during the season (Witney MC), and one day at both North Devon and South Hams MC's early events ... for reasons we may all want to forget! All the other planned championship rounds went ahead with strong entry numbers, and the majority enjoyed good weather that added to a great weekend of 'Grassroots' motorsport. Camel Vale MC did themselves proud, returning to run an Autocross after a number of years - it's always great to go to new venues, wherever they may be.

This year has seen more different drivers claiming FTD for as long as I have been competing, which can only be a good thing and signals that competition is thriving. Many of the individual classes are at the stage where there is no 'given' winner until the last run has been completed ... and even Barry Rogers seems to have a 'not so good' day every once in a while!



The competition in the Junior class (left, at the final round) – between both male and female drivers – is improving with every event, with a quality of driving and determination that's very pleasing to see.

Alan and Luke Holly of Yacar UK made a very generous offer of a private test in the Yacar Crosscart to the two highest placed Junior drivers, which took place in October.

From what I've heard, a good time was had by all. Thank you, Alan and Luke. (*Featured on page 6 – Ed.*).

The final overall championship positions were unchallenged, so congratulations to Alan Holly on his 2nd championship title in 22yrs! Stuart Holton finished as runner up, ahead of the 2020 champion Barry Rogers. 4th and 5th positions were contested by two of our 2020 Junior drivers; after deciding to step up to the 'adult' classes, and proving that Class B is a good transition, Aidan Horn just pipped Leo 'Kaleb' Tredwell for the higher place.



Looking forward to the 2022 season, I have great pleasure in announcing that **1st Choice Finishes** have confirmed that they will once again sponsor the only Autocross championship in the country, for which we are truly grateful. If you need ANY part blasting or powder coating during your builds or rebuilds, look these guys up and see what quality work they are producing from their premises in Exeter - it's no wonder they trade on their name.

There are a couple of regulation changes, for the sport in general, for 2022 that will affect everyone.

ALL cars must have two functioning brake lights at the start of the event.

NEW fire extinguisher requirements will come into force from 1st January 2022, meaning that handheld AFFF units must now be 2.4 litres. Powder units can be used and need only be 2kg.

Plus, ALL Championship contenders in classes A1 & A2 must have a minimum of a rear roll cage that meets the sizes stipulated in Section K of the current Motorsport UK Blue Book.

The 2022 calendar of events is now on the ASWMC website along with some excellent updated images taken by Paul Morris during the 2021 season. If we have a season as good as 2021, I think we will all be happy!

Merry Christmas!

Colin Anderson (autocross@aswmc.org.uk)

2021 Car Trials Championship

A good year in the end ... with 5 qualifying drivers in with a chance of the championship win at the Final, hosted by Woolbridge MC, we had a fantastic days trialling which saw Simon Harris take his Golf to 2nd in his class and enough points to overhaul Mark Hoppe for the championship. Gary Morris continued in a rich vein of form, winning class 1 and jumping to 3rd in the championship.

Looking forward to 2022, we will have more rounds than in previous years; Minehead MC will host a second event and Silverton & Mid Devon MC will bring their July event into the 9-round plus Final calendar. Overall a positive position and one on which we can build for the future.

Mark Hoppé (trials@aswmc.org.uk)

2021 Autosolo Championship

The 2022 championship will be sponsored by Protechnic who are manufacturing a bespoke flight case for the new timing system. Protechnic manufacture custom flight cases for a wide range of hi-tech industries to ship power units around the world, including F1 teams, the FIA and supercar manufacturers. See www.protechnic.com.

Philip Turner
(autosolo@aswmc.org.uk)

2021 Classic Reliability Trial Championship

**2021 Champion:
Charlie Merson**



2nd James Shallcross



3rd Keith Sanders

Four trials had taken place before the summer break, the first of the year being Torbay MC's on April 11th, carefully planned to meet all Covid constraints and with the added requirement for driver only cars. A week later Camel Vale MC's Presidents Trial took place in Bonyalva Woods near Hessenford and was again well received by the competitors and their passengers/navigators. After having been cancelled twice, North Devon MC's Exmoor Trial finally took place on April 25th. Teenager Charlie Merson, in only his third classic trial, beat father Paul on observed test times to win both class 8 and the trial overall. The fourth before the summer break was Windwhistle MC's Bovey Down on May 9th. This was held in the privately owned woodland which includes the famous MCC 'Norman's Hump' and 'Clinton' sections. Aaron Haizelden, back in his 2020 championship winning green Scimitar, was 1st overall; Paul Merson beat his son Charlie this time and went on to win class 8.

