



# WINDSCREEN

The Magazine of Swansea Motor Club



**December 2009**

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# CHAIRMAN'S CHAT.

Well here we are, almost the end of another year already. More Reindeer doodoo on the roof no doubt. Eating and drinking too much, the Sound of Music on TV yet again. Still as they say, mustn't grumble! After all, we get to have another Swansea Motor Club Christmas party, with Santa's Sack and lots of goodies to look forward to. Don't forget to let Chris Gibbon know if you're going to be there, and how many of you there will be. And, don't leave it until the last minute; it's not fair on her, trying to cater for you all. If you are coming, don't forget to bring some goodies for the sack!

The club has had another good year. The two hillclimb's at Llys-y-Fran were both well run and attended. The July event, although curtailed by Mike Griffiths having an unfortunate accident in his pristine Escort, was a credit to the organisation team and all the members who helped out, on what was to be a long hard day.

Rally GB has been and gone for another year, with the Margam stage being managed by Huw and his team of volunteers. Sebastian Loeb winning the World Rally Championship again at the last minute. There doesn't seem to be anyone to stop him, a remarkable record, when you think of the unpredictable nature of World Rallying. His record of achievement, which I think, makes him more of a Champion than Michael Schumacher, who had the advantage of smooth tarmac with known parameters to cope with on each event.

The New Year will also mean a new venue for the Club. Murton Rovers have been given notice to quit the premises by the end of February 2010. We are looking at various venues, so hopefully we will be sorted by the time the doors close at Murton.

I would like to thank the committee and all the members for their support over the last 12 months and look forward to a new beginning in 2010 at whatever venue we end up with.

Sally and I wish you and your families a Happy Christmas, and a prosperous New Year.

*Mike Jones*

PS Our new venue will be Dunvant Rugby Club. We will kick the new year off with an open discussion at the new venue where you are invited to air your views on the type of events you would like to see the club organizing – both sporting and social. Please come along on January 6<sup>th</sup> and let the committee hear your ideas. Of course it will also be an opportunity to explore our new home.

## 2009 BEACONS RUN

September means the Beacons Run. Once again Robin organised his annual driving day to benefit a chosen charity. This year the income was to aid The Welsh Dragon Service Club, which looks after children who are ex-patients of the Burns Unit at Morriston Hospital.

Worries by Robin over slow entry receipt were proven to be unfounded in the end, with a healthy number of cars turning out for the Pont Abraham start on the Sunday morning.

Having missed out using the marlin on the Pembroke Run, we were determined to use it on Robin's, whatever the weather.

For once the day started cool but dry, and, wait for it, sunny!

Meeting up with Keith and Celia in their Aristocat, we headed off for the start, all happily topless!



Sun & cars, the best way to start the day



The top carpark was full of cars



A Bentley Convertible dwarfs the MG's



This MGA is guarded by a large squirrel

This year, Robin sent the cars westwards. The route left the services towards Pontardulais to take the road towards Llannon, Pontyates and on towards Carmarthen. The roads were empty enough to be enjoyable and the runners were spread out enough not to cause too much inconvenience to any locals. In fact, lots of the local inhabitants stood outside to have a good look at the collections of cars passing by them.

From Carmarthen the route took us through the valley to Cynwyl Elfed, Trelech and on to Crymych where we turned north towards Cardigan for a lunch stop. After a quick comfort break the Turners and us popped up to Gwbert Head for a picnic lunch overlooking the bay.

Despite the weather having turned a bit grey and cooler during the run west, we found a spot out of the wind and had a nice break.

Back to the run, that is after a return to Cardigan to check the plumbing again, must be the cooler weather! Heading in a northeasterly direction, it was off towards Temple Bar and Tregaron to sample the Abergwesyn mountain road. Mountain road, open top sports car. How can it not be fun? The narrower the roads got, the bigger the grin got. That is until we met the world and his wife coming the other way!!



Things went well until we missed a signpost on the mountain. Lower down the valley Keith and I had picked up a large touring BMW motorcycle. He obviously thought we would be good protection against oncoming day-trippers and latched onto the back of Keith's Aristocat.

By now the error was detected, 'turn around' was the command from the Wife-Nav in the passenger seat. My 'have you seen how narrow the road is' did not go down well. My Tom-Tom is nowhere near as stropky as this navigator! Anyway, the Marlin has a good turning circle and completed the nine-point turn without any undue fuss. As did Keith's much bigger Aristocat behind. By this time BMW man was not amused, so much so, he looked like he had swallowed something very unpleasant.

