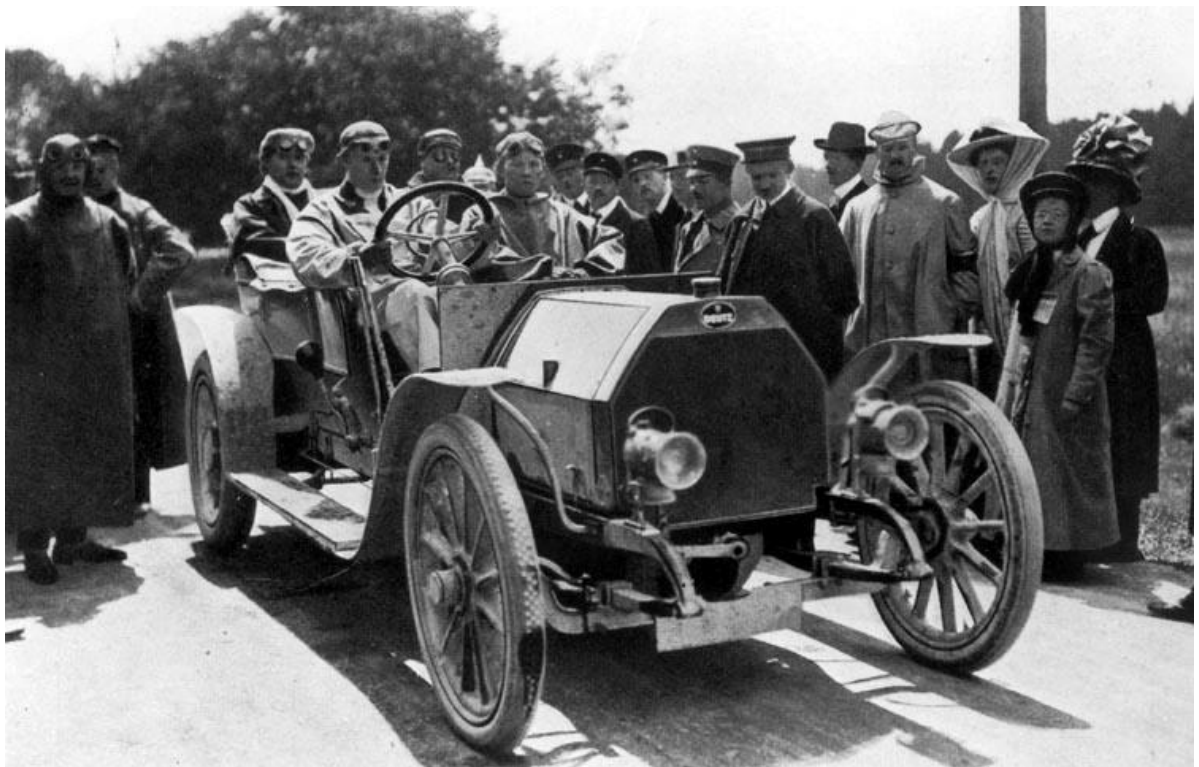




# WINDSCREEN

The Magazine of Swansea Motor Club



**April 2010**

# CLUB OFFICIALS

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# CHAIRMAN'S CHAT.

Well, at least it's beginning to look as if summer might get here after all. At least the sun is shining as I write this, and it is the second day in a row it has done!

Our AGM has been and gone for another year. The minutes and accounts were read and accepted by the members present at the meeting. There were no nominations for new committee members received; therefore the existing committee was re-elected for the coming year.

One exception to that is that Diane Richardson has reluctantly had to resign as club secretary until such time as her home circumstances allow her to return. I would like to take this opportunity to formally thank Diane for all the hard work and time she has put into the club during her time as secretary on behalf of us all.

Thanks for your efforts Diane; I hope it won't be long before we see you at the club again.

The committee voted to leave existing positions stand for the coming year, with the following amendment. Sally Jones has agreed to undertake the duties of secretary from Diane.

Huw is organising a club stand at the Singleton Show on the May bank holiday. Join in if you can. However you will need to let me know asap, so that I can obtain passes etc.

May also sees the first of our hillclimb's at Llys-y-Fran. Neil and Rob have never got enough people to help, so please make an effort to assist if you possibly can. Give Neil a ring and let him know if you can help, or know anyone who would do.

Lots of you will be getting ready for the new season, using last year's car, or perhaps fettling a newly acquired car. Let Neil have some particulars for the magazine. It will also let other members know who is doing what, and what you're doing it with. It's your magazine!

*Mike Jones*

## GOLDEN MANSION ROAD RUN

The West Wales Jaguar Enthusiasts Club organised a road run in support of the Golden Grove Appeal.