After the summer break Minehead MC's Exmoor Clouds once again reverted to a single venue event due to difficulties with the local council. Duncan Stephens in his Fugitive won class 8, and the trial overall, and Keith Sanders once again won the battle of the Scimitars in class 5.

In Holsworthy MC's Taw and Torridge, two weeks later, Duncan and Keith continued their winning ways but the Haizelden Scimitars were notably missing.

The popular Tamar Trial in mid-October was won by Ben Tonkin (class 6) and once again the infamous 'Park Impossible', with its carefully placed restart for the higher classes, caught out most, with only Philip Thomas and Ian Facey reaching the top. Following the event, the sad news reached us that Pete Cooper, the Clerk of the Course for 25 years, had passed away suddenly. He will be sorely missed by both his club, Launceston & and North Cornwall MC, and the wider trials community.

The final event was Bristol's Allen Trial at the end of November which, like many others, ran a near full entry. Conditions were unusually dry and scores were low. Stroud member Josh Moss beat Charlie to win the Specials Class and the trial overall. Josh is the fourth generation of the Moss family to win the trial. Once again Keith won class 5 and James Shallcross won the front wheel drive class, both featuring in the top 10 overall.

Nineteen year old Charlie Merson driving a Ford Special, in his first year of competition, performed consistently well on all rounds, and in the most competitive class, to win the Championship, beating a number of old hands and past winners in the process. James Shallcross (Peugeot 205) and Keith Sanders (Scimitar) drove well and the cars proved reliable throughout the year, even appearing in the top 10 on a number of events, deservedly finishing 2nd and 3rd respectively in the championship.

Carlie Hart (classictrials@aswmc.org.uk)

Mexico ... In Wiltshire?

Castle Combe's atmospheric paddock is always a source of some great background stories associated with our sport, often unearthing battle-hardened diamonds – cars and people – and yet again at Rallyday 2021, it didn't disappoint. Commentator, Journalist, Motor Racing Developments and BRSCC Press Officer Robin Bradford paid a rare visit, only to be unexpectedly reunited with an old friend. takes up the story ...

"It was my first time at Rallyday, having always had clashing commitments. I expected to see stunning machinery like the Subaru Impreza World Cars driven in period by Richard Burns and Colin McRae, and also rally stars such as Craig Breen, Nicky Grist and Daniel Craig (oops, so easy to confuse him with Mark Higgins!) being interviewed by media folk like Colin Clark and Howard Davies, who work so hard to take rallying to a wider audience" recalled Robin.



"What I did not expect, however, was to trip-over a 1973 Ford Escort Mexico which brought memories flooding back from nearly 50 years ago. XNO 272L, aka No.2, was one of a fleet of cars provided by Ford's Advanced Vehicle Operations to Motor Circuit Developments and used for celebrity races at its four circuits, Brands Hatch, Mallory Park, Oulton Park and Snetterton, raising funds for charities from the Lord's Taverners to the Muscular Dystrophy Group.

Raced back in the day by disc jockeys, pop singers, politicians, sports stars and regular racers, the Escorts had a tough life and No.2 is the only known unrestored, apart from a mechanical overhaul in the late 1980s, survivor."

Robin went on, "The Mexico retains the green and yellow Shell SPORT livery in which it finished the 1974 season, battle scars and all. Once retired, No.2 was used by MCD boss John Webb for some years, including as wedding car when he married Angela, while two further cars were also retained, which is where my own memories come from. As MCD's Press Officer at the time, XNO 271L, by now plain yellow, was my 1975 company car.

After a period in storage at Brands, No.2 was sold and Andy Percival bought it in 1992, somewhat by accident as he was restoring another Shell SPORT Mexico and went to see No 2 to get an idea of logos, interior spec and so forth – and bought it!

Since then, he has used it on classic car tours and the occasional sprint and hill climb, and for the second time, No.2 became a wedding car, when Andy married Julie in 2010!"

While Shell SPORT Escorts didn't race at Castle Combe in period, as it was not an MCD Circuit, the Wiltshire venue hosted Ford Sport Days in the early 1970s, when it deployed a fleet of near standard 3-litre Ford Consul GTs in a series of 'Race v Rally' drivers races.



