



WINDSCREEN

The Magazine of Swansea Motor Club



Welsh Sprint and Hillclimb Champion Andrew Bisping (right) – see article inside

May 2017

CLUB OFFICIALS

President	Ken Davies 33, Pennard Road, Kittle, SA3 3JY 01792 232069
Chairman	Neil Samuel 4, Highpool Lane, Newton, SA3 4TT 01792 360887
Vice Chairman	Christine Gibbon 51, Pennard Road, Pennard, SA3 2AA 01792 232644
Secretary	Julie Samuel 4 Highpool Lane, Newton, SA3 4TT 01792 360887
Treasurer	Neil Watkins 24, Carnglas Ave, Sketty, SA2 9JQ 01792 422589
Competition Sec.	Stephen Lloyd 16, Southward Lane, Langland, SA3 4QE 01792 368684
Membership Sec & Chief Marshal	Huw Richards 446, Hendrefoilan Road, Killay, SA2 7NU 01792 527978
Newsletter Editor	Neil Samuel 4, Highpool Lane, Newton, SA3 4TT 01792 360887



Editors Intro

Welcome everyone to another edition of your club magazine.

I cannot believe how quickly the year has flown by so far and apologise that it has taken me so long to get an edition of Windscreen together. A partial excuse is that Julie and I have been busy building our new club website based on Wordpress – please go to www.swanmoco.com and let us know what you think of the new style.

As a club we have held our usual social events. In January it was the darts competition and we had a new champion, Anthony Bailey defeating yours truly in the final. February saw the pool competition but this time the result went the way of the form book with Huw Richards taking the title.

Our AGM took place in March and I am pleased to report that the club is still on a sound footing, though it was felt that we might need to review Llys y Fran entry fees next year as all our costs continue to rise. I would like to thank all of the committee members for their assistance and hard work over the past year.

After the AGM we had a general knowledge quiz, convincingly won by Rob Allender.

In April we had a talk from Bill Bradley about the history, development and future of the Wales Air Ambulance Charity. This was a real eye-opener for most of us as we had not realised quite how much money the charity needs to operate 4 helicopters in Wales. We held a raffle and general collection and were delighted to be able to send a cheque for £100 to WAAC as a result.

At the moment it is our busiest time, preparing for the first Llys y Fran hillclimb on 14th May. As I write we have 44 confirmed entries with several more promised so we are well up on the 31 cars that ran last year. If you are not entering or officiating please come along and help with marshalling, administrating or any of the many tasks that need to be fulfilled to make the event run smoothly.

Neil

How to be a Champion in a Road Car

Introduction

Having competed in a few Sprints, Andrew Bisping from Bristol Motor Club chose our May 2012 event at Llys y Fran to make his hillclimb debut, starting a run of three years winning class 1A in his 'Mighty Rover' 214. For 2015 he'd bought his previous Company Car, a Renaultsport Clio 200 and started competing in Class SP, taking a Llys y Fran class record, before entering the Trident Engineering Welsh Sprint and Hill Climb Championship for the first time in 2016. Here's the story of his season, as originally recorded for Bristol MC's Driving Mirror magazine.

Part 1

The seeds of my 2016 season were sown on Epynt in June last year with the discovery that the WAMC Sprint and Hillclimb Championship, previously unknown to me, included the 'Welsh Weekend' of the Llandow, Llys Y Fran events in May and July, the Epynt double header and a range of events in England.

It also had a class structure favouring Roxie, my Renaultsport Clio, through its inclusion of a Standard Production Class. This is essentially for cars free of modification, bar safety items, running on list 1A tyres. As a modern performance hatchback with just under 200bhp she should be reasonably handy in that class.

Now I've known Roxie since new; she was my Company Car. At the time of ordering her I said I'd never spend my own money on such a car, doubting her prospective reliability, but she ran well for those initial three years. For the first time ever in dealing with a lease company their answer to the question 'How much do you want for the car at the end of her lease?' was met with a favourable answer. In fact the answer worked, for immediate profitable resale, or as a competition car to succeed the trusty old Mighty Rover. So the piggy banks were shaken and the money found to buy her.