The charity has been set up to purchase and restore the Golden Grove Mansion for use as the first Welsh convalescent home for the treatment of members of our Armed Services and veterans, suffering from physical and mental wounds from combat situations throughout the world.

The road run start point was the carpark of the estate, although the rangers opened the mansion grounds for the entrants to see the property and to enable them to take photographs of the cars in front of the mansion.



The Mansion in all its splendour.



Keith & the 'Teal Twins' at the front door.

A few of us from the club joined in to support the charity and gathered at the start in the cold morning air. Keith and Celia brought the Aristocat out of hibernation for it's first run of the year. SHVR now has Teal Bugatti twins! Patrick Burns came with his ever-immaculate British Racing Green version, accompanied for the first time by Trevor Owen's newly acquired French Blue example. Unfortunately my gearbox repairs meant that it would be a saloon day for Sally and I, as the Marlin wasn't ready. A disappointment to start with, however, inclement weather on route gave cause for a rethink on the disappointment during the day!

The organisers had put a good three-stage route together, allowing time for coffee stops en-route during the day.

We left the Country Park and headed for Llandeilo and on towards Bethlehem. Turning right at the Llangaddog road, it was up and over the mountain road towards Brynamman. Climbing up towards the mountains, we got nearer the snow! It was sheer hell following Patrick and Trevor in

their open-topped Bugatti's in my warm and dry saloon, through the snowy scenery, I don't think so!!

The first stop was at the Dan Yr Ogof Caves for coffee and a bun. For those who haven't been there for a while there are a lot more things to do and see, certainly since my last visit.

Unfortunately, whilst we were enjoying our break, it decided to rain rather heavily. This lost us some of the open cars, a great pity.



The Bone cave.



Exploring the caves.

From here the route took us to Llanwrtyd Wells via Brecon. Once again there was snow on the higher ground as we climbed towards the Crai reservoir and on towards Eppynt. Despite it being Easter weekend, the weather seemed to keep a lot of cars off the road, which made the journey more fun for those of us on the road without the normal bank holiday crush to deal with.

Once through Beulah, we headed for the Cambrian Woollen Mill and stopover number two for those who wanted another coffee or to let the wives and girlfriends look around the shop.



An MG ZB, and a ZA came along, and a hardy couple in a D-type with no heater!!



Refreshed, we headed off towards Llanwrtyd Wells, Llandovery and the finish at the White Hart in Llandeilo for a post-event meal with the rest of the participants.





A full house at the White Hart



You can't keep birthday's quiet with us!

A good day out, nice route and good company with five or six crews new to us. Perhaps they might feel like joining in with us all again.

New members?? You never know.

The organisers confirmed that they had raised £250 for the charity on the run. For further information on the charity or to donate please see their website at [www.goldengroveappeal.com](http://www.goldengroveappeal.com)

(Photographs courtesy of Keith Turner.)

*Mike Jones*

## **MSA Petition re Events on Closed Public Roads**

I am delighted to report that the MSA have decided to prepare a manifesto for presentation to government seeking authority for the use of what the MSA is referring to as Temporary Suspension Orders, enabling public roads to be closed by local authorities **and** suspension of the Road Traffic Act during closure, so that Rallies or Hillclimbs may be held. Before, this has required an Act of Parliament for each.

What they are now seeking would place mainland UK on a level footing with the Isle of Man, Channel Islands, Ireland (both north & south) and Continental Europe, where that authority is already in place.

That manifesto is now to be found at [www.msauk.org/manifesto](http://www.msauk.org/manifesto) however more importantly the MSA has prepared a petition which requires as many participants in UK motorsport (in whatever capacity) to sign **please do so this is vital** this can be found at [www.petition.co.uk/msa](http://www.petition.co.uk/msa)

## **Leukaemia historic rally**

On Saturday May 15<sup>th</sup>, ecurie cymraeg are once again running the Leukaemia historic rally.

The purpose of this event is to provide enjoyment for those involved while broadcasting awareness of the need for research into the Leukaemias, the need for blood and bone marrow donations so important for treatment and to raise funds for

### ***The Leukaemia Research Appeal for Wales.***

The event is based in and around Southeast Wales with the start venue at the Pen-Y-Fan Caravan & Leisure Park, Manmoel Road, Oakdale, Blackwood, Gwent NP12 0HY, with first car starting at 08.30hrs approx.

