

# ***Newsletter***



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## ***2021 ASWMC Championships Sponsored by:***



# ***Spring 2021***

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## Welcome to the 2021 ASWMC Spring Newsletter

As I write, tomorrow will see the lifting of the Coronavirus restrictions sufficiently for 'open-air' sporting events – including motorsport – to resume, after another lockdown that has lasted longer than many of us anticipated. And with the late start to the season – and uncertainty over when 'two-in-a-car' disciplines will be able to start competing again – the disruption to our event calendars continues. Many championship coordinators have been working overtime with the organising clubs to re-schedule events into new dates that will hopefully enable those events to run. Even so, many have had to be cancelled, meaning that some clubs will have lost their spring events for two consecutive years. Let us all hope that the UK's vaccination programme will pull us through in time for a complete resumption and full calendars in 2022.

In this issue, Newsletter stalwart and 'historian-in-residence', Ken Davies has contributed another book review, three obituaries and a piece on the classic 'Rally of the Vales'. The latter is part 1; part 2 – on a modern (2020), South-West road rally – will be in the Summer issue.

If your club is celebrating a significant anniversary (see page 15) please write in with some history.

I look forward to receiving plenty of news on events over the Spring as we gear up for action once again!

**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:** Will stage rallying make a long-overdue return in 2021 – we certainly hope so! This is our ASWMC rally championship sponsors Steve and Yvonne Furzeland in action in their Subaru WRC ...

## Association Partners:



## From the Chair ...

As the start of the season approaches for many disciplines there was at least some good news from Motorsport UK in that permits would be granted for events from 29<sup>th</sup> March onwards. It would seem that my 'guesstimate', in our previous Newsletter, of when we might resume was, on reflection, somewhat pessimistic. However this will impact the start of many ASWMC championship calendars. From a personal perspective, my 'home' club has dealt with the issue by postponing our sprint event from its position at the start of the championship to be the final event in the calendar.

Many ASWMC competitors, compared to those in other regions, will have had a head start in entering events, as many procedures will probably be the same as those in the latter part of 2020. So, for example, supplying documentation and signing-on through a website is something that will be done in the time leading up to the event, and queuing to 'sign-on' looks likely to become consigned to history. It is also likely that wearing a mask and social distancing will also continue for some time yet. The scrutineering fraternity has, I understand, decided to 'move the goalposts' with regard to racing, and how widely that will extend to other disciplines is, at least at the moment, not at all clear.

Thankfully, the Department of Transport has decided to exempt the UK from the EU Motor Insurance Directive, which should put the issue (the so-called 'Vnuk' problem) to bed for good and always. Had it not done so, despite our membership of the EU having now ended, it could ultimately have resulted in all motorsport vehicles (and many others) requiring insurance, which would, in short, have probably killed our sport.

I am pleased to announce that the ASWMC Executive has decided to present Michael Southcombe with an Outstanding Service Award in recognition of his service to the ASWMC. As Chairman for 40 years, followed by almost 20 more years as our President before retiring, this will probably remain an unmatched record for time immemorial. Our new President is Richard Culverhouse who has had nearly 40 years under his belt as our former Year Book Editor and a Vice President for a dozen years. Richard remains active as a club and race meeting organiser.

Lastly, I was rather tickled that during the whole 20 years I ran a British Championship I was never once invited to the "Night of Champions". Now, a couple of years after I ended that role, I was at last invited to the Motorsport UK ... 'Virtual' Night of Champions".

**Paul Parker, Chairman**



## News in Brief ...

### Scrutineering and Noise Limits...

We all need to be aware of the environmental impact of motorsport and this is a reminder to everyone that we need to reduce the impact as far as possible to avoid drawing attention to ourselves, particularly with regard to noise limits.

Although the current restrictions prevent scrutineers from being 'hands on' with every car inspection, we expect to be able to make a thorough visual inspection of cars and safety equipment. Our aim is that everyone enjoys their sport in safety, and we do not want self-certification to be an opportunity for standards to slip.

**Andy Collard,**  
**Motorsport UK Scrutineer**

### Self-Declaration & Documentation ...

**Torbay MC** has compiled a brief guide for competitors to combine their competition licence, club and championship cards and documentation into one file for uploading to event entry systems or e-mailing to Entry Secretaries. The guide is available to download at <https://www.torbaymotorclub.co.uk/events/>. 'Download information' on the Torbay MC website.

## Notes from an Interim Executive Committee Meeting, 3<sup>rd</sup> March ...

**The Covid 19** restrictions and limitations would be essentially the same as during the previous period of lockdown last summer and Autumn ...

**Championship permits** were being issued but it was not clear in which disciplines permits for events would be granted ...

**A Scrutineering Sub Committee** has been created to review how scrutineering will be carried out both now, as only a cursory inspection is possible, and in the future. One proposal under consideration is that all competitors will prepare an annual declaration form which will be submitted with event entries ... scrutineers would select declarations at random for a deeper level of scrutiny to confirm conformity. Concerns were expressed that this might prevent new competitors from developing their understanding of the regulations and compliance with safety requirements ...

**Track Licences** are also under review, with more detailed plans of a venue and the course probably being required in future ... the committee asked the Chairman to raise the issues of the potential cost of any software required with Motorsport UK, as clubs organising relatively few events might be financially disadvantaged, and that permit costs reflect the event and are not costed by the day (*Note: these issues have now been acknowledged by Motorsport UK*) ...

**Motorsport UK** have announced that from the 12<sup>th</sup> of April two people will be allowed to share a vehicle and that the website was being updated ...

## **Motorsport UK 'StreetCar' Delayed to 2022 ...**

We have been delighted by the support that the StreetCar initiative received from the community through all the consultation and are extremely grateful to the regional and club personnel who have given up their time to discuss, advise and plan their involvement.

As with all elements of motorsport, the planning and launch schedule has been hampered by the new lockdown and we are aware of the congestion that this brings to organisers of pre-planned club events and series, plus the additional burden on officials and marshals. And in addition, during our discussions with the clubs and regions, the StreetCar concept has ignited a discussion in the community to create a much larger umbrella to cover all disciplines that can be enjoyed in a standard production road car, including AutoSolos, Autotests, 12 Car Rallies and Navigational Scatters, Navigational and Targa Road Rallies, Sprints, Car Trials, Cross Country Tyro Trials etc. Motorsport UK now plans to use 2021 to develop a comprehensive website and accompanying tools that specifically focus on the accessibility and affordability of StreetCar Motorsport. We will keep the community up to date with progress on this throughout the year.