A few early AutoSOLO and Speed events went quite well, so a little casually I sent off my registration for the Championship and started to plan a Calendar. What would fit alongside Go Motorsport work, Band and personal commitments?

Scoring was best nine rounds from nineteen, spread pretty evenly across Hillclimbs and Sprints so there were a good number to look at. Scoring is based on Target Times, with the target being the previous best time by a Championship Competitor in class. Matching that would score 20 points, with 0.1 points less for every 0.1 seconds slower. A bonus of up to one point can be secured by beating the Target Time, using that same principle, so best score is 21 points. Looking at the last few seasons the top few competitors had scored an average of over 20 points per round, so I'd need a good season to have any chance of doing well.

The spread of events also highlighted regional class variations. In WAMC, ACSMC and Midlands events there's a Standard Production class, while in ASWMC it's not included and on the day of those events I'd be in class A3 against cars up to 2600cc and on List 1B tyres, although retaining the normal Championship scoring methodology. I know it would be difficult to rewind current class structures now, but given a clean sheet of paper it would be great to have greater uniformity across the regions. It would also make explaining the sport to potential newcomers much easier too. So in late March it was time to start my season. After a day spent looking after the startline at the Great Western Sprint on the Saturday, it was time to drive at my most local event, Hullavington, the next day. Sadly after just two seasons with a track licence this would be the final event there ahead of planned MOD selloff. There were four Clios in class and after a day of close competition I pipped fellow BMC member Rob Thomson by just 0.36 seconds for the class win. There wasn't a Target Time for this venue, so I scored the standard 19.8 points for this scenario.

Next up were four events in two weekends, starting with the Bristol MC Llandow event under ACSMC classes. Finishing in the top half of class A3 was good, although the target time came from a Ford

Focus RS, so I was a little adrift of that which held back my points score. Rob Thomson kept me on my toes again, but I finished around a second clear of him.

Llys y Fran on the Sunday began with a smiling face striding towards me across the paddock saying 'Hello, you must be Andrew'. It was Gary Morgan running a Peugeot 206 Gti in the Standard Production Class along with fellow Merthyr Tydfil resident Lyndon Evans in his Clio 197. A season full of banter with my WAMC championship class rivals had begun. A class win on the day and my first 21 point maximum made for a good day.

The following weekend took me to only my third ever Hillclimb venue and first in England, Wiscombe Park in Devon. I've spectated there and attended Marshal's training there, but never driven it. A B&B was in order and after heavy traffic on the way down on Friday afternoon a walk up the hill was possible before dusk. Oh my word, this is a serious hill. Armed with a copy of some hill notes from Phil Tucker it was time to try and make sense of it. The slightly downhill start and turn across the meadow looked fine, before the slight kink where the car goes light over Bunny's Leap. That would need approaching on exactly the right line or a big accident would follow. Then the part which the brain didn't want to compute. Brake into blind right turn through gate posts with huge tree on the outside. The softer looking rhododendrons actually conceal a stone wall, so falling off really wasn't an option and Phil said The Gate was key to carrying speed through the woods. Mmmm. It's then up through a winding semi-blind section to Sawbench Hairpin and then the straight up to the final corner, the steep Martini Hairpin. Don't brake until the wooden barrier on the right Phil said. But that's only just before the hairpin. More Mmmm.

Returning on Saturday morning, the course was very slippery under the trees, so I gave myself plenty of judicious reminders to take things steady and maximise learning. A walk up the hill to watch other people take their final practice runs also showed me the variety of lines taken at the exit of The Gate. In the afternoon I gradually built-up bravery and speed to maintain full throttle into Bunny's Leap and trust my brain to carry more speed through The Gate. It didn't matter how many times I told myself the course would be in exactly the same place as it was last time, the brain doesn't want to believe what the eyes can't see! And I couldn't see through that bend. At the end of the day I was 0.35 seconds ahead of Lyndon to be top of the class-within-a class. Meeting-up with my class rivals in Sidmouth for an evening meal rounded-out an excellent day.