As always, we need the support of the volunteers in motorsport to help us in the safe running of the event. We need the following assistance

Start/finish Test's marshals / In-test marshals / Time Control Marshals

On this years Leukaemia historic rally we are visiting last years tests and forests and we will be visiting M.O.D R.A.F Caerwent for 7 tests that will be run twice throughout the afternoon.  
We will be using the M.S.A safety radios with-in Caerwent, so if you got an MSA licensed radio, please advise me and bring it along with you

Many thanks for your support  
Andrew "BOB" Long  
Email:-harryflattersbob@aol.com  
Phil Cleaton  
Email:- [philwalesrallygb@aol.com](mailto:philwalesrallygb@aol.com)

## **THE YEAR WAS 1909** *Can you believe it ?* *You should...it's all true !*

The year is 1909. One hundred and one years ago.  
What a difference a century makes! Here are some statistics for Year 1909:

The average life expectancy was 47 years.  
Fuel for the car – in America anyway - was sold in Chemist stores only  
Only 14 percent of homes had a bath.  
Only 8 percent of homes had a telephone.  
There were only 8,000 cars and only 144 miles of paved roads.  
The maximum speed limit in most cities was 10 mph.  
The tallest structure in the world was the Eiffel Tower!  
The average wage in 1909 was 22 cents per hour.  
The average worker made between \$200 and \$400 per year ...  
A competent Accountant could expect to earn \$2000 per year, a Dentist \$2,500 per year, a Veterinarian between \$1,500 and \$4,000 per year, and a Mechanical Engineer about \$5,000 per year.  
More than 95 percent of all births took place at home.  
Ninety percent of all doctors had no College education! Instead, they attended so-called medical schools, many of which were condemned in the press AND the government as 'substandard. '  
Sugar cost four cents a pound. Eggs were fourteen cents a dozen. Coffee was fifteen cents a pound.  
Most women only washed their hair once a month, and used Borax or egg yolks for shampoo.  
Canada passed a law that prohibited poor people from entering into their country for any reason.  
Five leading causes of death were:  
1. Pneumonia and influenza  
2. Tuberculosis  
3. Diarrhea  
4. Heart disease  
5. Stroke

The American flag only had 45 stars.

The population of Las Vegas Nevada was only 30 !

Crossword puzzles, canned beer, and iced tea hadn't been invented yet.

There was no Mother's Day or Father's Day.

Two out of every 10 adults couldn't read or write and only 6 percent of all Americans had graduated from high school.

Marijuana, heroin, and morphine were all available over the counter at the local corner Chemists. Back then Pharmacists said, 'Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach and bowels, and is, in fact, a perfect guardian of health'

Eighteen percent of households had at least one full-time servant or domestic help. There were about 230 reported murders in the whole of America.

Plus one more sad thought; 95 percent of the taxes we have now did not exist in 1909.

If this was on e-mail (which it was when sent to your esteemed Editor ) it could be forwarded to someone else without typing it again, indeed could go to others all over the world in seconds - Try to imagine what it may be like in another 100 years. We'll have to imagine 'cos we'll be long gone! Or will we...?!

*Roger Gale*

*The car on the front cover? A Deutz.*

### **RINDERCELLA?**

This was originally shown on BBC TV back in the 70's.

Ronnie Barker could say all this without a snigger, though God knows after how many takes. The irony is, BBC received not one complaint.

The speed of delivery must have been too much for the whining herds. Try getting through it without converting the spoonerisms [and not wetting your pants] as you read.....

#### **This is the story of Rindercella and her sugly isters.**

Rindercella and her sugly isters lived in a marge lansion. Rindercella worked very hard frubbing sloors, emptying poss pits, and shivelling shot. At the end of the day, she was knucking fackered. The sugly isters were right bugly astards. One was called Mary Hinge, and the other was called Betty Swallocks; they were really forrible huckers; they had fetty sweet and fatty swannies.

The sugly isters had tickets to go to the ball, but the cotton runts would not let Rindercella go.

Suddenly there was a bucking fang, and her gairy fodmother appeared. Her name was Shairy Hithole and she was a light rucking fesbian. She turned a Pumpkin and six mite wice into a hucking cuge farriage with six dandy ronkeys who had buge hollocks and digbicks. The gairy fodmother told Rindercella to be back by dimnlight otherwise; there would be a cucking falamity.

At the ball, Rindercella was dancing with the prandsome hince when suddenly the clock struck twelve.

"Mist all chucking frighty!!!" Said Rindercella, and she ran out tripping barse over ollocks, so dropping her slass glipper.

The very next day, the prandsome hince knocked on Rindercella's door and the sugly isters let him in.

Suddenly, Betty Swallocks lifted her leg and let off a fig bart. "Who's fust jarted?" Asked the prandsome hince. "Blame that fugly ucker over there!!!" said Mary Hinge.

When the stinking brown cloud had lifted, he tried the slass glipper on both the sugly isters without success and their feet stucking funk.

Betty Swallocks was ducking figusted and gave the prandsome hince a knack in the kickers.