Who cares, the Wife-Nav was happy and we made our way back to the correct turning. A very enjoyable stretch of road made up for sourpuss on the bike, taking us towards Llyn Brianne and the dam.



Short rest to reset the Wife-Nav



A flock of MG's in flight



Peace & quiet on the way to the dam



Tony & Angela Jones show the way to an MGB

Unlike the Abergwesyn road, the route around the reservoir was free of oncoming traffic and we could enjoy the views of the reservoir. Although we have only had a relatively short dry spell after the wet summer you could see the drop in the water level around the waters edge. Shows how much water we all use collectively.

From Llyn Brianne, we headed towards Cily Cwm and journey's end at the Castle Hotel in Llandovery. A run of about 123 miles, which started out in the sun and finished dry but overcast. The route took in some open roads, some twisty sections and some breath taking scenery, a drivers day out, and fun for the passengers as well.

Robin and Angela were on hand at the finish to welcome the entrants and to present the many raffle prizes to the lucky winners.

Well done to all who were involved in the organisation for making the run a success.

*Mike Jones*

# **Ecurie Porumphorganda**

## **Crack racing team or elephant flatulence, you decide ...**

The annual Birkett 6 hour relay race has been a regular event on my calendar for some years. It always seems to provide that 'end of term' atmosphere attracting competitors from a great variety of the national sports & saloon car racing championships in a great finale to a busy season.

Organised by those doyens of cut priced racing, the 750 Motor Club, the race was the brainchild of Holly Birkett one of the club's founder members (along with Bill Boddy of Motorsport fame) and the 2009 event was the 60<sup>th</sup>, garnering a capacity entry of 55 X 6 car teams on Silverstone's International circuit.

Past Birketts have provided me with many on and off track adventures whilst competing as a member of various teams, but since 2001, I've entered my own team; Ecurie Porumphorganda, the apex of whose achievements was in 2006 when we were overall winners.

I should explain that the team's peculiar name emanates from its original composition of a Porsche 911, Triumphs TR6 & TR7, Morgan + 4 and two ex WTCC Honda Accords, hence POR UMPH ORGAN DA – simple; any similarity to the sound of an elephant farting is coincidental!

EP's motley 2009 line up comprised of a pot purée of 6 saloon & sports cars driven by equally dubious drivers; the writer's Porsche 924S, Julian Gammage's untried historic Opel GT, fitted with a 2 litre Manta rally engine, Tom Oleisky's ex Ford Fiesta Challenge car fitted with a 2-litre engine, Matt Hammond's ex works Ford Focus - one of six 2 litre cars built but never used and Steve Burns & Mike Eickmeyer sharing Mike's Caterham Superlight R.

The Birkett isn't a 10-lap sprint race or the final round of the BTCC. There are very considerable speed differentials, braking distances and cornering abilities between the cars in the 55 teams taking part; however the slower cars are as equally committed and entitled to their piece of the circuit as the faster cars; the faster cars are also entitled to overtake, some with an uncompromising style!

All competing drivers are briefed to take great care and be aware of what's going on around them. Any observer's report suggesting inconsiderate, reckless or careless driving is dealt with severely by the clerk of the course and penalties imposed will compromise that team's performance. Although branded as the most dangerous race in the world, the Birkett has an excellent record; something the 750 Motor Club are keen to maintain.

Saturday dawned wet and miserable and after early practice on a track made treacherous by standing water, the race started promptly at 11:15, Matt Hammond opening EP's account. Amazingly, the safety car was scrambled on the first lap in order to recover cars from the gravel.

The principle of the Birkett is every car has to declare a lap time for the circuit, from which the handicapper calculates each team's total lap potential for the 6 hours. The fastest team starts on scratch and the other teams are allotted credit laps to equalise them to scratch, therefore in theory all 55 teams should cross the finish line together – if there was room!

Strategy is all important and the objective has to be to limit the time spent in the pits and maximise track time. The next team car to run is always prepared in the pit garage with the driver strapped in and the engine warm so that it can be mobilised if the car on track has problems. The team is controlled from the pit wall with a lap scorer and team manager – your correspondent!