Chatting over breakfast the next morning with my B&B landlord revealed his son is a stage rally competitor who'd had a large impact with a concrete block at a southern England MOD venue. The car was seriously damaged, but his son was convinced that wearing an FHR had saved him from a broken neck. It was a reminder that the decisions we make within the governance of our sport reach beyond the immediate 'motor sport family'. He was one grateful and relieved Dad.

Sunday was a slightly quicker version of Saturday really, getting a little faster to pick-up my second 21 point maximum of the season. So by mid May I had five scoring rounds completed, over half the number of rounds needed for a full set of nine, although there was no results table available just yet. The Wiscombe weekend also gave rise to a plan for dealing with a scheduling clash. Until this point, competing on Epynt over the second weekend in June had seemed impossible. The night of 11th

June coincided with a Big Band concert to commemorate the Queen's 90th birthday in the grounds of The Manor House, Keevil, Wiltshire and I was committed to playing my drums there. I could try blaming the Band's Event Coordinator for this clash, but I didn't want to look at myself in the mirror, and couldn't really blame the Queen.

Epynt is such an awesome and fascinating place I wanted to be there too, especially as I had a double class win in 2015 on debut. I've loved visiting Epynt since Welsh Rallies of the early 80s. Its hillsides swoop and dip with awesome bends on smooth tarmac like a giant tube of toothpaste

swirled over the top of the hillsides and then smoothed with a damp finger to provide a perfect road surface.

To be fair a work colleague, ex army, didn't see it in quite the same way having spent cold, wet periods on multi-day exercises there in its other guise as the Sennybridge Training Area. Epynt has a fascinating but sad social history, after the forced resettlement and dispersal of its occupants, 54 families across 40,000 acres of farming land during World War 2. For those familiar with rallying, the hillclimb goes from Four Ways Bridge up the new road and turns onto the start of Burma Road. The Epynt Hillclimb needed more entries and conversations with David, the event Secretary brought out a constructive suggestion. Maybe, with the consent of the Clerk of the Course, I could compete on Saturday and then drive straight off the top of the hill along the rest of the length of Burma Road to join the public roads back to Wiltshire for my concert, set-up, play, breakdown my kit and drive back again for Sunday morning. Well my motor sport kit could stay at the bottom of the hill in the paddock, I could put a pair of shorts in the glovebox, remove numbers and timing strut from the car and be away; this was the essence of a plan!

Would it work, would I be sent to The Tower if I missed the Queen's Birthday Concert, would I keep the car in one piece and get some decent results too? I'll tell you, but not until part two in the next issue.

Andrew Bisping



First hillclimb Mighty Rover LyF May 2012
(Photo Steve Coleman)



Roxie LyF May 2016 (Photo Richard Gardener)

SMC's Youngest Member

Intro

Ross Deal is the youngest member of Swansea Motor Club, having joined last year in order to take part in our Reddenhill Autotest. He usually races a kart so Reddenhill was the first time he had ever driven a car and used a clutch and gears but it did not faze him at all. Here is the story of his motorsport career in his own words. You can also follow him on Motors TV – look out for the SuperOne karting series and Junior TKM races.

My love for cars and anything with four wheels began when my cousin handed me down his vast collection of toy cars when I was about 2 years old. Everything since then has revolved around them...

I passed my ARKS in October 2011 and I had my first race meeting in the Honda Cadet class in October.

I was top novice in every race and my first race off my novice plates was May 2012. From then on I had lots of heat wins and finished second in the Kartmania Honda challenge championship and 4th in NKRA championship.