Please pass on our sincere thanks to all those club members who helped us with the project so far - and we look forward to rolling out this exciting project as soon as we can.

**Ian Berry**  
**Head of Membership Development**

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LANDLORD & TENANT
LITIGATION & PROFESSIONAL NEGLIGENCE
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COMMERCIAL LITIGATION & PROFESSIONAL NEGLIGENCE
COMMERCIAL PROPERTY
CONSTRUCTION & DISPUTE RESOLUTION
CORPORATE OFFENSES
DEBT RECOVERY
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INSOLVENCY & LIQUIDATION

## Reminders ...

### **Event Regulations ...**

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

### **ASWMC Club Project Fund ...**

The deadline for applications to the fund in 2022 need to be made in writing to the General Secretary by 31<sup>st</sup> October 2021.

### **Photography Credits ...**

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

### **ASWMC on FaceBook ...**

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

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

### **Marshals' 2021 registration ...**

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

## **2020/21/22 ASWMC Meeting Dates**

9 <sup>th</sup> May 2021	Executive and SGM (Zoom)
8 <sup>th</sup> August 2021	Executive (Hartnoll)
17 <sup>th</sup> October 2021	Executive and AGM (Hartnoll)
5 <sup>th</sup> December 2021	Executive (Hartnoll)
14 <sup>th</sup> February 2022	Executive Committee and Awards Presentation

Please note: all dates, locations and methods are provisional



**Recognised  
Club**

### **Motorsport UK Branding ...**

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

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

## **Road Rallying ... 1955 to 2020 ... Part 1**

### **The Rally of the Vales, 1955 – 1973**

Conveniently situated at the southern fringe of the UK's finest road rallying country, Swansea Motor Club – formed in 1924 – created a signature event, originally called the Rally of the November Night from 1955 to '57, although the 1956 event was cancelled due to the Suez crisis fuel rationing. G. Reason-Jones (Triumph TR2) won in 1955 and W. G. Cawsey's similar TR won both 1957 and 1958 events, when the title had changed to 'Rally of the Vales'; the BBC filmed the start and maneuverability tests for their Welsh Newsreel programme.

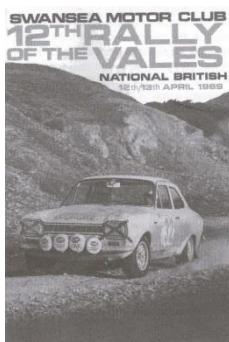
The inaugural rallies started at Swansea, Cheltenham, and Cardiff before converging and following a common route to Brecon where, after a short break, the first 15-mile section started, usually ending near Cray reservoir, where those unable to follow a simple route-card fell by the wayside! Competitors then faced a 150-mile navigation section which sorted the 'wheat from the chaff' and became progressively tighter, with lost time creeping up to the limits and often forcing competitors to cut controls to finish on time, with more cars going OTL.

Following a 90-minute break at the High Noon filling station near Carmarthen, cars embarked on a challenging navigation section plotted from OS map references, before regrouping back at the High Noon. The rally concluded with a regularity section and an acceleration test before cars made their way to the Caswell Bay Hotel on the Gower Peninsula for breakfast, results, and prizes – after 400 miles in total.

After the hardships, including torrential rain and fog, endured on the 1959 rally (won by E. Malkin/G. Robson's Sunbeam Rapier), one rally-hardened driver remarked *"I have never been on a rally run by this Club before, but it has been the toughest, best marshalled event I have ever been on. I'll be back!"* Winners included stars like Gibbs/Morgan (Cortina GT) in 1964, Bullough/Barrow (Lotus Cortina) in 1968, Sparrow/Raeburn (Cooper S) in 1970 and Videan/Vipond (Datsun 240Z) in 1973, the final running of the original 'Vales'.



*Above: The Datsun 240Z of 1973 Vales winners Kevin Videan & John Vipond at the Swansea start*



The rally truly earned its spurs as one of the best on the calendar and at its peak in the '60s it qualified for an impressive quartet of contests – the National RAC Championship, Motoring News Championship, BTRDA Gold Star, and Welsh Rally Championship.

The 1969 'Vales', round 6 of the MN championship started with scrutineering at the Automobile Palace, Llandrindod Wells, followed by two hours of frantic route plotting by the lake before local heroes, Alun Rees/Hywel Thomas (Mini Cooper S – on its third bodyshell!) led 59 crews away at 9.45 pm on a bone



dry, clear night and headed south to the first selective over Abergwesyn. Colin Malkin's Imp, fitted with Jenny Nadin's borrowed engine, was quickest, just 1m 22s over the 15m set bogey, with Roy Fidler's BMW and Bloxham's Escort TC second and third.



Above: 1969 Rally of the Vales fuel halt.

Long, hard sections in the Rheidol valley followed in quick succession and only passage controls and relaxed sections enabled breathless crews to stay within time. After 14 controls first petrol was taken at Penrhyncoch, where the attrition rate was high. More of the same followed in the SW corner of OS 127 before the crews headed to Lampeter and across the long Farmers Road loop before Mynydd Pencarreg and the welcome lights of the Checkpoint Service Station for the second fuel stop.

The frantic and relentless tempo meant that Roy Fidler's BMW 2002Tii developed severe brake problems and Malkin's Imp slid into a concrete bollard whilst climbing a slippery hill south of Abergorlech, losing 7 minutes with a puncture before retiring in disgust. Five controls from home, drivers tackled the impossible hairpin west of Llansadwyn, causing minor traffic jams, before dazed survivors headed for the finish at Penoyre Country Club near Brecon; 200 frantic miles done and dusted between supper and breakfast.

Results swiftly processed, the Bloxham/Harper Escort TC was declared the winner from Bullough/Barrow's similar car, with Fidler/Hughes third in Autoextra's brakeless BMW! As usual there were plenty of tales throughout but worthy of mention were the three helpful RAMA Land Rovers running at the tail of the field; they all finished, the first a remarkable 16<sup>th</sup> overall and a Swansea Motor Club trio scooped the team prize!