This was not difficult as he had bucking fuge halls and a hig bard on. He tried the slass glipper on Rindercella and it fitted pucking perfectly.



Rindercella and the prandsome hince were married. The prandsome hince lived his life in lucking fuxury, and Rindercella lived hers with a follen swanny!

If you managed to read it without mistake or laughing, you are very good. Most cannot do it without practice. If you didn't manage it, imagine what it must have been like doing it on television, as most 70's comedy programmes had a live audience!

I hope that like the viewers of the original programme, The Two Ronnie's, you have had a bit of fun with the fairy story, as they told it. If any of you have taken offence at it, I apologise. None was intended.

### **MOTORSPORT BACK AT THE PALACE!**

It's been a long time coming, but Crystal Palace will once again play host to a national motorsport event. Motorsport at the Palace, sponsored by the Ancaster Group, have confirmed that a two-day sprint event will be run over the May Bank Holiday weekend (30-31 May 2010), reigniting the spirit of racing at the Park. Organised by Sevenoaks and District Motor Club (Sevenoaks DMC), with the support of the London Borough of Bromley, the two-day event will allow visitors to enjoy the sights, sounds and smells of the legendary machines which powered the likes of Jim Clark, Jackie Stewart and Stirling Moss to victory. Martin Chinnery, Chairman of Sevenoaks DMC, says: "Sevenoaks DMC is extremely pleased to announce the return of motorsport to Crystal Palace. Thanks to a lot of hard work and the support of our title sponsor, the Ancaster Group, we're delighted that fans will once again be able to experience racing at the Palace. The range of cars competing, coupled with additional events and displays, will make this a fantastic event for everyone, whether you're a motorsport fan or just after a fun day out."

Stephen Wood, Managing Director of Ancaster, added: "It's not every day you have the opportunity to become a part of history in the making. This event has South London roots older than our own. To see some truly fantastic pieces of machinery - old and new - will make these two days an event not to be missed."

Crystal Palace is the oldest motor racing circuit in the world, being first used for the purpose in 1899. Races were originally run around the perimeter of the venue, until a purpose-built track was created in 1937. After the Second World War, racing returned to Crystal Palace and the circuit hosted an important international fixture until 1972, when modern safety standards, combined with a lack of funds, brought an end to racing at the venue. Between 1997 and 2000, Sevenoaks DMC ran a series of successful sprints, which ended when work began on a Millennium project in the park.

Celebrating the rich history of motorsport at Crystal Palace, a host of modern and vintage cars will be competing for the accolade of fastest car at the Park. Many of these vehicles raced at the Palace decades ago, and spectators will have a unique opportunity to see these classic machines reacquainted with Britain's oldest purpose-built race track. There will also be a new category for electric and alternative-powered cars, providing visitors with a glimpse of things to come, both on the race track and the road.

Competitors will race along a section of the old track, incorporating Pond Hairpin, the Big Tree Bend, part of the Terrace Straight and the infamous North Tower Crescent - in a bid to set the fastest time of the day.

Visitors seeking a break from the action will be able to stroll around the numerous display vehicles and open paddock, watching mechanics at work, chatting to the drivers and generally soaking up the racing atmosphere.

Competitors will each donate a minimum £10 in support of St. Christopher's Hospice and the Royal London Society for the Blind; exhibitors will also contribute, ensuring that Motorsport at the Palace provides a lasting benefit to the community.

Tickets are priced at £10 per day and advance tickets will be available at a discount, from the website at <http://www.motorsportatthepalace.co.uk>.

For further details, please contact:

Colin Billings

Mob: 07770 301675 07770 30167

Tel: 01732 847440 01732 847440 Email:

info@motorsportatthepalace.co.uk

## **Stoic Racing**

Available for hire "arrive and drive" Porsche 911 for track days, hillclimbs or sprints. This is a well prepared and well known quick car with a full cage, 3 litre modified engine on PMOs. Road or slick tyres.

Budget £500 per event depending on the distance and event

Contact: Terry Davison 01267 290911 or 07785 366764 or [trd@stoic.co.uk](mailto:trd@stoic.co.uk)

## **Diary Dates 2010**

Planned events so far this year are:

May – Talk by Anthony Jones

June – Treasure Hunt

July – BarBQ

Aug – Car show

Sept – Inter Club Quiz. JEC round

Oct – Show and Tell

Nov - Inter Club Quiz. SMC round

Dec – Xmas party

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

Bank Holiday Monday 3<sup>rd</sup> May the Club have a stand at the Swansea Historic Vehicle Register Singleton Show so please support us. It may not be too late if you want to exhibit your car – speak to Mike Jones a bit sharpish. Or contact Huw Richards if you just want to come along and help.

**..... Ends**