



# WINDSCREEN

The Magazine of Swansea Motor Club



**February 2014**

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## Editors Intro

Happy New Year to you all and welcome to another edition of Windscreen.

This year sees a special anniversary for Swansea Motor Club as we are 90 years old.

To help celebrate this milestone your committee are trying to organise some celebrations, the first of which will be an evening with Barrie 'Whizzo' Williams, provisionally scheduled for Wednesday 9<sup>th</sup> April at the Village Hotel. This year is also a big anniversary for Barrie as he celebrates 50 years since he took the first International Rally win for the Mini Cooper S on the International Welsh Rally in January 1964. Priority will be given to SMC members and family when we allocate tickets so if you want to get your requests in drop me an e-mail.

We have also continued our social programme with the Christmas party where we were stumped by quiz questions from Julie and Rob before we took a break for the extensive buffet provided by the Dunvant RFC stewards. Then it was time for the annual 'see which table will get all the good stuff' that is Santa's sack. As usual this raised many a smile.

This year started with the club Darts tournament where some progressed from round to round by sheer luck whilst others showed a modicum of skill. Fittingly it was one of the latter who triumphed, our esteemed Treasurer Neil Watkins taking the honours. Sadly this year also started with another of our older members passing away as Neville Tallis left us.

Finally, remember this is your Magazine so let me have any articles or at least a brief outline of what you have been doing so I can concoct a story round it.

Neil

## Neville Tallis 1929-2014

Life member and former club chairman Neville Tallis, who died in hospital in early January after a short illness, had been a prominent member of Swansea Motor Club since he joined in the mid-fifties.

Neville Alfred Roy Tallis was born into a colliery owning family in the Monmouthshire valleys. When the coal industry was nationalised in 1947, Neville's father moved over to work for the National Coal Board as an engineer and later senior manager within the South West area when he lived in Sketty with his family.

Neville was educated at Broadway prep school followed by Malvern College. On leaving college he joined the army in the REME Royal Electrical & Mechanical Engineers and after being de-mobbed, became a salesman for the National Coal Board, which did not suit his character, so he joined the Steel Company of Wales where he remained in a senior management role for the rest of his working career.

When I joined SMC in the mid-sixties we looked up to Neville as one of the senior members; wise, friendly and always willing to offer help and encouragement. Neville had joined the club in 1955 and started competing in some of the miscellany of events that the flourishing club organised, auto-tests, autocrosses, rallies, sprints and hill climbs, first in an Austin A40 Devon saloon and later an Austin A50 Cambridge, in which he distinguished himself in auto-tests. In a SWAC sprint at the newly opened Llandow circuit Neville posted competitive times in a lightly modified Morris 1000, against a plethora of more competitive Minis.

He was appointed to the committee in the late fifties and served a term as club chairman 1961/62, previously serving as vice chairman of the motorcycle division, a major part of SMC at this time. In the 1961 inter-club auto-test held at the Dowty factory near Cheltenham, Neville helped the SMC 'B' team of himself, Duncan Atkinson and Tony Knowles to 6<sup>th</sup> place overall with SMC 'A' team finished 2<sup>nd</sup>.

At the pioneering SMC sprints held at Pembrey airfield in 1961/62, Neville acted as a clerk of the course and also officiated as club steward, sharing the roles with Alec Blair. By the early sixties Neville had acquired one of the first Mk1 Ford Cortina GT's and with Alec as his navigator, competed successfully in several top-flight rallies, assisted by Alec's first-rate skills as a championship standard navigator.

Following the period with the Cortina, Neville retired from active competition, driving a more sedate form of road transport and I remember a Ford Granada or two. I also remember Neville as a club steward at Penrice hill climb in the 70's and assisting as scorer at several inter club quizzes.

Interestingly, Neville's younger brother John was a successful club racer in the sixties with several Frazier Nashes and also became Autosport class Champion driving a Lotus 6. He had acquired the CGP Special from Colin Priddey for hill climbing. A Bath Volvo dealer, John competed on the London-Sydney Marathon in 1968 in a Volvo 122 GT and on his return, Neville arranged for him to give an illustrated talk to club members – held upstairs in the Beaufort Arms Kettle - a great evening!

A man of good humour, enormous integrity and respect, Neville was always a stabilising influence at times of crisis and will be greatly missed. Sadly Neville's wife Gill, who had been a part of the SMC scene throughout Neville's involvement, pre deceased him about ten years ago.

Neville's sons Jonathan, an engineer and Nicholas, who works for McLaren Automotive, were enthusiastic competitors on the Vales retro, driving a Volvo 122S. Swansea Motor Club extends its sympathy to them and the remaining members of Neville's family.