Motoring News reported the following week: *'The event was well received by the competitors and will no doubt be remembered for quite a time as one of the good, old fashioned quality thrashes in the best traditions of the 'Vales'.*

## **1990 – 1999**

Fast forward to the late 1980s ... historic rallying was gathering traction, leading to the introduction of new blood into the sport and even enticing experienced competitors back with a relaxed, uncomplicated, and fun premise. These were historic rallying's formative years, when it was comparatively easy to find historic rally steeds by trawling the classified ads and, you did not need the fastest car to compete at reasonable cost with a chance of victory.

During the winter of 1989, a meeting took place between Hywel Thomas and SMC's Alun Morgan, Stuart Phillips, and Derek Davies; all had been involved in the original rally in some capacity and quickly hatched a plan to replicate the original 'Vales, but in 'historic' format. The result of that and many subsequent meetings was the first Classic Rally of the Vales held on 29<sup>th</sup> December 1990.



The benchmark had been set and the rallies that followed ran to a simple formula; a tulip roadbook, crafty regularities, and speed tests, all delivered in a genial and social atmosphere. Success was as hard-fought as ever, and a Vales trophy was a worthy 'pot' on a rally competitor's sideboard.

This captured competitors' imagination by filling the motorsport 'vacuum' over Christmas and the New Year, providing imaginative routes over parts of the original rally route including the Bettws mountain road, daunting Abergwesyn, the Devil's Staircase and Rhandir-Mwyn. The Welsh weather even provided authenticity, with sunshine, snow, rain, sheet ice and occasional freezing fog in turns!



*Above (L-R): The indomitable Bob Beales and Denis Cardell (VW Beetle) on Bettws, 1993; Three times Hillclimb champion Roy Lane's Porsche 911 at Carmarthen Showground 1996; Nicky Porter's Mini gave Andrew Bodman a hat-trick of Vales co-driver victories in 1994.*

*Below (L-R): Astle/Bodman Sunbeam Rapier on the Singleton Park test, 1993; An ex-works Liege-Rome-Liege Healey 3000 near Brechfa, 1990; Peter Brennan's MGB (1996).*



The first 'Classic' was based at the windswept Baverstocks Hotel, situated alongside the A465 high above Merthyr, moved to the Hilton Hotel Swansea in 1991 and then found its ideal home at the Marriott in Swansea's Maritime quarter, with city centre convenience and good road access. The hotel's large function suite proved ideal for the social side of the rally, usually an uproarious black-tie post-rally dinner that entertained almost 200 guests with a money-raising theme; among the charities to benefit were CISS, the Stroke Association, the MS Society and VICTA.

Over its nine-year second incarnation the Rally of the Vales filled the big shoes left by its elder brother and provided a list of distinguished participants. But it is said that it's best to 'retire gracefully when at the top' and the rally always meant weeks of non-stop work for the small organising team, including Christmas holidays. So, with the millennium approaching, a decision was made to take a break after the 1999 rally. Amazingly, that has now been over 20 years and perhaps it might be time to review that decision – who knows?

*All Images: Speedsport Photosport, Mike Carter & Ken Davies*

**Ken Davies ©**

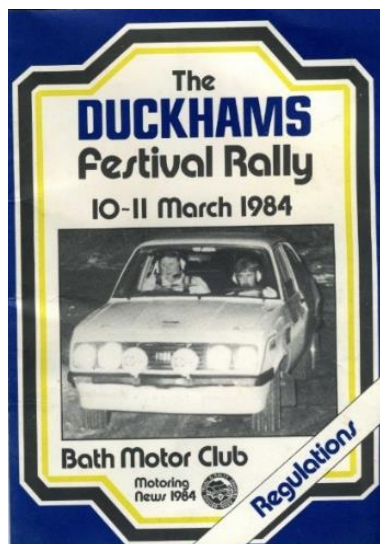
## Around the Clubs ...



**Bath MC's** programme of events for 2021 has been impacted much the same as in 2020, with the national lockdown affecting some scheduled events.

The Festival Targa Rally which was due to run in February has been cancelled until 2022. This was unfortunate as it had the making of a great event, with some new venues offering exciting tests in the daylight and an entry list which was filled with fully paid entries within one hour of going live.

Plans are underway for our next scheduled events, the Spring AutoSolo on Sunday 11<sup>th</sup> April, and the Kemble Targa on Sunday 9<sup>th</sup> May. Both events will be based at Kemble Airfield, with the Targa changing to a multi-venue event utilising some of the venues planned for the Festival. Initial feedback is that the demand for entries could be high so we suggest you check the website ([www.bathmotorclub.co.uk](http://www.bathmotorclub.co.uk)) regularly, if you want to enter.



Within the club, events have been limited to a Quiz Series run over the Christmas period and a Virtual Navigational Scatter held in January. Similar events are planned for March & April, after which it is hoped we can run our normal 12 Car, Jogularity and other social events.

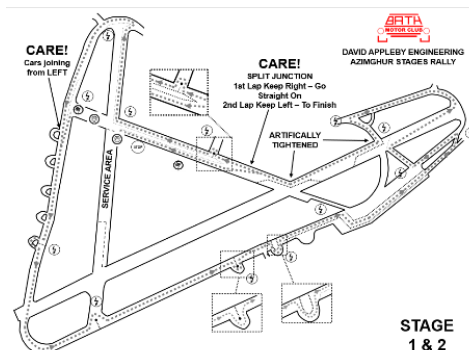
A number of members have been sorting through their archives and are preparing some history profiles of two of the big events run by Bath MC in the past, namely the Festival Rally and the Azimghur Stages Rally.

The Festival started as a road rally in 1964 and was included in the Motoring News/BTRDA Road Rally Championship from 1984 to 1987. It has also been run as a Stage Rally and more recently as a Targa Rally.

The Azimghur Stages Rally was held at Colerne Airfield for 26 years, starting in 1984. This was the first use of the venue following its use on the 1983 RAC Rally. It had a reputation as a high-speed event and was always very popular with crews from the South West and Wales.