Back to the race and 15 minutes into his stint Matt surprised us all and brought the Focus into the pits so we quickly mobilised Steve in the Superlight. Steve had been allocated a maximum of 35 laps by the handicapper as our potentially quickest car.

It transpired that Matt's problem was a complete lack of grip and he'd come in to change tyres, meanwhile Steve completed his 35 laps consistently and without mishap before we showed him the IN board. Now shod with a set of full racing wets, we mobilised Matt again and he was soon into the groove lapping consistently for 80 minutes.

In our pit garage we'd tapped into the circuit's CCTV & timing screen which showed we were 5<sup>th</sup> on handicap. Following Matt it was my turn and I did 45 minutes, during which the track conditions went from wet to dry then a deluge, providing me with several hairy moments on the water standing inches deep on the straight down to Abbey and also past the pits. The unconventional outside line gave most grip, thus avoiding the polished surface of the racing line.

Julian's untried Opel GT followed me, but he returned after 3 laps unable to keep it pointing straight, Tom's Fiesta was sent out for 30 minutes and also experienced a serious lack of grip.

The results showed we were now 3<sup>rd</sup> and it was obvious that every team was suffering in the dire conditions. The safety car had been mobilised several times to recover wrecked cars, one accident occurring on the pits straight when the crocodile of cars were forced to brake sharply behind the safety car, catching out someone reading his pit board!

Despite our experiences, EP seemed to be coping well and the results showed we remained in 3<sup>rd</sup> on corrected handicap. Next in to bat for EP was Mike in his Superlight and he too struggled in the superwet conditions so we pulled him in after 20 minutes and at 4 p.m., sent Matt out again in the Focus with a full tank of fuel and 75 minutes of the race remaining.

On the right tyres Matt's final stint pulled us up to 2<sup>nd</sup> by 5:15 and the chequered flag, by which time the rain had stopped and a watery sun broke through as the twilight descended!

The paddock is always hectic after the finish when there's that rush to clear the pit garage and load up the car & trailer. The icing on the cake was at the prize presentation in a packed Silverstone Clubhouse when Holly Birkett's daughter presented the awards.

For the record; a crack team of BMW's won on scratch. We were beaten into second place by 3 laps on handicap by the 6 Potters, a team of Jaguars. We'd never have made up those 3 laps in the conditions prevailing, however wet conditions and safety car periods certainly helped us and all EP's team members contributed to the result by keeping it on the track whilst others didn't.

So that was my 2009 Birkett, my journey home, via Chipping Norton & Stow that night was certainly made quicker by our unexpected result and the end of BST. The clocks going back saved my bacon with an extra hour in bed next day! I'm already working on a strategy for the 2010 Birkett and I've really got a great idea to outfox the handicapper ...

*Ken Davies*

(Front cover shows Ken at the wheel of the Por part of Ecurie Porumphorganda)

## **Plans to restore the Swansea to Cork ferry**

The Julia, which will operate under the Fastnet Line brand, is due to start operating on the route from March. The service, which started in 1987, has not run since late 2006 when the previous vessel was sold. Welsh transport minister Ieuan Wyn Jones said it would reinstate an important trade and tourism link between Wales and Ireland.

It was hoped the service would relaunch in 2009 following a campaign by businesses on both sides of the Irish Sea. The co-operative, which raised over £2m from small investors, said it had borrowed 6.3m Euros (£5.5m) to buy the Julia at a cost of 7.8m Euros (£6.9m). Built in 1982 it has previously sailed routes in the Scandinavian Peninsula.

The vessel has 10 decks with maximum capacity for approximately 440 cars and 30 freight vehicles and the total passenger capacity of the vessel is 1,860. It has an array of restaurants and bars, a children's play area, and a cinema as well as over 300 passenger cabins, which operators say make her particularly suited to the night crossing. The cooperative is looking to raise further money for operating capital.

Chairman Conor Buckley said: "We are delighted to be in the position to officially announce the purchase of The Julia and the commencement of the Cork to Swansea route in spring of next year.

"The coming weeks and months will continue to be crucial to us to gain the working capital to aid the development of the organisation."

Mr Jones said: "The resumption of the ferry service will reinstate an important link between Wales and Ireland which has the potential to bring economic benefits to both countries. "Its value to Swansea, in particular and to Wales in general, is recognised from a trade and tourism perspective and will also enhance our international links with Ireland."