Swansea Motor Club was well represented at Neville's funeral in Morrision on 23<sup>rd</sup> January, before mourners repaired to Sketty Hall to share their stories and recollections with Neville's family and friends.

*Ken Davies – with acknowledgment to Brian Jenkins for his recollections*

## **Retro-speed celebrates its fifth birthday with further expansion.**

2014 stands as the sixth anniversary of the founding of Retro-Speed, the 'rolling' on-line magazine dedicated to motoring and motor sport and the popular ejournal continues to grow and expand its horizons. During the first six months of 2013 Retro-Speed, has extended its reporting of UK and European historic motorsport for the benefit of its many knowledgeable readers, many of whom are participants in the sport.

This expanded coverage includes taking on the FIA Masters Historic Formula One and Mintex British Historic Rally Championships as well as one-off events such as Rallye Monte Carlo Historique, Tour Britannia, Tour Auto, Spa Summer Classic, and Grand Prix de l'Age d'Or.

Retro-Speed Editor in Chief Peter Baker declared, "we're also proud of the successful synergies and collaborations we have created since opening with high-profile event organisers including VSCC, HRCR, HSCC, Peter Auto, HERO and the RAC Rally Championship; the list goes on. Plans for the rest of the year continue to unfold, but include reporting historic motorsport at all levels and hitting 2013 targets which have been set at 4500 viewable images by year-end."

"In order to attain accurate reports of such a wide range of events as well as reviews, features and comments, Retro-Speed enlists the expertise of a core team of dedicated enthusiasts with a thorough and comprehensive understanding of our sport. The squad includes experienced competitors and organisers as well as accredited professionals, some of whom are members of the Guild of Motoring Writers."

So wherever you are, log-in to Retro-Speed Magazine for regular historic motorsport and motoring updates - it's all free! [www.retro-speed.co.uk](http://www.retro-speed.co.uk)

## **16th Cotswold Economy Drive 10<sup>th</sup> August 2014**

This event is a superb classic day in the country – with a twist. Limited to fifty cars, all crews start with the same chance of winning a coveted Gold Medal. No special equipment is required and the 100-mile route is fully described by way of an excellent and easy to read 'tulip' style road book.

Families, children, and dogs are welcome, in fact many young navigators relish this opportunity of telling their parents 'where to go'. The event kicks off from a hotel near Chipping Norton at 10.00 am on Sunday morning, stops at some exotic Cotswold stately home for lunch, and then continues to the finish at Dumbleton Hall, near Broadway, where a special tea is served prior to the prize-giving.

If you want to make a weekend of it there's a pre-rally dinner, with overnight accommodation for those wishing to make the most of their visit to the Cotswolds. Mill House is good value, and quietly located in its own grounds with safe parking, a terraced bar and a splendid restaurant. Rooms can also be booked at the finish venue.

The 16th Cotswold Economy Drive is organised under MSA rules and sponsored by Retro-Speed magazine and is pleased to be associated with both the International Rally Drivers Club and Lancia Motor Club. The cars entered are predominantly Classics but the odd 'modern' sneaks in if the driver has no option!

For more details and an entry form please contact Lin Baker:- 01386 871040 or [lin@retro-speed.co.uk](mailto:lin@retro-speed.co.uk) and log-in to [www.retro-speed.co.uk](http://www.retro-speed.co.uk) for regular news updates.

## London Rally for Heroes

I had been contemplating the possibility of returning to a navigating role for some time, not having done an event since the Vales goodness knows how many years ago. At the same time fellow SMC member Nick James had been commenting that if I would co-drive we could do a few events to get used to it before trying some Belgian tarmac rallies.

Then I saw this new event in the London area, the London Rally for Heroes, with a ceremonial start at Brooklands but with the main service area at Rushmoor Arena near Aldershot, about 5 miles from where I was born. Nick being in St Albans and me having 3 brothers and sisters within 15 miles of Rushmoor it seemed like an ideal starter event. It was all relatively short stages which I thought would be good if I was subject to any attacks of 'mal de navigateur' and should suit the ex- Honda UK / National Saloons / British Touring Car Production Cup Integra Type R.

So off went the entry and I bought a set of things called pace notes, which I had never used before. I also realised I would need an intercom headset so a Peltor unit was obtained and, after seeking the advice of Prof who explained the intricacies of sticky-backed Velcro to me, was attached to my helmet.

Meanwhile I left Nick to get the car sorted, but probably should have known better. The car had last been used for a hill climb in Switzerland in 2011 and hadn't done a rally since the Welsh in 2007. The good news is the engine had been re-mapped and was going well. On arrival at Nicks the day before scrutineering I discovered the intercom didn't work, the fire extinguisher system seemed to be dead and various bits still needed to be bolted onto the car.