In 2014 I moved up to junior TKM and competed in Clay championship, finishing 4th whilst also getting various podiums all around the country and 4th in the Welsh champs

During 2015 we won the Southern TKM Junior Championship at the last round by 2 points and competed for 3rd place in the Midlands TKM Junior Championship up until the final round. I finished 3rd in the elite final at Kimbolton TKM Festival.

For 2016 we competed in the British championships as a rookie and managed to get 10th in the championship and achieved a narrow miss of the podium in Buckmore and fastest lap in a heat at PFI. This means I am able to run the number 10 in the 2017 season.

I will be competing in Junior TKM in the British championships in 2017 using a 100cc engine that reaches maximum speeds of just over 80mph. These karts have no gear changing and are very lightweight meaning they accelerate to maximum speed very quickly. The RPM often reaches 16000.

It's a 7 round championship and you drop the points on your worst round. A race weekend is made up of 3 practise sessions, 1 qualifying (deciding your grid for heat 1 and 2), 2 heats, a pre final (grid decided by how you did in the heats) and the main final (wherever you finished the pre final is where you start for this. The finals have double the points of the heats and you score points across the finals and the heats.

My year so far with the championship standings below

Round 1: Rowrah

Qualifying=3rd

Heat 1=1st

Heat 2=4th

Pre-final=3rd

Main final=4th

Round 2 : Rissington

Qualifying=6th

Heat 1=3rd

Heat 2=9th

Pre-final=5th

Main final=5th



Junior TKM				Total Current Standings		Document 1.2 Subject to scrutineering & sporting investigations							
Rnk	No.	Rookie	Driver	Nation	Entrant	R1r	R2r	R3r	R4r	R5r	R6r	Points	
1	2		Abbi PULLING		Tai-Ko Racing	166	194	-	-	-	-	360	
2	10		Ross DEAL		Tai-Ko Racing	183	172	-	-	-	-	355	
3	9		James PASHLEY		Jade Karts	184	160	-	-	-	-	344	
4	11		Kurt ROBERTS		Jade Karts	164	175	-	-	-	-	339	
5	60	R	Theo HESKETH		TWM	184	150	-	-	-	-	334	
6	63	R	Archie STRONG		Jade Karts	160	152	-	-	-	-	312	
7	20		Charlie MANN		Privateer	127	183	-	-	-	-	310	
8	7		Ian SISSON		Litchfield Motorsport	154	151	-	-	-	-	305	
9	48		Alexander PAGE		TWM	142	161	-	-	-	-	303	
10	89	R	Archie ALBONE		Flex Motorsport	149	150	-	-	-	-	299	
11	80	R	Joel OSWICK		Flex Motorsport	148	134	-	-	-	-	282	
12	35		Scott MCINTYRE			159	117	-	-	-	-	276	
13	99	R	Zak TAYLOR		Jade Official Team	124	151	-	-	-	-	275	
14	93	R	Robert WELHAM		Precision Racing	178	94	-	-	-	-	272	
15	54	R	Theo EDGERTON		MLR	119	137	-	-	-	-	256	
16	74	R	Louis HARVEY		Privateer	114	130	-	-	-	-	244	
17	55		Daniel BUTTERWORTH		Privateer	122	116	-	-	-	-	238	
18	73	R	George ALP-WILLIAMS		SJ Motorsport	121	111	-	-	-	-	232	
19	75	R	Dan MCKEOWN		Privateer	133	98	-	-	-	-	231	
20	68	R	Connor KEARNEY		Privateer	92	136	-	-	-	-	228	
21	67	R	Reece CULLERN-JONES		SJ Motorsport	116	110	-	-	-	-	226	
22	44	R	Isaac MARSH		TWM	110	105	-	-	-	-	215	
23	45		Zak OATES		Klaassen Motorsport	123	91	-	-	-	-	214	
24	61	R	Harry NUNN		Privateer	100	112	-	-	-	-	212	
24	25	R	Liam HURRELL		Privateer	105	107	-	-	-	-	212	
26	32		Harry PINCHIN		Privateer	103	106	-	-	-	-	209	
27	31	R	William ORTON		SJ Motorsport	92	116	-	-	-	-	208	
28	30	R	Ethan NEWSHAM		Privateer	92	100	-	-	-	-	192	
29	19	R	Joe TAYLOR		Privateer	102	81	-	-	-	-	183	
30	33		Leanna PAGE		Flex Motorsport	-	114	-	-	-	-	114	
31	22	R	Max DAVIES			106	-	-	-	-	-	106	
32	21	R	Thomas MASSARELLA		Privateer	-	93	-	-	-	-	93	