*Roger Gale*



## **The 2009 Sprint & Hillclimb season**

2009 season will go down as a good one, having competed in 24 events and suffered no mechanical problems. The Subaru STi has once again been 101% reliable and entertaining, therefore the winter lay up will involve only simple maintenance which is good news. Of the 24 events, I managed nine 1sts, six 2nds and four 3rds which aren't bad. Each season I try and tackle a new event and for 2009 there would be 2, one at the start which was Harewood which was like sitting on a bed and looking down on a Scalextric track. Driving between the farmhouse buildings flat out into a long sweeping left hander is something I won't forget in a hurry. Brilliant for spectators and one I very much enjoyed despite coming 5th in a class of 15 which contained 4 Evos. Prescott was towards the end and was without doubt the poshest event I have ever done. A time warped venue with the most varied mix of cars I have ever seen and one I am keen to redo in 2010. May was a very busy month with 7 events while June proved equally busy with 6 events. Loton Park would be my favourite venue with the Impreza managing 5 Class wins out of 6 mainly due to a hot headed moment which demoted me to 3rd but undoubtedly made someone else's day. Once again on Epynt the Impreza delivered the goods winning the class on both visits and managing a 64" launch of 1.90 seconds, my best to date. No sooner did the season start than it appeared to end which can only mean that I must have enjoyed every second of it. Championship wise the Impreza came 16th and class winner in the Midland Speed Championship, 3rd and Class winner in the Welsh Championship so with a couple of award dinners on the horizon I had better check I can still fit into last years suit ! As for 2010 - same again please.

*Andrew Meek (Subaru Impreza WRX Sti)*

## **Leighton Hughes Season**

This season's activities in the trusty Vectra were restricted to only four events in total taking in rounds of the Welsh sprint and hill climb championship and the Midland speed championship.

Epynt was the highlight, with my first outright class win in the New SP class in the Welsh with events at Pembrey, Llandow and Loton Park finishing off the year. Although I only did a handful of events I still managed to get second in class in both championships.

Looking to 2010 I hope that I will be able to take in more rounds of both championships in what will probably be the last year of competition for the old Chav. The new SP class saw encouraging entries in what has been a difficult year for everyone and it would be great to see a few more standard cars out there next season.

*Leighton Hughes (aka Chavectra)*

## **Prof's Season - as seen from the Hot Seat**

Its time to look back on the 2009 Rally season, before I forget completely what went on. We missed one of my favourite events the Red Kite. Run by Amman & District Motor Club with the very experienced Gareth Thomas at the helm. This uses some of the best stages in Crychan, Halfway and Epynt and is a well run and compact event close to home, although sometimes the weather is somewhat inclement.

Inclement weather was a factor again as next up was the Wyedean. The Friday morning before the event had seen a considerable amount of white fluffy snow falling on most of the South West of England. Unfortunately this also included the lane leading to Paul James' garage, where the service van and trailer, complete with rally car, were parked. The 4 foot drift made it impossible to get the rig out so another rally went missing.

Not to worry, 3 weeks later and we were on our way to a sunny Bournemouth to disturb the residents of the quiet seaside town. This year Bournemouth seems to have been pushed a few miles down the road, and by all accounts is now in Dorset? Any way we managed to find it without resorting to a Sat Nav. A steady run netted 18th O/A amongst a classy field of competitors.

I had to wait another month before the next event, which was the Bulldog International Rally. This time I had swapped from the normal Mitsubishi to a Subaru. Back in October I had done this event with Wug Utting and found myself back for a second go at the long stages of North Wales. The rally



was long, wet and very mucky, but we managed some good times and kept out of trouble to finish 12th O/A.

Paul James' Somerset Stages was next up. He sponsors the April event which is based in Minehead. This rally features a fantastic blast up Porlock Hill on prime tarmac. We have been the fastest N4 car on this stage but this year the heavens opened up and it hailed, this being a wee bit of problem as we were on dry tyres that we had fitted at a sunny service park just before. The result at the end of the day was 18<sup>th</sup> O/A & 3<sup>rd</sup> in class.

We travelled across the Irish Sea to tackle the Tarmac of the Manx Telecom Rally. The conditions were mixed and tyre choice was a bit of a gamble. What you come up against on this rally are very fast Tarmac specialists and the locals who apart from having the brain removal operation, know every bump and stone of the route. We were pleased with 24<sup>th</sup> O/A on this superb event which was the last one to have John Skinner as its Clerk of the Course.

