



WINDSCREEN

The Magazine of Swansea Motor Club



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CHAIRMAN'S CHAT.

Like most of the population this summer, I am developing webbed feet with all the rain we're having. I want to know what happened to this Mediterranean climate that global warming was supposed to have given us. Another Windscreen and over halfway through the year already. The club seems to have settled in well at the Dunvant RFC and they seem to be happy with us as well following the move.

We have had the final Hillclimb of the year at our Llys-y-Fran venue. Which, despite a low number of entries, appears to have received some positive comments from a number of the competitors. This July's event was the last event that Rob Allender will run as Secretary. Rob is stepping down as the event secretary after a long and successful run in the position. I'm sure you will all join in with me in thanking Rob for all his hard work on our behalf.

This also means that we are looking for a replacement secretary for the 2011 season. So if any of you feel you may be able to take on the secretary's position, please let me know. It is an important event to us as a club; it is our main source of income for the year. Support will be given to the new secretary, so you won't be left on your own.

On the social side, we had our annual July Bar-B-Q. New for this year was a change of venue. Ken and Mandy Bowman invited the club to hold the barby at their home in Pennard, at Autumn Lodge. They laid on a large gazebo as a precaution against the Welsh weather, just in case. Those who attended had a great time, good food, and unfortunately, a chance to use the gazebo later in the evening!

Driving tests have returned to Swansea Motor Club, thanks to Neil and his gang of helpers. The entries have been a little on the low side, but those who had a go have enjoyed them so much, the plan is to expand the number of tests.

We also had a 'Car show' at Dunvant. The event was well supported by our members, and some members from the SHVR and the JEC, as well as some newcomers with a very nice Healey 3000. This time the weather was kind to us for a change and it remained dry for the owners and their exhibits, so everyone had a chance to look at the cars and chat out in the open. Winner of the 'Car of the evening' was the red Mk2 Jaguar chosen by Julie Samuel from the twenty or so cars displayed, just to show there was no favoritism with Swansea Motor Club.

Hopefully we will get our summer back on track so that we can enjoy some more open-air events at Dunvant.

Mike Jones

Epynt 2010 – a tale of two halves (shafts that is).

The Epynt hillclimb, organised by the Brecon Motor Club, is one of my favourite events of the year along with Llys-Y-fran, with the two hills offering very different challenges.

This year, like last, I have just been picking off a few events; with hillclimbs being what I prefer Epynt is one event that, funds allowing, will always be one to do. Some of our members from Swansea MC have been doing the timing as well, so more of a 'home' event feel into the bargain.

The May Epynt event went well for me, good weather, car on song and a 1st in class with a best time of 68.20. A few 'moments', but all went to 'plan'. So far so good.



All ready to go and no idea what is in store – they say ignorance is bliss!

The June event brought some more challenges than I normally have to face, to say the least. Again, we were blessed with good weather, the car had been checked over (by me though, gulp!) and all seemed well with the world. Lining up for 1st practice, there were quite a few in my class with our own Mr. Samuel being one in his lovely little CRX, along with a Ford Focus and a Saxo. Start line goes to Green, being a bit exuberant around the first few corners, but is there any other way? Round the last chicane and a blast to the last corner. Now for any of you who have not done Epynt, the run to the last corner is reached at a fair old pace. My old Escort RS is flat out in 5th for a not inconsiderable amount of time, so the braking for the last corner, which is a 90 right, is a stand on the middle pedal job and press hard.....very hard. Just braked in time, snuck her into 1st and pressed the loud pedal. Bang! Clatter, clatter. No drive; either gearbox or half shafts immediately sprung to mind as being the potential culprit. Rolled her back down the escape road and waited.....and waited.

I wasn't able to get back down to the paddock until lunch time, due to a number of incidents during the morning, quite a few of which I had witnessed as I was 'spectating' on the top, last bend. All I can say is

thank the lord that I had rolled my car off the escape road and up onto the grass verge as a guy in a (very quick) Westfield had either lost his braking point for the last corner or his mind. All the marshals up on the last corner with me were all listening to the still rising engine note coming our way and screaming for anyone and everything to get out of the way as someone we feared was going to go intergalactic. True to all our scientific predictions (“this fearless chap is never going to flipping make the last blinking corner as he is going rather too fast I fear”) he actually outran the escape road and stopped not too far short of Dixies! I have never seen such a long skid in my entire life.....ever. Now those were 2 very flat spotted tyres! Luckily the only thing hurt was his pride and after we had all taken the Micky about every aspect of the incident with him mercilessly for a while, he was fine, if not a bit pale.