On their last memorable visit, in June 1973, Richard Longman was the major casualty when he and Tony Pond passed either side of Roger Clark over ultra-fast Avon Rise into Quarry corner only to

come together on the other side, with Longman fired-off into the (now long gone) marshal's post on the inside of the circuit,! Thankfully, the West Country Mini ace recovered and returned to racing with considerable success thereafter.

Ken Davies ©

MG Maestro Challenge Reunion Dinner ...

**1986-1990 Reunion Dinner, Saturday
November 21st, 2021**

People in the vicinity of the Kings Court Hotel, Alcester on Saturday November 21st could be forgiven for thinking they'd drifted back into the 1980s, with several pristine MG Maestro 2-litre saloons lined up outside the main entrance of the delightfully rural Kings Court Hotel Alcester, but the reason was simple ...





It's just over 30-years since Austin/Rover's MG Maestro Challenge ended and, in an evening of nostalgia, rekindling friendships and copious tales of derring-do, former competitors, team members and organisers of ARG's innovative multi-discipline series assembled at the hotel for the Championship's first reunion.

Organised by former competitor Pablo Raybould, the evening conveniently provided Pablo with an opportunity to launch his long-awaited book chronicling the 5-year multi-discipline championship.



Master of Ceremonies for an evening of yarn swapping was renown raconteur, pundit, and former co-driver Howard Davies, who kept his audience amused with tales of his own rally exploits, notably those spent sitting alongside Gwyndaf Evans on several international rallies in a variety of works cars.

How much? Howard Davies divvies up his drinks bill, with a surprised Ken Davies



Two former Maestro Challenge Champions attended from the five years the ARG Challenge - Jenny Birrell, the versatile 1988 champion who started her motorsport career co-driving for Pat Moss in 1963, and drove in several British Saloon Car Championship races of the 1970s, and 1989/90 champion and former ARG development engineer, Paul Northall.

Left: Series facilitator Rick Smith and 1988 Champion Jenny Birrell

Another ex-international rally co-driver present was Rick Smith, who expertly facilitated the series with Chrissy Chorley from their busy Surrey office, becoming popular figures at various far-flung UK events and significantly contributing to the success of the series. The evening proved a huge success and further reunions are promised.

All Images courtesy of Peter Russell.

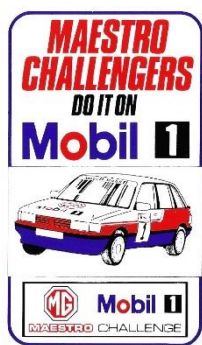
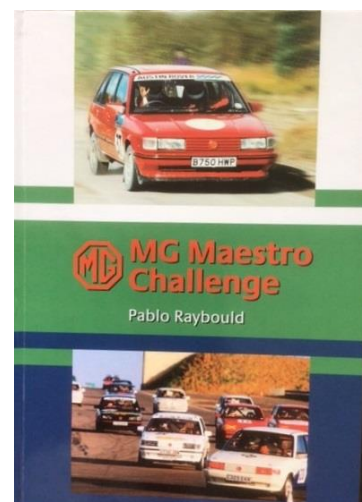
Ken Davies ©

Book Review ...

MG Maestro Challenge by Pablo Raybould

Essential reading for those involved ... indeed all motorsport enthusiasts!

Former Austin Rover apprentice Pablo Raybould thoroughly enjoyed his time in the MG Maestro Challenge and needed no persuasion to compile this painstaking biopic covering five seasons of the championship, including each event, driver, and car. The depth of detail is truly amazing as is the amount of time and research invested by the author, which cannot be underestimated. Of his six books to date, this absorbing tome must have truly been his labour of love!



Introduced for the 1986 season, the innovative MG Maestro Challenge was conceived by Austin/Rover Group to market their 2-litre, five-door Hot Hatch – codename LM10 – the championship set out to discover the most versatile driver in a miscellany of competitive events. Run under strict technical regulations controlling a field of identical cars, perhaps some less identical than others, the series flourished and developed a strong esprit de corps between competitors, many of whom already had proven records in race and rally-based motorsport disciplines.