On the 30<sup>th</sup> of April it was back to the forests. This time we entered the Clubman's section of the Severn Valley, starting from Builth Wells Showground. It used some of the stages that the Red Kite uses and we were looking forward to a good razz, especially as it was dry and sunny for the first time this year. Things went down hill after Paul James complained of feeling sick halfway through one of the morning stages, and was unable to recover, feeling "Uncle Dick" until the end. This set us back a little and we ended up in 5<sup>th</sup> O/A spot, in the clubman's category.

Next in line was the journey up the motorway to Nottingham & Sherwood forest or at least part of it. The Rally HQ based in Southwell Race Course is usually blessed with fine weather but on the previous year the race course disappeared under 4ft of rain water. This year was fine and a full entry started on a sunny Saturday morning. The layout of the stages suited our EVO9 and we ended up 14<sup>th</sup> O/A and 3<sup>rd</sup> in N4, just pipped by a few seconds to thirteenth, on the last stage by Will Onions.

July had in store for us two rallies. The first was the Quinton which was based in Llandovery and again used the forests around Mynydd Epynt. Again a good entry for the BTRDA round, as opposed to the ANCRO rounds. There was a very high class field for the start and included many Mitsubishi Challenge and ANCRO competitors. We had been struggling for pace and could just about manage 21<sup>st</sup> O/A. The Swansea Bay Clubmans was next, and we had a dry run for all the stages for a change. We started very well with a good time on the first stage but after that we were finding it difficult to maintain the pace due to gear selection problems. We ended up 9<sup>th</sup> O/A. The rally had started in disaster mode when the service van key had broken off in the rear door. This of course contained all our tyres and fuel. To add to the problem the spare key was in Taunton. Luckily we had 45 mins before we were to start, and so we ended up in Swansea market getting another key cut, just in time to get into the van and to send it to the service area at Walters Arena.

August arrived and we were looking forward to the Neath Valley Stages. This rally is great for anyone on a limited budget, it all happens on the day, from scrutineering through to the awards. The day was one that saw heavy rain, wind and low visibility, just the sort of Summer's day you would expect. Everyone slid around trying not to chuck it off into the greenery, and after a miserable day for all, including the heroic marshals, we left for home in 8<sup>th</sup> spot.

We were going to do the Woodpecker, but Paul James had to jet off to China on business, so a long wait saw us turn up on the 7<sup>th</sup> November to do the Tempest Rally. Based in Aldershot, the rally covers some of the military roads and forests in the area. Some of these stages are very fast with big crests and jumps so local knowledge was handy to get the right line into some of the crests. The first stage saw Anthony Willmington destroy his EVO and we waited almost 2 hours before we got to start the repeat stage. It seemed very slippery and we were unaware that we had picked up a slow puncture until we had returned to service. The next stage was at Rushmoor Arena, a spectator stage which was a mixture of tarmac and tracks. Again very slippery but would have been better if someone had remembered to turn the diffs on! Stage 3 lasted 1 mile before we ground to a halt, being unable to select any gears. End of rally and end of rally season.

Next year could see me being driven around in a new EVO 10. Or even have a run in a WRC car just for the sheer hell of it.

*Derek Davies*

## **Rallye du Valais 2009**

Having given up on UK rallying for the year following the unfortunate inversion of the Evo on the Woodpecker Rally the Arnold James team took a break and went to Switzerland to watch the Rallye du Valais.

Nick, Gary and Alan drove out from St Albans while Steve Lloyd and I flew Easyjet from Bristol to Geneva then trusted Swiss Railways to get us to Sion. Everything went perfectly with no delays at any point until we disembarked the train when my phone beeped – ‘15 mins late, wait in the café’. Two hours later the transport turned up – must be an Arnold James event then !!

After an entertaining few hours visiting various establishments, including a supermarket, a DIY store, a sex shop (don’t ask) and several bars, we eventually arrived at Nick’s chalet in Veysonnaz. The brief for the week was to carry on with fitting out the chalet for a few days and also to take a look at the Rallye International du Valais (RIV), a round of the European Rally Championship (ERC).