When I got the car back to the paddock, Mr. Samuel has eloquently explained in his last article the organised chaos which ensued. Basically, too much to do in too little time. I had figured out that it was one of the shafts. Luckily I had brought some spare half shafts, as well as (what I thought) was everything else I needed. A big thank you must go to everyone that helped, in particular Mike and Gareth Griffiths, without whom I would have really struggled to get everything done in time, along with our very own Mr Bailey, who came (he thought) just to spectate but ended up wrestling with all the oily bits as well. There were loads of other people who mucked in and either loaned their tools, advice (“hit it with a large hammer”) or just gave a bit of encouragement; in particular, Neil Samuel, Andrew Meyrick, Leighton Hughes, Gordon Hick, Peter Hills, David Thomas and Andy Dunbar. Please accept my apologies if I have left anyone out. In fairness, I definitely got the most covered in diff oil, but that I guess, is my prerogative in the circumstances.



The offending article and one I prepared earlier

Got everything back together just in time for the 2nd timed run. Blasted off the line with everyone who had just helped put the new shaft back in wincing at the wheel spin; big ragged but I was up for it I can tell you. Did a 68.24, which is pretty consistent with my best May run. Managed to win the class with that and couldn't improve further on the 3rd (not classified) run.

If you ever wonder why we do motor-sport, that day was a good example of everyone pulling together to help someone out who was in a bit of trouble. All rivalries were put to one side, everyone tried to help with the sole objective of getting a fellow competitor back on track. Good effort everyone and thanks!

Neil Watkins

Swansea Motor Club Car Show

As part of our summer social events, August saw a rerun of our members car show. Like the last one, we invited the historic and Jaguar clubs to join in with us for the evening.

Although the weather had not been too kind, SHVR had a similar show on the Monday evening and had had a heavy shower to put a dampener on the proceedings, Wednesday proved to be a drier albeit cool evening for us.

We had a good turnout of cars to look over, ranging from competition to classic and modern day examples, although I suspect that the wet weather generally had put one or two off the idea of coming along.



Warm enough to chat by the cars.



Julie does her unbiased judging alfresco.



Two new visitors join in the fun.



Mike Evans shows the business end of his Singer.

After some serious consideration of all the assembled cars, our judge for the evening, Julie Samuel, finally chose the Jaguar Mk2 belonging to Steve Mitchell, JEC Chairman, as the 'Car of the Evening' showing that we are unbiased as a club and everyone has a chance to win. Julie did say that it was a very hard choice to make as there were a lot of deserving cars there to choose from. Watch out Neil, Julie may start looking at adverts or auction catalogues, she did like a number of cars that evening!!

Mike Jones

In no particular order the assembled cars were: Mini, Marlin kit car, Honda CRX, Triumph based Bugatti lookalike (Teal), Porsche 356, Mk 1 Golf Gti, Mk 1 Escort Mexico, Jaguar Mk 2, spaceframe bike engined

Hillman Imp, Singer 9 Le Mans, Porsche 924, Austin Atlantic, Volvo Amazon, Jaguar XK 150 lookalike (Aristocat), Mk 2 Golf Gti, Austin Healey 3000, Vauxhall Vectra.

Llys y Fran July Event

Our July event started badly for me when, as I was sitting in the restaurant having my breakfast, I was informed that our Chief Marshal, Huw Richards, would not be joining us. His wife Kirsty had fallen as they were preparing to leave the house and he was en route to casualty instead of LyF. To say this created a problem would be an understatement – we were relying on Huw's van, with towbar, to do the final setting up of the hill as we still needed to put out the chicane, all the bollards, and some of the tyres around the course, along with the marshal post equipment.

Just as I was seriously beginning to panic one of our staunch supporters on the marshalling front, Trevor Clarke of the Westfield club, overheard the conversation and volunteered his Golf and the services of himself and his good lady Sue. With Anthony Bailey also assisting we ran around like fools and managed to get everything done in time to get the event started just after the scheduled ten o'clock.

Happily, from then on everything ran almost like clockwork with the exception of a computer glitch at the end of the first practice run. The 46 competitors who started did their bit by not throwing their cars at the scenery despite the changeable weather conditions. With an early decision to just get on with the event and not worry about extra runs or top ten run offs we got through the programme in double quick time.

FTD in the event itself went to SMC's Dave Thomas in the Global GT, Dave being the only person to dip under 50 seconds on the day. Full results at www.swanmoco.co.uk

A number of people then helped with the clear up operation – a big thank you to Tony Bailey, Neil and Tim Watkins, Tim Coulson, Lucinda Tomlin, Julie, James and Andrew Samuel and particularly Trevor and Sue Clarke - and we were all done by about five o'clock.

As ever, the event relies on marshals coming out to help us so I am indebted to all of you who helped out on the day.

