



WINDSCREEN

The Magazine of Swansea Motor Club



April 2009

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CHAIRMAN'S CHAT.

Welcome to another edition of Windscreen. The first one post AGM, so I would like to use the opportunity to thank all the committee members for their efforts over the past 12 months. They are a very hard working bunch, doing their best to give the members a good calendar of events throughout the year. I would also like to thank all of the members who have helped with or supported our events over the last 12 months. Without you there are no events and no club. Thank you all.

Talking of AGM's, this year's event has been and gone and the committee has been re-elected, there being no other nominations received. I take this as a sign that the members are happy with the way things are going and the efforts of the committee on their behalf. With this in mind, I would like to thank you all, for the vote of confidence for those of us on the committee.

Following on from the AGM part of the evening, Ken Bowman introduced us to a new quiz. Ken had raided his company's stock to bring down a selection of types of body panel for the members to guess at what they were and what vehicle they were fitted to. There were one or two real grey matter testers in there. Lots knew what the panels were but it was identifying the vehicle that was the hard part. Well done Ken for taking the time and effort to provide such entertainment.

We have the first of this year's hillclimb's coming up. As always, it will need all the help it can get. So if you can help, please do, contact any of the organization team. They need a good response to be able to man the event and to help with the set-up on the Saturday. Llys-y-fran is our only real source of income, so please help if you can.

The club is going to have a stand at the SINGLETON Car Show on the May Day Bank holiday. If you fancy a day out come down and have a chat. If you fancy getting involved with the stand, let me or Huw know.

I believe in sharing the road with other drivers. They can have the part behind me!

Safe motoring.

Mike Jones

MSA launches Code of Conduct to improve behaviour

The Motor Sports Association has unveiled a Code of Conduct in a bid to improve behaviour at motor sport events.

The new Code has been incorporated into the 2009 Blue Book on page 75, under paragraph 49 of the National Sporting Code and the governing body is now urging all competitors and officials to acquaint themselves with the wording before the season begins. The MSA is also warning those that do not adhere to the spirit of the Code that they will be dealt with as severely as possible by the authorities.

Colin Hilton, MSA Chief Executive:

“We have been seeing a rise in anecdotal reports of bad behaviour at events and that is clearly not acceptable. The MSA has a duty to protect everyone involved in motor sport, so we are making it clear to everyone what is expected of them. This applies not only to licence holders, but also to teams, supporters and of course MSA officials. Motor sport events will always be competitive environments, but it should be possible to compete hard and retain respect for others at the same time.”

Code of Conduct

The Motor Sports Association expects you, and your associates, at all times to:

Abide by the MSA regulations

Respect the decisions of event officials

Treat all competitors, marshals and officials equally with respect

Maintain the highest standards of driving behaviour

Conduct yourself in a proper manner at all times and always behave in the best interests of UK motor sport

Make every effort to minimise the impact of your activities on the environment around you

Abuse

The Motor Sports Association will not tolerate any form of abuse or aggression towards officials, marshals, spectators and competitors.

The Motor Sports Association and the National Court will impose the most stringent sanction against any transgression.

Safety

You are reminded that participation in motor sport carries an inherent risk and the ultimate responsibility for safety lies with the individual. The Motor Sports Association urges you to make the maximum possible effort to ensure your own safety at all times.

Llys y Fran Hillclimb 10th May

Our first hillclimb of the year takes place on Sunday 10th May at Llys y Fran Reservoir and as I write this we already have 60 entries, no less than 30 of which are Caterham 7s. The Lotus look-alikes are joined by five Westfields, with SMC members Andy Dunbar and daughter Debbie among them, this being Debbie's first hillclimb. Other SMC members entered include Andrew Meek in the rapid Subaru Impreza, Tony Barber and Nick Meakin in VW Golfs, Michael Cond with his Sylva Riot and Christian Howells in his Vauxhall Corsa.

As usual we will need all the help we can get to make sure the event is a success. Marshals are required to man the hill on Sunday but for those who can't, or don't want to, stand or sit in the sun / rain / sleet / hail / snow there are plenty of behind the scenes jobs to do. We also need muscle power on the Saturday to put out the tyres, bollards, fencing etc. If you can help on either Saturday 9th or Sunday 10th (or preferably both) please get in touch with myself on 01792 360887 or e-mail neil.samuel@ntlworld.com

A Very Practical Classic

Tony Jones writes:

I was invited to take the MG C GT for a 'photo shoot at Severn Bridge on Tuesday March 10th, so as 'promised' here is a brief!!

Set off from home just after 8am on a dry morning but got caught in the 'rush hour' on the Mumbles road, the joys of retirement!

The tank was nearly empty but decided to make it to Sainsburys to fill-up as the traffic was so slow at Halfway and eventually left Swansea around 9.05am.

After a good run in 'the old boy' I arrived at Chepstow station at 10.10am to meet up with the other cars. The theme of the shoot was to be 'cruisers' of the 1960s so the vehicles assembled were a Triumph GT6, Opel GT, Gilbern GT and my MG C GT.