You may think there is no motorsport in Switzerland but it is only racing that is banned. The RIV was celebrating its 51<sup>st</sup> running, with 18 stages on closed public roads, a total mileage of 275kms, spread over three days. The top 20 in the entry of over 100 were all either S2000 machines, a mixture of Peugeot 207’s and Fiat Punto Abarths, or Group N Subarus or Evo’s. These were followed by a gaggle of Clio R3’s and Citroen C2’s plus assorted ERC specification 2 wheel drive cars, before we got down to the local heroes in everything from Saxo VTS’s to a Dacia Logan. What astonished me was that there was only one Ford in the entire entry, a Puma S1600, and no Vauxhalls / Opels, VW’s, Skodas, Seats, Toyotas, Nissans or any of the other machinery you might expect on a UK event.

We didn’t go out to watch on the first day – too busy fitting lights, kitchen units etc in the chalet and there were only 3 late afternoon stage on the opposite side of the Rhone valley, nor did we manage the early stages on the 2<sup>nd</sup> day. But we managed to get to Stage 10, the second running of the 25km Col des Planches, a very twisty stage which started in Sembrancher at a height of only 750m then climbed to the Col du Tronc at 1606m, dropped to 1300m at Levron, then climbed back to 1658m at Col du Lein before dropping again to the finish at Arbarey, only 1100m. We parked in the village at the finish and, following the directions of a very helpful marshal, found a vantage point above the road along with about thirty locals who all seemed to have crates of beer with them – I knew we had forgotten something. From here we could see the cars dropping down through a series of hairpins before passing just beneath us and on to one final hairpin a hundred yards or so from the stage finish. It was very entertaining, especially once evening descended and the later runners were on lights so we could spot them coming from even further away. Perhaps most impressive was the noise made by the R3 Clios – they have a six speed sequential gearbox and are very short geared. They also flat shift, the management system just cutting the ignition momentarily as the gears change, so you are treated to an almighty bang and a flash of flame each time they go up the box. You can really tell who is trying with them.

The next day we managed to drag ourselves out a bit earlier and watched the Nendaz stage from high up on the mountainside above Beuson – definitely a different point of view.

Then we went in search of lunch with a view to watching the second run through the Veysonnaz stage afterwards. We found a great little restaurant, not far from Heremence, which was full of marshals taking their break between the stages and discovered that the stage ran literally 50 yards away. After a very fine lunch we settled down with about two hundred locals to watch the stage, on a downhill hairpin.

The cars had been re-seeded at the end of each day so were roughly running in position order. Local hero Gregoire Hotz, in his S2000 Peugeot (car 7), was first through, followed by Giandomenico Basso in the Fiat (car 1), then Michal Solowow in another 207 (car 2), and then Florian Gonon in an Impreza (car 3). Then, unbelievably, it was car 44, one of the 1600cc Citroen C2’s driven by a Belgian, Thierry Neuville.

Unfortunately he lost his 5<sup>th</sup> place by the end of the day, eventually finishing 7<sup>th</sup> overall, but another of the C2’s moved up to 5<sup>th</sup>, driven by Frenchman Bryan Bouffier. Just imagine what they must have been doing down the hills to make up for the time they were losing to the quick boys up hill.

That was the last we saw of the 2009 Valais but it was enough to know we have got to have a go at the event sometime – perhaps in 2010 if I can persuade Nick to return to tarmac rallying (HINT, HINT).

All in all a great trip and they certainly do it differently on the continent. Much more civilised.

*Neil Samuel*



Gregoire Hotz – winner 2009  
Rallye International du Valais



Giandomenico Basso – 2<sup>nd</sup> RIV  
and European Champion 2009



Florian Gonon – 4<sup>th</sup> RIV and  
Swiss Champion 2009



Thierry Neuville – 7<sup>th</sup> RIV and  
man with huge \*\*\*\*\*

## THE BOSS

The boss walked into the office one morning not knowing his zipper was down and his fly area wide open. His assistant walked up to him and said, 'This morning when you left your house, did you close your garage door?' The boss told her he knew he'd closed the garage door, and walked into his office puzzled by the question? As he finished his paperwork, he suddenly noticed his fly was open, and zipped it up. He then understood his assistant's question about his 'garage door.' He headed out for a cup of coffee and paused by her desk to ask, 'When my garage door was open, did you see my Hummer parked in there?' She smiled and said, 'No, I didn't. All I saw was an old mini van with two flat tyres..