Ross Deal

The Battle of the Somme and the Boucles de Bastogne

At 5.45am on the 17th February 1917 21yr old 2nd Lieutenant Edwin Nelson Kentfield of the 23rd Battalion Royal Fusiliers led his men under a covering artillery barrage across a muddy French field towards the village of Miraumont in one of the final acts of the Battle of the Somme.

At 5.45 am on the 17th February 2017 club members Neil Samuel, myself, Nick James & his cousin Gary walked across the same muddy field towards Miraumont. Within a few hours we would be having a hot shower and a full English breakfast, however as day broke we were in the middle of a large field of maize at Regina Trench Cemetery looking at an unnamed grave of a 2nd Lieutenant of the 23rd Royal Fusiliers surrounded by other men of the same regiment killed the same morning. The 23rd lost 8 officers of the same rank that morning, many are in this cemetery, Could this be Edwin's final resting place? Edwin was Nick & Gary's great uncle and they hope it is.

As the visiting dignitaries pay their respects at the nearby Thiepval Memorial for those with no known grave Edwin's name is on the front panel along with over 72,000 other missing soldiers.

We spent nearly 2 days in the area visiting many cemeteries, we found the smaller ones up muddy tracks and fields the more poignant, on the edges of many fields where small piles of shells still being ploughed up awaited collection. Mametz Wood was so foggy on the morning we visited you could not see the wood although it was only a short distance over the young cabbage field.

Our excellent B&B had the sitting room built over a German trench with 2 machine gun posts in the front garden & the front line trench just outside the front gate.

We also visited a small café which had some old trenches in the garden which had not been over restored and with the chickens and some sheep living amongst them.

The next day saw us transferred to Dec 44, Jan 1945 and the Ardennes region of Belgium, we stayed at La Roche which only needed 150 tons of American bombs to block the road before German & American artillery finished off the town leaving 4 houses of 639 habitable.

We were there for our 3rd visit to the Legend Boucles de Bastogne. Any rally that can seed a current works WRC Hyundai driver & local hero at car 5 must have a decent entry and to have 20 Porsches, mostly 911 Carrera RS's, in the main field plus another 22 in the Classic plus plenty of Escorts and BMW's is worth watching.

There were 104 starters in the main Legend class of stage prepared cars, 189 in the classic and 5 in the Demo. The Demo class has been for exotic rally cars of the past, this year seemed to be just 2 older Subaru's, a Mitsubishi evo VI, Peugeot 205 1300cc & a Dakar style Beetle. The evo was crashed and the 1st Subaru might as well by the way it was being thrown around the lanes, only the Beetle finished.

The classic section is a regularity rally like the Classic Vales was but the speeds seem much higher and the majority of the cars look fully prepared stage rally cars with cages etc, the drivers wear overalls. Others however including some of the front runners look like cars seen on our HRCR rallies & Le Jog, some of them

had stickers from Le Jog on the windows. These cars had standard interiors apart from full harnesses & timing gear, decent tyres, spot lamps and I expect upgraded brakes, suspension & exhaust system, the engine would be almost standard. The paint work was standard and whilst the crew had helmets they were in jeans.

All the cars including the regularity entries had vans & mechanics waiting after each stage just like UK used to be. We watched at many places over the 2 days, every junction we visited had a marquee selling coffee, chocolate, soup, hot wine, beer & decent hot dogs with heating and seating, on the Sunday we watched from outside a marquee a tight uphill hairpin on muddy tarmac near the start of a stage, very civilised.