Neil Samuel

August Autotest

Autotesting returned to the club calendar on 8th August, utilizing the bicycle training area behind the main stand at Dunvant RFC. The area is not large but at around 50m long by 30 m wide at its best it was worth a trial event. On the day 5 members chose to have a crack at the event – Leighton Hughes in the trusty Chavectra, Huw Richards in the Astra estate, Tony Bailey in Sharon's Fiesta and James and Neil Samuel sharing the Honda CRX.

Six tests lay before the crews, using the same cone layout but with the tests getting progressively more complicated, and each competitor got two runs at each test, best time counting.

On test 1 it was Neil taking the honours with Leighton next in the bulky Vectra. James was driving the CRX for the first time and spent his two attempts grinding the gears as he got used to the much tighter gate than the one on the Corsa he usually drives. Come test 2 it was a different story and on his second run everything clicked (or he beat the gearbox into submission) and he threw the car round over 10 seconds quicker than anyone else, with Leighton again best of the rest. Test 3 and it was time for dad to put the young upstart back in his place with a time 4 seconds quicker. On to test 4 and James took the honours again with Huw 2nd. On test 5 dad got his own back again but only by a second, while Huw produced a superb J turn out of one of the gates which had the onlookers cheering. Last test and James was on top again, dad ruining taking out a bollard on each of his attempts.

So results showed that the young whipper-snapper had won overall with Huw taking the Class B honours. More to the point everyone had thoroughly enjoyed the mornings sport and with an entry fee of £6 you can't get much cheaper. Thanks to Rob Allender for timekeeping and Jeff Clement for trying to keep order. Next event on September 5th from 1.00pm.

Neil Samuel



Showing dad how it's done



The wife's shopping car in action

My Sunday morning out

I thought it was going to be just another normal Sunday, first a trip to the car boot sale then a trip to the park and maybe the inlaws.

But then out of the blue my bonnet was lifted and my oil and water were checked and topped up.

I thought it must be my birthday, I knew it wasn't Christmas because he didn't have the hosepipe or the Hoover with him. I checked the date but it was just a Sunday in the middle of August.. maybe we are going on holiday....off we go ..hang on I know this road and I know this place I come here every Wednesday.. it's the rugby club!!!!

Hang on though I've not been through this gate before...then I saw some old friends, there was Chavectra .. Freddie Fiesta .. Lofty Landrover and someone I've not met before ..Henry Honda.. and look who's turned up it's Vincent Volvo, [but I won't mention his broken nose after a fight a few weeks ago].

The next thing I know my wheels are spinning then my brakes are locked aaaaargghhhhhh ...forwards backwards what the h..... is going on .

A quick chat with the other lads and it turns out this is called an autotest and there's more to come.

Poor old Lofty he only got 20 yards and his clutch gave up. Well what do you expect, he got his bus pass this year. Never mind, he told me later he enjoyed looking at the grass all day; it reminded him of the old days back on the farm as a lad chasing sheep and playing in the mud.

I doubt I'll get to that age, not with the amount of smoking I do.

Oops here we go again, he is just showing off now, flicking me this way and that, I'll show him , touch a cone here.. and that one....woah look out, he got a bit excited then, he nearly ran that geezer with the clock over.

Freddie just got lost, I think we will all have to chip in for a sat nav for him before September.

Henry seems to be having fun, he is doing it all twice..oh i see he has two drivers, the younger looking one is much smoother and faster, there's a lesson for you Lofty.

Back to work, I'll help him along a bit now..hang on ...thats it ..a perfect reverse flick and finish.

Whaaat I don't believe it he's taking all the credit for the flick....just you wait till the next run I am going to hit every cone I can .

Chavectra is just showing off now.....we can all carry passengers if we wanted to .

I am enjoying this ..uh oh I better be careful this time my little one is on board.. gently does it ,there we go no cones that time .. hey you up there be a bit smoother on my brakes please..

All over ...no .. I want to do some more... what's that Freddie... over to the bar...trust you.

Mind you I could do with a pint or two after all that smoking.

What a fantastic day...it was nice to see Chavectra's family. I hope we can do it again soon and maybe we will have some of my other mates there as well. It will give me more of a rest between runs. . see you all soon.

Disastra (with a little help from Huw Richards)

Diary Dates 2010

Planned events for the rest of this year are:

Sept – Nav Run

Oct – Travels In China

Nov - Inter Club Quiz. SMC round

Dec - Xmas party

Odds and

Proposed Llys y Fran dates for 2011 are 8th May and 17th July. Put them in your diaries now.

You may ask what was going on in the photo on the front cover. Answer: they were peering at all the nice new parts under the bonnet of Tony Barber's Golf as shown below.



..... Ends