Much fiddling with wires and batteries, along with some good old spanner work, saw the car ready (?) by Friday lunchtime and we loaded it onto the trailer and set off for the ceremonial start at Brooklands, where we were also meeting Steve Lloyd and my good lady, Julie, who were the service crew. We arrived, unloaded the car and took it down to scrutineering. The good news is it passed the noise test, the not so good news is the scrutineer took one look at it and said "where are the mudflaps?" I gave him my best blank look and enquired why we needed mudflaps for a tarmac event. He politely explained that it was a Blue Book requirement for all rallies now, but that he would check the rest of the car before sending us off to fit them. Next problem was the navigators seatbelt which had expired at the end of 2007. Apart from that he was reasonably happy.

So off I set to try to find a seatbelt. Eventually we found a crew who could bring one back with them the following morning. Back to the scrutineer, who pointed out that there was no provision for late scrutineering on the Saturday morning so it had to be done before the scrutineers packed up that evening.

As this disconsolate co-driver trudged away I spotted a Mk 1 Escort on display and thought "I wonder if that has got a seatbelt in it?" As I approached I was met with the smiling face of Ryland James and, hiding further back in the tent, Mark Solloway. After an explanation that they were there to promote the Sydney to London Historic rally I enquired about the seatbelt. "Yes there's one in it. Do you want it?" "Oh yes please boys" and within minutes I am on my way back to the Honda with my prize.

Then back to scrutineering with the car. Yes, he is happy with the belt but what about those mudflaps. Time for a bit of honesty. I said "you and I both know there is no way we can get them done before close of play today". He nodded and asked for the logbook, then wrote 'Mudflaps to be fitted by next event' and handed me a scrutineering ticket. Now that is the sort of sensible official I like.

The ceremonial start was all razamatazz with dolly birds wearing far too little for the chilly conditions, lots of injured service men around as that is the charity the event was supporting and even an address by the Secretary of State for Defence Phillip Hammond. As car 42 we were flagged off just before 7.30pm, drove out the gate, back to the trailer and put the car on, then set off to Guildford where Nick and Steve were going to stay the

night with my sister Angela. Meanwhile Julie and I carried on to Farnham where we were staying with another sister, Fiona.

Next morning we all met up at Rushmoor, found our service bay and settled in. The first two stages were on the roads around the arena, 1.7 miles repeated.

Armed with my pace notes we joined the start queue. After the countdown it was off to go and I settled in to my first attempt at reading pace notes to Mr. James. It went reasonably well for the first page as I tried to adjust to when he wanted the call, but it all fell apart a bit when I turned over from page 1 to page 3. A quick cry of "You're on your own" and I tried to retrieve the situation. I think I had just found my place again as we turned into the finishing straight.

No time to worry about it as we were straight round for the second run. This time it all went much better, with the notes starting to flow and Nick getting more confident. Sure enough we stopped the clocks ten seconds quicker than the first time round. Then it was a road section out to Minley Manor, but when we got there all the cars were backed up and the crews were out of them. We got chatting with the guys in the Mk 2 Escort in front of us. The co-driver said "A Porsche has gone off. It's evil in there. I've done it with three different drivers and they have all gone off." I enquired how they had got on in the first two stages and was delighted to discover we had taken 14 seconds off them on each run.

Then crews began to climb back into their cars and engines fired up so we got ready. That co-driver hadn't been kidding, it was the greasiest, slimiest, slipperiest piece of tarmac you have ever seen. All under trees, with a layer of mud mixed with moss, it was like being on ice. Despite tiptoeing round the inevitable happened and I was suddenly aware of my side of the car being battered by rhododendron bushes as we slithered off. Don't ask me how but Nick managed to persuade the car back to the black stuff without inflicting terminal damage and we skated on to the end of the stage.

Thankfully there was no re-run of that stage and we headed off to SS4, which would be re-run as 5. Bramley North was a better stage, far more flowing and Nick was able to give the Honda motor its head. I got the notes right and it all felt very good. The only fly in the ointment was a whine from the transmission as we came out of the stage so we stopped for a few minutes to check but there was nothing obvious so we went round again. This time we were on it again but at one point there was a long straight, in the middle of which we had to slot ninety left. I called the slot, repeated the call but then realised the driver had gone all Colin McRae on me – well, all the attack but none of the skill. I think he selected fifth gear just as we passed the slot and sailed through the tape with his foot still welded to the throttle. A couple of hundred yards later he managed to slow it down and turn round and we completed the stage without further excitement, though 22 seconds slower than the first run.