Whilst the rally is very enjoyable to watch there does not seem the older or more unusual cars entered as in the past, the results are based on age & engine size so certain cars should be at an advantage although certain makes are excluded from entering for no obvious reason.

As the rally runs through villages and is easy to access we saw a large number of spectators many with the whole family with young children, the few police we saw seemed to be watching the rally with the spectators, we saw a police Volvo go through one stage between runs, it appeared to be for no reason other than he could as he was soon back at the start where he remained till the end

Car 5 Thierry Neuville won in his Porsche, other leading drivers included Francois Duval, Patrick Snijers, Bruno Thiry, Bernard Munster & Yves Matton with Daniel Elena.

British drivers were Tim Pearcey who has had top 10 results in the past, Paul Griffiths, Andrew Siddall in his Fiat 131 & Ben Mellors in a Toyota although we did not see him. In the regularity rally were Steven & Chris Winter in their Volvo.

There is hours of footage on you tube.

I'm sure we will return

Stephen Lloyd



Our scribe at Mametz Wood in the fog



Nick and Gary at Regina Trench Cemetery with what may be their great uncle's headstone



Works Hyundai driver Thierry Neuville enjoying some slightly lower key motorsport

MY MGC GT

After many years of competitive rallying in Europe and the UK our C, and us, decided to 'retire' in 2008, and because of this the C did not get so much use. On the journeys after this time we noticed that the speedometer became a little erratic over about 60mph, 'flicking' between around 60mph to 80mph.

As the speedometer cable drove the sensor for the Brantz rally clocks and had always been 'spot-on' I decided to withdraw the inner cable and lubricate it to see if that would improve the reading. This proved successful for a while, until last year when the speedometer went AWOL!

Investigation found that the drive in the overdrive had sheared and could not be 'got at' to repair, other than by removing the engine and gearbox from the car. No way was I going to go down that route again; last time I 'blew' the overdrive on an event it cost over £2,500!

The satnav had been very useful, but that could not pass the next MOT without a proper speedo so the research began. Holden of Bromyard in Herefordshire does a wonderful

range of instruments for classic cars, so they became my 'port of call'. They had just the instrument that would fit in the existing hole in the dashboard and it came with the sensor and all the wiring needed.

A great friend who does our MOTs and I fitted the new speedometer in a morning, as the instructions were very easy to follow.

The offside rear back plate was drilled and threaded for the sensor and the wiring from the sensor was cable tied to the axle and fed into the battery cradle. The heel board was drilled to take the speedo wires to the dashboard, under the tunnel carpet and centre console, to plug into the new speedo. The brake drum now had four Vs ground into the rim at 90 degrees for the sensor to pick up the rotation. All the wiring was sleeved to protect it from the elements and chafing.

With the car back on four wheels, the offside rear tyre was chalked at the bottom and on the floor. Next, the wheel was rotated one complete turn and the floor marked again. The distance between the two floor marks was measured and the figure

was entered in the computer in the speedometer; now things were set up to try it out (!) The mile meter is a small window digital readout at the base of the instrument and this is used for the setting-up.

Ignition on, start engine and all appeared OK, so out onto the road.

My friend drove whilst I kept an eye on the satnavs and a mobile to check accuracy at every 10mph increment as the speed built up. We were really pleased; as each increment was 'spot-on' between each satnav and the speedo to over the 'ton'.

Some observations:-

1. If the car is not used for a while the speedo would fluctuate around 60-70mph, and on investigation was found to be caused by corrosion in one or two of the Vs cut into the brake drum rim: good clean and all sorted.

2. Silver paint in Vs should stop corrosion.

3. Great to now have a steady speedo at far less cost and so accurate. It also has kph.

4. Distance window is difficult to see as it is quite small. OK in the dark as it is lit.

Tony Jones