When first the series was first announced, seasoned clubmen were sceptical of the competitive potential of the 2-litre EFi MG Maestro due to its lacklustre 1600 predecessor. However, these doubts were soon dispelled when fitted with ARG's Group N competition handling and safety kit, which transformed the saloon into a well-balanced and quick car. Engine power peaked at 115 bhp, taking the Maestro 0-60 in 8.5 seconds, a second up on VW's Golf GTi and a top speed of 115 mph. In fact, between events many Challenge Maestros demonstrated their five-seater road car versatility and doubled up as the family runabout!

ARG's extensive UK dealer network was encouraged to get involved and offered generously discounted cars with the manufacturer investing in media promotion and hospitality at some high-profile championship rounds. To enhance the series even more, Austin Rover fielded two celebrity cars for invited professional drivers and journalists, thus also providing a benchmark for regulars. Celebrities included, Damon Hill, Gary Brabham, Tony Pond, Jeff Allam, Malcolm Wilson, and Barrie 'Whizzo' Williams and to add further gravitas, the 1987 MG Maestro champion was Unipart F3, Touring Car and Le Mans star driver Tony Dron, who is also an award-winning journalist.



Above: racing at Silverstone and rallying on Epynt ...

For five seasons the Esso, then Mobil sponsored Challenge carved a niche for itself in British motorsport, successfully developing a close-knit fraternity of drivers and teams who competed throughout a busy season on a variety of high-quality and demanding events. Although there was great camaraderie, when helmets were fixed the competition started in earnest and there were no easy wins. The book chronicles the record of collateral damage inflicted to cars in this uber-competitive arena, where even the cream of Maestro challengers were having to drive at 10/10ths!



Left: 1987 Champions, Tony Dron & Mike Beales.

As a former MG Maestro competitor 1987/8, the book provided previously unknown MG Challenge facts and gossip from over 30-years ago, in fact, I found the enthralling 445-page volume difficult to put down and the manuscript must now form an indelible record of a memorable chapter in 1980s motorsport. Undoubtedly, one key USP was Rick Smith & Associates, ARG's facilitators for five successful years, who were instrumental in creating a genial atmosphere, led by Rick, a former international co-driver, ably supported by Chrissie Chorley.

Written and published by Pablo Raybould, this hot-off-the-press, high quality, hardback is generously illustrated with a wide variety of mostly unseen images mostly provided by competitors. The absorbing 210mm X 300mm book also contains candid anecdotal material from former ARG management and engineers, many of whom also competed. There is no ISBN reference, but copies of this exclusive book are available for £50 plus £9 UK P&P. Don't delay, this is a limited number niche book!

Contact: - pablodaybould@blueyonder.co.uk.

Obituary ...

Tony Dron 1946 – 2021

There can be few people in motor racing that didn't know 'The Dron'

Tony Dron, who died on 15th November after a long illness, was a brilliant writer as well as being a successful racing driver from 1968 to 2011, competing professionally from 1974 to '79. He qualified at the Chelsea College of Aeronautical & Automobile Engineering, and in common with other impecunious drivers of that era, began competing in Formula Ford, using a Titan chassis, and becoming firm friends with fellow FF driver James Hunt. Tony cut an idiosyncratic paddock persona at 6'-5", handsome with distinctive afro-style hair and in 1969 raced the ex-Gerry Birrell Crossle 16F before running out of money. But he got his big break in 1973 when he persuaded Strakers of Wimbledon to back him in Ford's inaugural Escort Mexico championship, finishing the season third, including his first race win at a very wet Oulton Park.



Tony was then recruited by Ralph Broad as team mate to fellow Formula Fordster and Escort Mexico star Andy Rouse in the 1974 British Saloon Car Championship driving Broadspeed Triumph Dolomite Sprints. They also shared a car in the Spa 24-Hours finishing fifth overall and third in class. In the 3-Hour RAC Tourist Trophy at Silverstone, Tony finish third overall behind two Chevrolet Camaros, driving solo. He spent 1975 in the BSCC with an uncompetitive Alfa Romeo 1600 GT Junior entered by Roger Clark Motors, the highpoint of his season being a class win and 13th overall on the Avon Tour of Britain in a Fiat 128 Coupe 1300SL.



Tony returned to single-seaters for 1976 but the Holbay-tuned Dolomite engine in his Unipart-liveried March 763 chassis was uncompetitive and he returned to the Broadspeed Dolomites. In 1977 Tony humbled the Camaros' and won seven of the 12 BSCC races outright and also the 2.3-litre class on 10 occasions, just losing the championship to Bernard Unett's Chrysler Avenger in the class below by one point. Highlight of the year was Tony's victory in the

BSCC race supporting the British Grand Prix at Silverstone, beating several Capri stars to win in front of a partisan British crowd.