If you have any photos, information or stories about these events then please contact the club via its Facebook page.



Here's looking forward to 2021 and all of us enjoying more motorsport than in 2020. Keep safe!

**Martin Moore**  
**Competition Secretary**



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**Salisbury & Shaftesbury Car Club** is planning to run the Bustard Targa Rally again this year in the expectation that the severe Covid-19 restrictions will be a thing of the past by the autumn, on Saturday 20<sup>th</sup> November 2021. It is early days yet, but it is expected that the format will be similar to the successful concept used in 2019. The club's plan is about 40 miles of tests will all be held within a single local venue, with no competition on the public road. To minimize damage to tracks, tyre restrictions will be similar to those previously used by the event and the ASWMC. The same experienced organising team will be in place as in previous years. As usual, the club will welcome experienced marshals. Please watch the Bustard Facebook page for information as it becomes available.



### ***News from Castle Combe Circuit ...***

Although Castle Combe was one of the first UK racing circuits to kick-start racing after the first COVID-19 lockdown, the circuit's planned 70th birthday celebrations were put on hold in 2020 by the pandemic, but with the anticipated return to some semblance of normality by the start of this racing season, a full card of races has been organised for 2021, starting on Easter Monday.

Eight race meetings are planned, with seven hosting rounds of the Castle Combe Racing Club's own championships for Saloon Cars, GTs, Formula Ford, and Hot Hatches, mixed with an eclectic and exciting number of guest races for visiting clubs. October will see the popular Autumn Classic meeting for historic cars when the headline race will once again be a two-driver endurance type race for the GT & Sports Car Cup. 2021 also marks 60th birthdays for British icons - the Jaguar E Type, Mini Cooper, and Triumph TR4.

### ***Provisional Dates for 2021 Car Race Meetings ...***

5<sup>th</sup> April Howards Day  
3<sup>rd</sup> May Race Day  
31<sup>st</sup> May race Day  
12/13<sup>th</sup> June Race Weekend  
3/4<sup>th</sup> July Race Classic & Retro Weekend  
30<sup>th</sup> August Race Day  
18<sup>th</sup> September Finals Day  
2<sup>nd</sup> October Autumn Classic

**Marshalling ...** pre-season training days are again arranged in early March for the Circuit's loyal corps of Marshals – this year in virtual form – and new recruits are welcome to join for a taster. For more details contact Richard Beard, Chief Marshal at [richardb@ccracingclub.co.uk](mailto:richardb@ccracingclub.co.uk)

**Wanted! ...** due to retirement, the Racing Club is seeking a coordinator for its popular Formula Ford Championship. This role is ideally suited to former competitors or those who have been, involved in motorsport. Championship race coordinators provide the vital link between competitors and organisers, especially on busy race days and a combination of communication and facilitation skills are essential, blended with a good working knowledge of how a championship operates. Coordinators also have an input into reviewing and updating

championship regulations. This is a great opportunity to join the small team organising racing at Castle Combe. For more details contact, Jo Lewkowicz – CCRC Racing Manager: - [jol@castlecombecircuit.co.uk](mailto:jol@castlecombecircuit.co.uk)

**Castle Combe TV ...** starting as an initiative during motorsport's enforced 2020 lockdown, a bi-weekly TV programme has proved an instant hit with viewers. Streamed on a Thursday evening and presented by regular Combe commentator Chris Dawes and circuit marketing director Tom Davies, the programme carries live interviews and interaction with motor sport personalities from both sides of the Armco. Full details from the Castle Combe Circuit website.

For more information on the above and 2021 Calendar: - [www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk)



**Truro High School Motorsports Club**, the first school club in the UK to be officially recognised as a club by Motorsport UK, now boasts a fleet of five Greenpower challenge cars - plus three Goblins in their Prep school. The engineering club consists of over 30 girls between

the ages of 11 and 18, all with a common passion for STEM (Science, Technology, Engineering and Mathematics) and has taken part in the Challenge since 2009.

A testbed for creativity and innovation, the Greenpower Challenge helps to break down stereotypes around STEM careers by engaging young people in a practical, exciting, and hands-on challenge, sparking enthusiasm in a way that textbooks cannot achieve.

The team of hardworking youngsters is encouraged to be innovative when designing, building, and ultimately racing their electric race cars, and developed several solar-powered vehicles. Discontent with the sustainability of the materials used to make their race cars has now led to an even greater challenge as the team decided to take on the task of building a fully functional F24 concept car made predominantly out of ... bamboo.



An eco-friendly alternative to carbon fibre or steel, bamboo is strong, yet light, and ideal for the structural integrity required for a sustainable racer. Using jean material as binding – yes, jeans! – the bamboo car will weigh no more than 30kg, which is all the more impressive as that includes two 12-volt electric batteries. The challenges inherent in the innovative 'bamboo car' have improved their engineering and problem-solving skills, as well as raising the team's awareness of environmental issues, despite the February 2021 completion target having to be pushed back with the school's closure under the national lockdown.

The first all-girls school to win in the F24 category, and a three-time recipient of the Spirit of Greenpower award, the team's ethos and attitude is to put education and inclusion foremost in their approach to the Greenpower Challenge. The STEM sector, like many industries, faces a

diversity problem and despite the wealth of career opportunities, only 12% of all engineers in the UK in 2018 were women and just 8% were from BAME backgrounds. The Greenpower challenge aims to break down barriers to entry by instilling a passion for STEM in young people at an age where they begin to make important choices with their education and careers.

The staff involved in the engineering club ensure that learning engineering process and skill-acquisition take precedence, with some of the budding young female engineers having been invited to undertake work experience at local engineering companies, and at Williams F1, a promising pointer to a future in the industry.

Jon Dean, the staff member who has run the engineering club for several years said: *"I am privileged to be working with a group of girls who can work together as a team to solve problems and take responsibility for engineering and design ideas, taking environmental issues and sustainability as the principles driving the bamboo car concept. They also understand that the main reason students take part in the competition is to have fun and be a part of a close-knit community, and there is always a feeling of togetherness within the team"*.



### **Wiscombe Park Hillclimb's**

announcement of a new-for-2021 deal with Reis Motorsport Insurance raised a few eyebrows and, on the surface, seems to be a traditional sponsorship arrangement, exchanging cash for advertising.