The GT6 came all the way from Harwich, the Opel GT from Sketty (have never seen it locally) and the Gilbern from the Valleys.

Practical Classics features editor, Matt Jones and photographer arrived at the appointed time of 10.30am and then lead us in convoy down to the old Severn ferry crossing under the 'old' bridge.

Each car was photographed in the car-park of the Old Ferry Inn and whilst a car was being photographed each of us let Matt try our cars up the road. With the C he said they had a reputation for understeer to which I replied not if they are set-up correctly and driven properly!! On the first sharp bend he got understeer to which I yelled 'right-foot', think he was a little embarrassed!! It takes one to know one!

When the Inn opened we were entertained to lunch, can recommend the place for a good value 'pub meal'.

After lunch we took the cars to the ferry slipway for a group shot then the other cars were driven up the road behind the photographer's car to get some moving shot, but I was asked to stay behind as being a green car it would not show up so well in the lanes.

Instead we took the C over the bridge to do front, side and rear moving shots as the cameraman hung out of the passenger window of the Audi. Trying to hold station at over 60mph was quite amusing, but only one take was needed!!

Arrived home about 5.30pm after an interesting day with good cars and great fellow enthusiasts, great fun, if a little boring at times and cold!!

The article should be in the May edition of Practical Classics, out in April.

Leukaemia Historic Rally 16th May 2009

Ecurie Cymraeg are proud to be running this years Leukaemia Historic Rally once again. The event will consist of regularity and special tests in and around the Gwent area. The event will visit most of last year's tests and also RAF Caerwent for a number of tests.

As always we need marshals for the event to take place.
I would be most grateful if you/your club could help out in anyway possible

If you have any questions or require any further information then please contact me

Andrew Bob Long
Chief Marshal
Harryflattersbob@aol.com



The West Wales Region of the JEC have arranged for Peter Leeke from Jaguar to give a talk on the history of the XJS. This will not be an anorak thing so it would be good to see wives coming along as well, the idea being to make it interesting from a Jaguar history perspective rather than a technical talk. Peter is the network training and development manager and has been with Jaguar over 30 years, so his talk comes from the heart, which makes it much more interesting since you pick up the goings on and the gossip at Jaguar and some very good insights.

We recently attended another talk of Peter's in Carmarthen on the racing history of Jaguar, which was very good so this is something to look forward to. The talk will be at the Halfway Inn at Nantgaredig (on the A40 between Carmarthen and Llandeilo) on Tuesday 19th May so please don't forget to put this in your diaries. For more details, please contact Steve Mitchell on 01558 650620.

Rally of the Midlands

Streetly Motor Club are seeking assistance with the running of this years Rally of the Midlands; which will run on Friday 19th & Saturday 20th June 2009.

They require the following:

Start Marshals / Main Service Area Marshals / Finish Marshals / Stage Start Marshals / Stage Finish Marshals / In-Stage Radio Operators / In-stage Marshals / Scrutineering

The event will again be supplying a gift to all marshals & radio crews and the Chief Marshal would be most grateful if you could assist and if you could advise them of your preference in marshalling by the earliest opportunity, so that stages can be allocated as early as possible.

The event will run to a similar format to last year with the inclusion of the ever popular spectator stages based at stately home venues, very reminiscent of the good old days of the Lombard RAC.

Based in Nuneaton & Bedworth and Hinckley & Bosworth, close to the motorway network, an event not to be missed is promised. Competitors will be faced with over 90 stage miles over 5 venues with a central service area, again based at Hinckley United Football Club, which will also be the location for the event headquarters.

The 2009 event is a qualifying round of the following championships:

Richard Egger Insurance BTRDA Asphalt Rally Series

Historic Stage Rally Challenge supported by TR Enterprises

AWMMC Heart of England Rally Championship

Fostek Engineering ANCC Stage Rally Championship

Yokohama 205/RWD Rally Championship

More info can be found at: www.rallyofthemidlands.co.uk or contact:

Bec Hinton **Chief Marshal & Spectator Safety Officer** 07718 985294 bexhinton@hotmail.com

You Will Always Find Him in the Pub at Rallies

It was Jona Lewie who sang about always finding him in the kitchen at parties, back in the 80's. Well, life with the Arnold James rally team is a bit like that, only with the song modified as in the headline above. Whatever the result our driver Nick can be found in the pub, whether he drags the team off from the finish of an event or retires during the event, leaving the team to find him.

A couple of years ago he had a good result on the Tour of Cornwall and was so keen to sample the delights of a local hostelry that the navigator was despatched to check the results whilst the rest of the team headed for the pub. Last year the car snapped a driveshaft on the Wydean and the service crew spent some time trying to find the car and crew only to eventually come across the car on the forecourt of the Speech House Hotel with the crew enjoying the hospitality within. Somehow or other Nick had found an open forestry gate and had got the car out of the forest and had then persuaded a local lad with a Land Rover to tow him to the Hotel.