It was much the same in 1978 with Tony and the Dolomite dominating the 2300 cc class although, apart from a win in the opening wet Silverstone race, the Capris now ruled the roost. That year too, Tony won the inaugural Porsche 924 Championship which led to him sharing a 924 with Andy Rouse and Win Percy to win the Commander's Cup at Snetterton with a new British 2-litre 24-hour record. Tony also took ninth place in the RAC Tourist Trophy at Silverstone in an Opel Monza with Rouse and drove a BMW 323i to three wins from four races to help Nottinghamshire win BMW's County Challenge. In the early nineties, Tony spent some time as a car salesman working for Saab, then Porsche.



The first of four visits to Le Mans came in 1980 when Tony shared a Porsche 924GTR, again with Andy Rouse, to finish 12th overall, fifth in class and he also joined forces with Porsche club racer Richard Cleare in his Porsche 934 in rounds of the World Championship of Makes, 6-Hour races at Silverstone, Vallerlunga and Dijon. He returned to Le Mans in 1981 with Richard Lloyd in the latter's Porsche 924 Carrera GTR Turbo but the engine lacked the performance to qualify. In 1982 Tony completed a full season in the World

Championship of Makes with Richard Cleare and results included fifth overall and first in the IMSA GTO class in the Nürburgring 1000 Ks on the Nordschleife, 13th overall and first in the Group 4 class at Le Mans and 14th overall and a first in Group 4 class in the Brands Hatch 1000 Ks.

For 1983 Richard Cleare acquired the Group C, Porsche-based Kremer CK5 which proved troublesome for the privateers to run, yielding sixth overall in the WCM race at Brands Hatch as best result. Tony with Andy Rouse, Win Percy, and Phil Dowsett also won the Willhire 24 Hours at Snetterton in a Porsche 928S and ever the clubman, Tony joined the Caterham-7 team in the annual Birkett Six-Hour Relay at Silverstone which brought them victory on handicap.

Between the end of 1983 and retiring in 2011 Tony raced and rallied a large variety of cars, principally in historic racing but in 1987/88 he showed great versatility by competing in Austin/Rover's innovative MG Maestro Challenge, embracing all motorsport disciplines which he won outright in 1987 in a car prepared by the MG owners Club and co-driven by its secretary Mike Beales. He also drove a Porsche UK prepared 928 GTS in the PCGB Championship.

Historic outings included demonstrating the 1930s Silver Arrows, racing a Ferrari 330LMB solo on the Nordschleife and three successive solo wins in the Sussex Trophy at the Goodwood Revival in the Ferrari Dino 246S (*pictured, right*).



In parallel with race driving, Tony's stellar career as journalist included his initial award of the Guild of Motoring Writers' Sir William Lyons 1968 Scholarship as most promising newcomer to motoring journalism under the age of 23. He contributed race reports to *Autocar* magazine, then found employment with motor sport entrepreneur Nick Brittan promoting the European Formula Ford series while also juggling his own driving career.

In 1971 Tony became road test writer for *Motor* magazine, promoted two years later to Sports Editor. In 1983 he became editor of *Thoroughbred & Classic Cars* magazine, a post he successfully fulfilled for the next 11 years. More recently he was a freelance writer for the *Daily Telegraph* and *Octane* magazine before finally retiring in 2017. Tony was a proud life member of the BRDC and Guild of Motoring Writers, being recipient of the Guild's prestigious Rootes Gold Cup three times. He collaborated with Alan Mann and Raymond Baxter to write their autobiographies and also wrote *Porsche*, *Bentley Brooklands* and *Porsche 911 Story*, the latter in alliance with fabled Belgian F1 and sportscar racer/journalist Paul Frere.

Tony is survived by his partner Charis, children Amy, Will, Katy, and brother Peter, who is also a respected motoring journalist, and we offer our condolences to his family and many friends.

Ken Davies ©

Images: Ken Davies & Tony Dron Archive

Gallery ... The 2021 Roger Albert Clark Rally ...

Images of Westcountry crews ... all courtesy of Peter Baker at Retrospeed magazine.





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