But dig a little bit deeper and it's clear that this is about much more than the just the money.

### **The background ...**

To understand where the partnership with REIS fits into the 'Grand Scheme of things', it's worth looking at what the club is aiming to achieve with the business plan for Wiscombe Park Hillclimb. Although immensely proud of the heritage behind Wiscombe Park, the club realise that it cannot survive on the glory days of the 1960s – it has to operate in the 21st century.

For competitors that means providing a first-class venue for hillclimb competition ... working closely with the organising clubs to make it safe, accessible, and good value. For spectators we will provide a mix of fun, entertainment, excitement, interest, catering, ease of access and information. And to build a core of regular spectators, interest needs to be maintained throughout the year, not just around the 12 days when we run hillclimb events.

Looking to the long-term future of Wiscombe Park, we have a duty, as the current custodians of this fantastic venue, to build on the heritage of Wiscombe Park and ensure we secure the future. This means developing and ensuring we are relevant by promoting the sport of hillclimbing and attracting 'new blood' ... encouraging new competitors, spectators, officials, volunteers, and marshals.



## ***The role of Reis ...***

A major objective when thinking about a commercial partner was to improve our visibility with the broader motorsport community and, of course, reach out to younger car enthusiasts ... and Reis, with a broad client base, ticks that box. Reis' perspective is to raise their profile across the hillclimb community ... and their motorsport insurance services fit well with the different types of cars and competitors we see at Wiscombe park, ticking the box for Reis.

## ***How it works ...***

- ✓ Revenue from Reis will be wholly invested in maintaining and developing the venue.
- ✓ Wiscombe promotes Reis on its digital platforms – the website and social media.
- ✓ Printed advertising with branded posters, stickers etc. An example is the "Getting Started in Hillclimb" flyer (this can be downloaded from the Wiscombe website).
- ✓ Live streaming of events on Facebook - up to 8 events in 2021 and hopefully the complete event programme in 2022, raising the profile of hillclimbing with the target audience of younger enthusiasts and potential spectators.
- ✓ Reis will promote Wiscombe Park on their website and share social media posts across their platforms, helping to raise the profile of both Wiscombe Park and hillclimbing with new competitors and spectators.

## ***A Win-Win ...***

.. and a lasting partnership is the ambition. And - competitors - don't forget to ask Reis for the 15% competitors' discount – just mention Wiscombe Park when you talk to them!

**Graham Vingoe**  
**(Media and PR, Wiscombe Park Hillclimb)**

## ***Club Anniversaries ...***

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

<b><i>Club:</i></b>	<b><i>Formed:</i></b>	<b><i>Anniversary:</i></b>
<b><i>Bristol MC</i></b>	1911	110
<b><i>Carmarthen MC</i></b>	1911	110
<b><i>Cheltenham MC</i></b>	1906	115
<b><i>The Motor Cycling Club</i></b>	1901	120
<b><i>North Devon MC</i></b>	1946	75
<b><i>Southsea MC</i></b>	1931	90
<b><i>Windwhistle MC</i></b>	1996	25

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

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## 2021 Championship Updates ...



### ASWMC 2021 Hillclimb Championship

The championship currently has 78 registered contenders, just 11 less than at the end of the 2020 season.

The championship calendar was, understandably, affected by the uncertainty and the timetable for lifting the lockdown restrictions. There are, however, twelve rounds currently in the calendar, and this may rise to fourteen if another two rounds go ahead at Wiscombe.

This revised list is as submitted to Motorsport UK for approval to changes to the championship calendar:

Gurston Down	BARC SW	27 <sup>th</sup> March	
Gurston Down	BARC SW	28 <sup>th</sup> March	
Wiscombe	Woolbridge MC	24 <sup>th</sup> April	Original Date
Wiscombe	Woolbridge MC	25 <sup>th</sup> April	Original Date
Werrington	Plymouth MC	1 <sup>st</sup> May	Original Date
Werrington	Plymouth MC	2 <sup>nd</sup> May	Original Date
Wiscombe	Torbay MC	15 <sup>th</sup> May	Original Date
Wiscombe	Taunton/BOS MCs	16 <sup>th</sup> May	Original Date
Manor Farm	Woolbridge MC	5 <sup>th</sup> June	
Manor Farm	Woolbridge MC	6 <sup>th</sup> June	
Tregrehan	Truro & DMC	19 <sup>th</sup> June	
Tregrehan	Truro & DMC	20 <sup>th</sup> June	
Castle Hill Climb	Camel Vale MC	7 <sup>th</sup> August	Original Date
Castle Hill Climb	Camel Vale MC	8 <sup>th</sup> August	Original Date
Wiscombe	5 Clubs	4 <sup>th</sup> September	Original Date
Wiscombe	5 Clubs	5 <sup>th</sup> September	Original Date
Manor Farm	Woolbridge MC	25 <sup>th</sup> September	Original Date
Manor Farm	Woolbridge MC	26 <sup>th</sup> September	Original Date



### ASWMC 2021 Sprint Championship

The championship currently has 64 registered contenders, just 10 down on the 2020 end of season total.

There are plenty of events in the Sprint calendar, although there have been numerous date and venue changes.

The revised list on the next page is as submitted to Motorsport UK for approval to changes to the championship calendar:



Portreath	Truro & DMC	10 <sup>th</sup> April	
Abingdon 'Long'	Sutton & Cheam MC	11 <sup>th</sup> April	Original Date
Llandow	Bristol Pegasus MC	8 <sup>th</sup> May	
Abingdon 'A'	Sutton & Cheam MC	5 <sup>th</sup> June	
Abingdon 'B'	Sutton & Cheam MC	5 <sup>th</sup> June	
Perranporth	Truro & DMC	20 <sup>th</sup> June	Venue change & date (from 10/04)
Treloy	Newquay AC	27 <sup>th</sup> June	Original Date
Llandow	Bristol Pegasus MC	10 <sup>th</sup> July	Rearranged Date (from 08/05)
DMS Castle Combe	Bristol MC	17 <sup>th</sup> July	Original Date
Clay Pigeon	Torbay MC	18 <sup>th</sup> July	Original Date
Pembrey	BARC Wales	14 <sup>th</sup> August	Original Date
Pembrey	BARC Wales	15 <sup>th</sup> August	Original Date
Portreath	Truro & DMC	28 <sup>th</sup> August	Original Date
Portreath	Truro & DMC	29 <sup>th</sup> August	Original Date
Treloy	Newquay AC	11 <sup>th</sup> Sept.	Rearranged Date (from 21/03)
Treloy	Newquay AC	12 <sup>th</sup> Sept.	Original Date
Abingdon 'A'	Sutton & Cheam MC	25 <sup>th</sup> Sept.	Rearranged Date (from 05/06)
Abingdon 'B'	Sutton & Cheam MC	25 <sup>th</sup> Sept.	Rearranged Date from (05/06)
Clay Pigeon	Bournemouth & DCC	3 <sup>rd</sup> October	Original Date
Perranporth	Truro & DMC	10 <sup>th</sup> October	Venue change and date
GWS Castle Combe	Bristol MC	23 <sup>rd</sup> October	Rearranged Date from (20/03)

**Roy Sims** ([speed@aswmc.org.uk](mailto:speed@aswmc.org.uk))

## 2021 Car Trials Championship

As we all know, the roadmap out of the pandemic has been set out and hopefully we will have a championship in 2021. The format of 3 rounds to count and then double points at the Final will continue this year; this allows championship contenders to take part in their more local events and still have a chance to win the overall regional award.



Above: Class 1, Gary Morris (Corsa Auto) at Prescott

We kick off in mid-April with the Bristol Pegasus Cross Trophy Trial at Dundry – a perfect way to post a score on the board. SRs will be issued shortly, and the event also promises some competition from the Cotswold Championship contenders.

Next up is our first of two trips to the superbly organized Ross and District events – the Spring Fling on 23<sup>rd</sup> May, followed by the double-header weekend of the 29<sup>th</sup> and 30<sup>th</sup> May hosted by Windwhistle MC at Axminster on Saturday and Woolbridge MC at Crewkerne on Sunday. These are also rounds of both the BTRDA and Motorsport UK championships, so you can expect a great two days of trialing at these super venues.



Left: Simon Harris (Class 2, VW Golf) at the BTRDA Final.



Right: Mark & Michelle Hoppe (Class 3, Dutton Melos) at Crewkerne.

On June 27<sup>th</sup> we return to Ross & District MC and the excellent Wye Valley trial, a great event with multiple championships in contention and which always offers an intriguing day.

Following a break in August, we return to Windwhistle MC's Axminster venue for the Autumn trial on 12<sup>th</sup> September, another well organised and friendly event, before October sees us head into North Somerset where Minehead MC will host our final qualifying round on October 24<sup>th</sup>.

So, assuming you have competed at three of these events you will be eligible to score points in our Grand Final at Woolbridge MC's Reg Paull Trial on November 7<sup>th</sup>.

Car Trials is one of the easier-to-run disciplines in these challenging times and offers an opportunity to be out in the fresh air and catch up with your colleagues who you may not have seen in 2020. Please do sign up in 2021 !

If you need any information, please do give me a call. Please note that I have a new mobile number (which is changed from the yearbook) 07395 029090. *(Ed - This has been updated in the table of contacts at the end of the newsletter.*

**Mark Hoppé** ([trials@aswmc.org.uk](mailto:trials@aswmc.org.uk))



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## **2021 Southern Counties 1<sup>st</sup> Choice Finishes Autocross Championship**

When the first sets of regulations and entries went live for this year's championship, even with all the positive off-season rumours, I must admit I was a little apprehensive about how much support we would receive this year. With everything that has been going on and a few of our regular competitors choosing to sit out 2020, it could quite easily have been a slow start. But within the first 24 hours, Torbay MC received over 20 entries, which for Autocross is surprising!

It looks like there will be a superb entry of over 60 descending on the picturesque venue at Coryton Park Kilmington over the weekend of April 17/18<sup>th</sup>. If the last event of 2020 was anything to go by it should be a blast. Please remember that to score Championship points you need to be registered before you start practice.

It also looks as if there is increasing interest from cross discipline drivers which is always promising as it shows the host clubs must be doing something right in running the events. The Modified and Specials classes seem to be more popular and can only be a good thing as they have struggled in previous years. There are reasonably priced options out there if you know where to look!

If you haven't been to an Autocross before, why not sign-on as a marshal on the Torbay MC website for the first round, come along and you may be surprised.

**Colin Anderson** ([autocross@aswmc.org.uk](mailto:autocross@aswmc.org.uk))

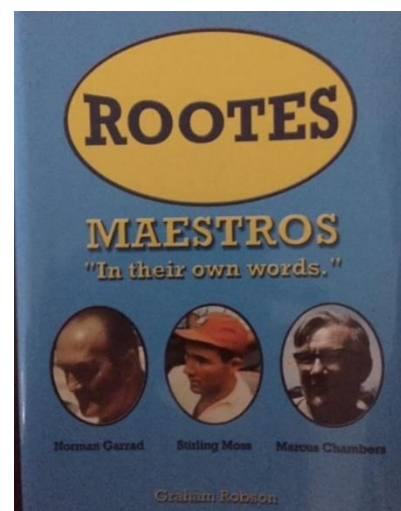
## **Book Review ...**

**Rootes Maestros "In their own words"** – by Graham Robson

With over 140 books to his credit following a lifetime in the automobile industry and sport as engineer, competitor and journalist, any book written by serial author Robson is worth reading, but Rootes Maestros "In their own words" – originally published in 2008 – surpassed expectations and provides lots of rich content for students of post-war racing and rallying endeavours by British motor manufacturer works teams.

During the austerity of the immediate post-war period, no one motor manufacturer held a monopoly of success in international competition and to scan through the results of this era shows an eclectic mix of European manufacturers and models, with British teams coming to the fore as the 1950s progressed into the 1960s, with Rootes achieving more than their share of these successes.

The book charts the progress of the team, first led first by Norman Garrad – himself a competent rally driver – followed by ex BMC manager Marcus Chambers, and lastly former Rootes development engineer Des O'Dell, who in turn operated a competitive works team on a



tight budget from what first started as a talented group of resourceful, and financially independent, amateur drivers.