Then it was back to service. On the way in we were met by a smiling marshal who said "Ooh you're going well" and handed me a set of interim results. We were indeed going well. On that first run through Bramley we had set 12<sup>th</sup> fastest time and at that point were lying 15<sup>th</sup> overall, though the indiscretion on stage 5 had dropped us back to 19<sup>th</sup>.

At service we got the car up on stands and looked for any obvious transmission problems but couldn't find anything so made the decision to carry on.

Stages 6 and 7 were repeats of 1 and 2 round the arena roads. Now that we were into the swing of things Nick gave it total commitment, including taking the speed bump at the end of the stage absolutely flat, and we took another 2.7 seconds off our best previous time. Then into stage 7 and started in attack mode again. But early in the stage is a double ninety left through a gate and as we turn in for the second left there is a bang and Nick is fishing for gears but none are available.

Unfortunately that is game over and we park up and chat to the marshals until we are rescued by a tow truck after the stage has finished running.

Back at service we are fairly disgruntled. Co-driver and driver had definitely started to gel, the car had been going very well and we thought the later stages would have suited it,

especially the two stages on the Mercedes Benz World test track that we had really been looking forward to. Unfortunately the gearbox has always been the Achilles Heel of the car and it had let go again, later investigation showing a bearing had broken up and the whole box was seriously damaged.

So, after returning the borrowed seatbelt to Mark and Ryland, we packed up all our stuff and went our separate ways to St Albans and Swansea.

Now I must remind Nick to get some mudflaps fitted before we try again.....

*Neil Samuel*



Photo courtesy of Gary Kinghorn – see [clicku.co.uk](http://clicku.co.uk) for more examples

## **Dunbars Year**

SMC members Andy and Debbie Dunbar had another successful year on the hill climb and sprint scene in 2013. The father and daughter pair were campaigning the red Westfield Sei, known as Roobarb, which is familiar to all of us at Llys y Fran.

Andy contested the British Leaders Hillclimb championship as well as the Midland Speed championship, whilst Debbie contested only the Midland series.

Regular class wins saw Andy carry off the class victory in both Championships, also finishing 9<sup>th</sup> overall in the Leaders, a great result in a series packed with single seaters. His performances also saw him take 3<sup>rd</sup> overall in the Loton Park FTD championship.

Highlights of the year for Andy were taking class victory at both of the Channel Islands events, Bouley Bay in Jersey and Les Val des Terres in Guernsey for the third year in a row, and of course his 2 outright victories at our Llys Y Fran events last year. He also thoroughly enjoyed his tussle with Mike Manning and the 650bhp Ford Puma at the Epynt weekend.

Debbie finished 2<sup>nd</sup> in class to her dad in the Midland series but was top lady for the 3<sup>rd</sup> year in a row. Highlights for her were beating dad at Gurston Down in August to take a class victory (Andy muttered something about a weight advantage!) and finally ducking under 30 seconds at Shelsley in September to take another class win.



With Roobarb developed about as far as possible Andy has decided to move on and has joined the single seater brigade for the new season. The new car is the ex-works Empire Racing Cars Force DS1000 that Bill Chaplin and Toby Moody have campaigned for several seasons. It is a carbon tub with full undertray and aero package powered by a highly modified Suzuki GSXR engine and Andy is already having a few modifications made, including fitting the latest Geartronics shift system.



*Thanks to Andy for story outline and picture*

## **Odds and .....**

Our front cover gives a reminder of what the weather was like at this time two years ago on the Wydean rally as David Edwards and Oliver Easson indulge in a bit of stereo slithering.

If you want to see Roobarb in action there is plenty of footage on Youtube including this <http://www.youtube.com/watch?v=AOZFPuWaZWw>

Remember AGM March 5<sup>th</sup> – flier on back page

**..... Ends**



NOTICE OF ANNUAL GENERAL MEETING

# MARCH 5<sup>th</sup> 2014

Notice is hereby given for the 2014 Annual General Meeting of Swansea Motor Club, to which you are invited as a member of the club.

Please note that only current Swansea Motor Club members may participate in the proceedings, or stand for election as an officer of the club. Subscriptions must be up to date.

The meeting is to take place at the Dunvant RFC clubhouse, Dunvant, Swansea on Wednesday the 5th of March 2014 starting at 8.00pm for 8.30pm. Please use the nomination form below or e-mail if you would like to stand for election to the committee. Nominations must be received before the 4<sup>th</sup> March 2014.

Huw Richards.  
Chairman.



## NOMINATION FORM FOR SWANSEA MOTOR CLUB COMMITTEE

NAME:- .....

ADDRESS:- .....

.....

.....

Tel:- .....

Please send completed form or e-mail to:

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