So to the Somerset Stages Rally, sponsored by club member Paul James (no relation to Nick) via his Betta Aquatic Products company. The Arnold James team in the shape of driver Nick, navigator Bill Robertson, service van driver John and management car crew Steve Lloyd and I rolled in to Butlins at Minehead on Friday evening. While the rally car crew headed off to recce the Porlock toll road in Bill's Skoda the rest of us unloaded the Evo and headed for scrutineering. With no problems found by the scrutineers we awaited the return of the crew for documentation. Eventually they returned and completed the formalities and we headed for our accommodation, jaws dropping as we realised what Disco Inferno Weekend at Butlins meant. As Nick put it "it's a giant fancy dress party", though not so politely.

Next morning we were up and about reasonably early and down to the service area to do those odd little jobs that always need doing just before an event. Here we found the other SMC members contesting the event, Derek 'Prof' Davies, sitting alongside Paul James in the Evo 9 and Ken Bowman who was getting a ride alongside Sean Edwards in a Mk 2 Escort.

Once the rally car had headed off to the first batch of stages we piled the spares into the management car and headed for the auxiliary service where we were to meet the crew after stage 2. As we waited for Nick and Bill we watched Tony MacWhirter arrive and his boys dived under the car and re-appeared clutching the front diff guard. They proceeded to 'adjust' the guard in a most enthusiastic manner with a large hammer but to no avail as, when re-fitted, it was still obviously rubbing on the propshaft. It was hastily removed again and the rally car sent on it's way minus the part. Tony had hit a large rock in the road during the stage which had caused the problem.

We sat back to wait for Nick but started to worry when he didn't turn up at the allotted time so Steve and I strolled down to the arrival control to try to glean some info. On the way we met Mandy Bowman coming in to service to meet Ken – good to see her up and about and looking very well after her recent spell in hospital. A chat with some of the crews queueing up revealed that one had seen Nick pulled over after the end of stage1 fiddling around with one of the front wheels.

Various attempts to phone him met with no response so we decided to head towards the end of stage 2 to see if the marshals could tell us if he had been reported missing in the stage. As I started to walk in from the road to the stage finish a radio crew turned up so I asked them if they could contact the start control to see if he had gone into the stage. "No need" says the cheery driver "you've just passed him – he's in the pub in the last village." So we retrace our route and, sure enough, a certain crew are sitting in the sun in the beer garden of the Royal Oak in Luxborough enjoying a pint, with the rally car tucked away in the corner of the car park. They had retired with a broken rear diff but had managed to drive the car out of the stage and get it to the village. Nick had then remembered the pub from a mountain biking weekend so they had stopped, ostensibly to use the phone as the mobiles had no signal. The pub didn't actually open for another half an hour but the landlady had taken pity on them and suggested that they 'looked like they needed a drink' so, of course, not wishing to offend they had taken her up on the offer.

So the rally car returned to Minehead on a tow rope and we jacked it up in the service area to find that the rear diff guard had been smashed up into the diff, the shock presumably causing the failure of the diff. Perhaps Nick had found the same rock as Tony, though he didn't recall hitting anything.

Ah well, no use worrying about it now so we set off to Porlock Weir to sample the wares of several of the local hostelrys.

The other SMC members fared slightly better on the event – Paul and Derek were 18th overall while Ken had guided Sean to 52nd overall but 3rd in class B10. Well done guys.

Neil Samuel



Oh look - rally car in a pub car park. What a surprise!!!

Singleton Show

Swansea Historic Vehicle Register will be holding their 30th Anniversary Classic Car Show from 10am to 5pm on Monday 4th May at Singleton Park. The club will again have a stand and members are welcome to bring their vehicles along to display. Remember last year we won Best Stand (see below) so need to keep up appearances – contact Huw Richards for details.



Club History

Alun Morgan dropped me a line about the club history and wondered if anyone had any more details of the following events that we could include in the history section of the club website. Let me know if you have photos, programmes or other memorabilia that we could use.

1. Castle Farm Hillclimb.....are you too young for that one?
2. Fairwood Rally.....28th October 1990
3. Reynolds Cup Rally.....SMC's second road rally
4. Nant yr Hwch Rally.....SMC's SVSR
5. Players No 6 Autocross.....Fairwood 1965/66
6. Swansea Road Safety Rally.....Used to be run by SMC before it went to PTMC
7. Last Road Vales.....1973, I've still got the back page of that MN report
8. Early Windscreen production.....Sore arms and Gestetner ink everywhere

Diary Dates 2009

Planned events so far this year are:

May - Tabletop Rally

June - Pub Run

July - BarBQ

Odds and

Don't forget our second hillclimb at Lllys y Fran will be on July 19th 2009.

Front cover shows Eirian Jones partnering Peter Watts at Pembrey last year – not sure who is oldest, the car, driver or navigator.

..... **Ends**