Set against a background of modest 'competitions department' budgets; the Rootes family were never passionate motorsport fans but became aware of marketing opportunities that followed success in iconic events at glamorous locations against teams fielded by international competitors. Generally, the Coventry-based manufacturer made good use of the resulting publicity success, and sometimes failure, provided.

*Below: Stirling Moss and John Cutts both pose happily at the end of the 1953 French Alpine Rally, when both won Coupes.*



Spanning over twenty years, the Rootes team scored regular success on the Monte Carlo, Tulip and Alpine Rallies as well as Sebring and Le Mans, using regular drivers such as Peter Harper, Andrew Cowan, Sheila Van Damm and Rosemary Smith who were joined on some blue riband events by celebrity drivers such as Peter Collins, Ivor Bueb, Mike Hawthorn and Stirling Moss, the most celebrated with successes on the Alpine and the Monte Carlo rallies and all remunerated by humble retainers. Such was the attitude to sport!

*Above: Stirling Moss & John Cutts, winners of the 1953 French Alpine Rally*

Racing success meant Rootes could claim their second-generation Sunbeam Alpine was a class winner at Le Mans – even though the subsequent V8 Tiger was an unmitigated disaster – as well as international touring car racing class success for the Sunbeam Rapier and Hillman Imp. In fact, during the final years of Rootes before becoming Chrysler, a George Bevan prepared Rallye Imp won the prestigious class-based British Saloon Car Championship outright on three consecutive years 1970-72, driven by Bill McGovern.



*Above: Bill McGovern, Hillman Imp*



Possibly Rootes most high-profile motorsport success, although perhaps never fully exploited for its unique publicity value, was overall victory on the gruelling 1968 16,000-mile London to Sydney Marathon. Using a well prepared 4-door Hillman Hunter rep-mobile the talented, resilient, and resourceful trio of Cowan, Malkin and Coyle took on the world's best, and better funded, rally teams – and won against the odds!

*Left: Cowan, Malkin, and Coyle mid-testing*

This reviewer is notoriously pernickety but regardless of a few irritating typos, this compelling 350-page tome arranged in 22 clearly defined chapters, enables readers to select eras, events, and cars at will, rather than read right through. Complete with countless unique images, this hard back and good value book (ISBN 9781903088463) is published by Mercian Manuals, Coventry, and retails at £34.95.

**Ken Davies ©**

## **Obituaries ...**

### **John Aley, 1930-2020**

**Driver, Entrepreneur, Engineer, Official and Safety Crusader** John Aley, died on 12<sup>th</sup> January just short of his 91<sup>st</sup> birthday. Born on the 23<sup>rd</sup> of January 1930, John started competing after WW2, first on motorcycles and then on four wheels, helping to create the Cambridge Motor Club in 1950. His first cars were pre-war HRG and MGs in which he completed his formative motorsport years on all types of events, from trials to circuit races.



During the immediate post-war era, many circuits opened in Britain to satisfy the appetite of enthusiasts who had been starved of action and John's seminal races included the first AMOC organised meeting at Snetterton in 1951 and the first at Brands Hatch on Boxing Day 1954. He also competed in the last race meeting at Davidstow airfield in Cornwall after which the organisers famously went bust!

*L: John also raced a single stepped hull hydrofoil, propelled by a flat twin Johnson engine.*

By 1956 John had found his forté driving small saloons in Touring Car racing, initially in an Austin A35 under the Cambridge Racing team banner and then Minis of all types, honing his skills in several championships. In the British Saloon Car Championship he was often seen as the "old man" of the championship, being older and more experienced than most of his competitors.



*Above: In his Mini 850 at the old Sear corner, Snetterton, during a club meeting.*

But it was European and International events that remained his focus from his early career and his win in the 1960 Coupe de Paris was perhaps the first international outright victory for BMC's Mini-Minor in competition. He also drove a DKW Junior for the German team Squadra Blez International in the BSCC, even managing to roll it at one meeting.

*R: John driving the Esso-Backed two stroke DKW; 200cc less than the Cooper, while weighing more. At Spa they really got going on the long straights with its engine really howling.*

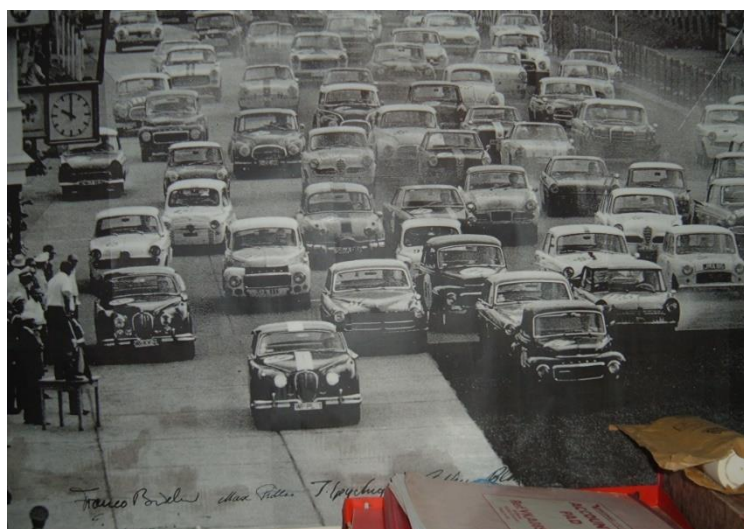




In 1966 John became a Fiat Abarth works driver but his time with Abarth was not particularly successful as he spent a great deal of time travelling, to the detriment of other business interests, and unreliability blighted his track performances. But his contract and remuneration were based on him starting races, so undoubtedly contributed to Abarth winning the European Touring Car Championship.



*Above (L-R): Abarth "595" (based on the Fiat 500) at Snetterton where it ran non-stop for 7 days and nights, with invited press taking turns for an hour or two; At the 1965 Nürburgring 6-Hours, John's second-hand Mini Cooper, failed in practice, so he used his standard Mini Traveller, finishing 6<sup>th</sup> in the class and winning the organiser's special trophy; Brunchen, Nürburgring, 1962 6-Hour race, with wife Jean co-driving 'JRA'. A year earlier John lost a front wheel at this corner.*



His 1963 election to the British Racing Drivers Club reflected his giant-killing performances in small saloon cars, at a time when class victories did not count towards club membership.