## **WELSH FILM REMAKES**

9½ Leeks  
Trefforest Gump  
Cwmando  
The Lost Boyos  
An American Werewolf in Powys  
Huw Dares Gwyns  
Dai Hard  
The Wizard of Oswestry  
Cool Hand Look-you  
Sheepless in Seattle  
The Eagle has Llandudno  
The Magnificent Severn  
Haverfordwest Was Won  
Austin Powys  
The Magic Rhonddabout  
Independence Dai  
The Llanfairpwllgwyngyllgogerychwyrndrobwlantysiliogogogoch That Time Forgot  
Seven Brides from Seven Sisters  
Welsh Connection Welsh Connection II  
The Bridge on the River Wye  
Lawrence of Llandybie  
A Beautiful Mind-you  
The Welsh Patient  
The King and Mair  
The Sheepshag Redemption  
Breakfast at Taffynys  
Look Back in Bangor  
Evans Can Wait  
A Fishguard Called Rhondda  
Where Eagles Aberdare  
Dial M For Merthyr



## **SIR JACKIE STEWART RELEASES FAMILY TRIBUTE SONG TO HELP MECHANICS**

Three-times Formula One World Champion Sir Jackie Stewart's sons have recorded a tribute song for their father's 70th birthday. . . with a little help from Eric Clapton.

An expression of true love between a father and son is sometimes unspoken; not so with the Stewart family. Paul Stewart, Sir Jackie's eldest son, wrote a song and recorded it with family friend Eric Clapton on guitar; taking Sir Jackie completely by surprise when he sang it to him at his surprise 70th birthday party. Sir Jackie's younger son Mark produced the accompanying film, which was also played to Sir Jackie on the night.

Paul, who dedicated the song to both his mother and father with love, says: "The words are really close to our hearts. When we were growing up, our father always said to us 'if you fly with crows, you'll be shot at.. . fly free. . . be strong'. It's a simple message, but one that my brother Mark and I live by."

The song and its sentiments touched Sir Jackie so deeply that he felt that he should share it. The decision was taken to release the song and DVD on download, with all proceeds going to the charity which he founded some 20 years ago, The Grand Prix Mechanics' Charitable Trust. The charity exists to support former and current-day F1 mechanics in times of need.

Sir Jackie commented: "I cannot think of a more wonderful gift to receive for my birthday. I did not know that my son Paul could sing, write music or lyrics for such music. What a surprise and delight. Our younger son, Mark created the pictures to go with the music so well; representing the wonderful and exciting life that I have enjoyed with my wife Helen and both of my sons and their families.

"To have Eric Clapton play on this CD and DVD is another enormous thrill and privilege for somebody who enjoys Eric's music as much as I do. Eric is a good friend and one of the great musicians of the world. I am so proud and honoured that they created all of this for me."

To preview both the song and music video, please visit

<http://www.sirjackiestewart.com>.

## **Diary Dates 2010**

January 6<sup>th</sup> Open discussion at Dunvant Rugby Club

January 18<sup>th</sup> SHVR round of the Inter-club Quiz, also at Dunvant Rugby Club

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

Do you have a PIG? If not, Practical Classics Magazine has a selection of free downloads for you. If you have a part in your garage that you're not sure of it's compatibility with other cars. One click onto their website at [www.practicalclassics.co.uk](http://www.practicalclassics.co.uk) will provide you with their Parts Interchangeability Guide (PIG). Follow the PIG link and download the information free of charge.

Did you know that a Volvo engineer designed the three point seatbelt in 1959? Nils Bohlin designed the three point system for Volvo, who patented the design in 1959. The Swedish car manufacturer allowed other car manufacturers to freely use its patented design. Volvo themselves became the first manufacturer to fit the three point systems as standard, in 1963. As you know wearing of seatbelts, where fitted, became law in 1983. Although children in the rear seats were left off the legislation until 1989.

1970 saw the launch of the Bond Bug. The futuristic, very orange wedge shaped three wheeler was described as 'a new form of transport' by Reliant at the time of its announcement. Sadly not enough of us thought the same for them to survive very long. It was however, a very 70's colour!

1967. In response to 'the worst financial crisis for 20 years' Jim Callaghan then Chancellor of the Exchequer, devalued the pound. The Prime Minister Harold Wilson, promised us that 'this won't affect the pound in your pocket.' Sound familiar??

Many thanks to all of you who have helped with articles for Windscreen this year and a Merry Xmas to all.

**..... Ends**