*L: The grid for the Nürburgring 6-Hour race – John's Mini – 'JRA' -is in the third row, on the far right.*

In 1965 John took over the management of Snetterton, his home circuit, and became a respected race clerk of the course for many years. He also became the secretary of the European Touring

Car Championship, having previously served on its organising committee since its formation in 1963. His last serious race was the 1968 International 6-Hours at the Nürburgring, when his Cooper S finished 3<sup>rd</sup> in class.

But John Aley's name became synonymous with safety. After identifying an urgent requirement in the market from his extensive – and sometimes perilous – experience in the sport, his pioneering work playing a significant part in improving motorsport safety by developing and selling roll-over bars for competition cars. The immediate success of the Aley roll-over bar in the 1960s meant that many drivers have good reason to thank John for their survival. The FIA made their fitment mandatory in 1971.

For many years John was Chairman and President of the Motor Cycling Club, the country's oldest club for both cars and bikes, which meant that in something over 50 years he finally returned to his roots.

## **Washington Grant James, 1933 – 2020**

### **Welsh World Cup Rally Hero, Celebrated Tenor and Businessman**

Washington James, the last surviving member of a tenacious 1970s Welsh rally team, died peacefully on New Year's Eve in Newcastle Emlyn aged 87.



Washington - known affectionately as 'Washy' - from Cenarth in Cardiganshire, was joined on the 1970 World Cup Rally by two friends, renowned Mini Cooper S road-rally star Alun Rees from Carmarthen, and Neath navigator Hywel 'The Mac' Thomas.



In May 1970, the trio's doughty privateer Hillman Hunter took on the might of the international works teams and professional drivers in the arduous and unique 16,000-mile event from London's Wembley Stadium to the Aztec Stadium in Mexico City via the most varied, tortuous, and difficult terrain across three continents.

*L-R. James, Rees, and Thomas at Wembley Stadium before the start, finishing a month later in an incredible 15th place at the Aztec Stadium in Mexico City*

One hundred cars started with just 23 completing the route and remarkably, 'Washy' and co-drivers finished 15th in a car prepared at his Rootes dealership in sleepy Cenarth, which he opened in 1959. The crew's epic achievement was not underestimated, and they arrived back to a rapturous hero's welcome at a Carmarthen park, attended by civic dignitaries and several hundred enthusiastic Welsh rally supporters.



*Above: Washington with travel-stained Hillman Hunter back at his rural Cenarth Garage*

The Teifi Valley rally driver originally cut his rallying teeth in a series of quick Hillman and Sunbeam Imps on the demanding Welsh and Motoring News championship road rallies of the era including the daunting Cilwendeg Rally, which started at neighbouring Newcastle Emlyn's cattle market. When not rallying, 'Washy' was a successful local businessman, operating the Cenarth Garage & Carriage 'bus company as well as being a celebrated Welsh tenor.

Although the world of buses provided his 'bread and butter' and rallying was his passion, singing was his first love, with performances that attracted praise from renowned eisteddfod critics such as Meirion Williams for the quality of his tenor voice. Among the many awards he won was the David Ellis Memorial Prize and the Blue Riband, presented at the 1993 National Eisteddfod in Llanellwedd, Builth Wells. With that infamous 1970 World Cup Rally adventure behind him, 'Washy' became an avid eisteddfod-goer. His son, Chris James, said: "*His passion was for the small eisteddfodau and he was incredibly supportive of those. So many times, he won the tenor competition at the National, and then of course he was still singing, singing every day at work. Unfortunately, he's given his last song.*"

*Image: The Washington James Archive*

**Ken Davies ©**

## **Valerie Domleo-Morley, 1932 – 2020**

During the Christmas holidays the sad news broke that Valerie 'Val' Morley had died peacefully at home on 24<sup>th</sup> December. Born on the 11<sup>th</sup> of April 1932, in Hendon Middlesex, Val discovered rallying by navigating for a boyfriend before coming to the notice of BMC and being selected to navigate an Austin Healey on the 1955 RAC Rally and then a Standard Vanguard Ensign on the 1956 'Monte'. Val Domleo – as she then was – became one of the exceptionally talented female rally co-drivers of that tough yet golden post-war era of rallying.

Throughout the 1960s, Val was a familiar face on European Rally Championship events co-driving for numerous front-running drivers, including Rosemary Smith, Pat Moss, Pauline Mayman and Anne Hall with whom she won the Ladies Award on the 1960 RAC Rally and 1961 Monte Carlo Rally in a works 997 cc Anglia. In July 1961, *Motor Sport* magazine described Val as: "one of Britain's best navigators". In 1965 she was persuaded by ex BMC competitions supremo Marcus Chambers to join the Rootes team, where she made history with Rosemary Smith with an overall victory on the 1965 Tulip Rally in a one-litre Imp.



L-R: Co-driving Pauline Mayman's BMC Mini Cooper S on 1964 Coupe des Alpes; with Rosemary Smith after their victory on the 1965 Tulip Rally; with Rosemary Smith in Frazer tuned Imp on the 1966 Monte - one of the infamous ACMC exclusions!

In total, Valerie started 42 championship rallies, scoring 9 victories and 16 podium finishes. In 1966, she competed in her last international event, the RAC rally in Smith's works Hillman Imp and that year she also married prominent rally driver Donald Morley, who with brother Erle had formed a successful BMC 'gentleman' works partnership. The Morley brothers became synonymous for juggling their rallying successes in a works Austin Healey 3000 with their Suffolk farming enterprise.

After retiring from rallying, Val, a physicist by profession, concentrated on the family farming dynasty in Stowmarket where Donald predeceased her in 2006.

*All images: The Valerie Domleo-Morley archive.*

**Ken Davies ©**



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<b>Sporting Trials: Duncan Stephens</b> Ty Gwyn, Coxpark, Gunnislake, Cornwall. PL18 9BB	<b>E:</b> <a href="mailto:sporting@aswmc.org.uk">sporting@aswmc.org.uk</a> <b>M:</b> 07801 281053
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