



WINDSCREEN

The Magazine of Swansea Motor Club



February 2010

CLUB OFFICIALS

President	Jeff Clement 57, Y Berllan, Dunvant, SA2 8RD 01792 205412
Chairman	Mike Jones 19, Lambourne Drive, Newton, SA3 4UW 01792 362281
Vice Chairman	Christine Gibbon 51, Pennard Road, Pennard, SA3 2AA 01792 232644
Secretary	Diane Richardson 32, Oakland Road, Mumbles, SA3 4AH 01792 368243
Treasurer	Tony Jones 19, Pyle Road, Bishopston, SA3 3HH 01792 233047
Membership Sec.	Stephen Lloyd 16, Southward Lane, Langland, SA3 4QE 01792 368684
Chief Marshal	Huw Richards 446, Hendrefoilan Road, Killay, SA2 7NU 01792 527978
Newsletter Editor	Neil Samuel 4, Highpool Lane, Newton, SA3 4TT 01792 360887



CHAIRMAN'S CHAT.

A new year. A new venue. Our long association with the Murton Rovers clubhouse is at an end after all these years. Executive housing appears to be more important than community facilities.

Our new home is at the Dunvant Rugby Football Club, and as many of you have seen when attending the Inter-Club quiz last month, they are rather nice, clean and warm premises.

We never got to hold our own inaugural meeting in January, thanks to days of snow and ice and freezing temperatures. On both the planned, and amended dates, we were asked by the manager of the rugby club to stay away because of the conditions.

So our first taste of the new clubhouse was as a team in the last round of the 2009 Inter-Club quiz, hosted by the Swansea Historic Vehicle Register, who have also made Dunvant RFC their new home. Possibly because of the new venue, the three clubs involved were very well supported by large numbers of their respective members. It was standing room only in the new bar. I think the Dunvant people were a bit shocked at the number that turned up. Still, a good start to the new relationship.

The quiz was a close run thing with questions ranging from 'I know that,' and 'Ooh, I should do,' to 'who the hell thought that one up!' However, at the end of the quiz Swansea Motor Club managed to pip the improving Jaguar Enthusiasts by half a point to take the round, with the host team relegated to third. This meant that as winners of our home round, we are the Champions again. Well done to all our members who have supported the quizzes over the year. Keep reading up on your motoring trivia!

Next month sees the AGM on the 17th March. Not the most popular of evenings I know, but it is your club and you are part of the process of the club's existence. If you would like to join the committee and take a greater part in the running of your club, please let Christine Gibbon or me have your details before the 3rd of March deadline. Phone or e-mail, we will take your details. As part of the evening, we will have a short talk and slide show by Brian Jenkins and hopefully a small test of your identification skills by Ken Bowman, So come along and have some fun.

I see Jeremy Clarkson now understands the science of turbo technology. As his explanation shows. 'A Turbo: exhaust gasses go into the turbocharger and spin it, witchcraft happens and you go faster!' No wonder the intricacies of turbo design is called a black art!! Now you know.

Mike Jones

Volvo Boys on Tour - the other side of LE JOG

I have plenty of excuses why I have not competed much last year and most of them are excuses although marshalled, serviced for Nick and spectated on a number of events.

Back in July I did the Ross Traders, a daytime historic road rally. It was a long time ago now so can't remember much about it except that I kept getting a loud vibration from the rear which was disappointing as I had driven the car far more than usual prior to the rally to find any faults. Anyway we finished 2nd in class which was a pleasant surprise.

My 2nd event of the year wasn't even a rally but a tour, the Lands End- John O Groats "Le Jog". I entered the tour not the rally as my co driver was an old car not a rally enthusiast, as far as I know he had never even watched a rally much more competed in one.

When I entered I thought I merely had to visit the start, 2 overnight main controls and the finish control. I was told there were 35 controls, a number of them in pubs, so I then assumed it would be a jaunt up the A & B roads visiting various pubs. How wrong I was. Preparation consisted of fitting my spot lamps and putting on a cheap set of road tyres, leaving my forest spec tyres at home.

I have marshalled on Le Jog many times and knew the rally was very tough but had always assumed the tour was a tour. There were 9 starters in the tour, all rally newcomers except for 1 navigator who had started as a driver 2 years ago but retired early on. He and his driver both sprinted and entered track days and were driving a 1979 MGBGT but with a 2 year old modified 4.1 litre Jag engine, hardly historic spec.

After a formal dinner on the Friday evening we started off at about 8.15 on the Sat morning. I navigated and found the first few controls OK but after chatting with some of the other competitors on a ferry, it slowly dawned on us that to make the controls whilst they were still open we were going to have to motor. On the journey down I discovered that my Volvo cruised best at about 65 mph indicated. However on checking against the sat nav we were using for the event I discovered that this was only about 50 mph genuine. A couple of years ago I changed the rear axle and it is far better on hills and acceleration but I hadn't realised how slow it was.

We were given a very fancy road book of maps to show the route, but they turned out to be useless and we and everyone else were getting lost and losing loads of time. As we were on wet muddy country lanes the tyres were also useless and in the end on a downhill tightening bend we skidded into a tractor pushing the grill and bonnet well back. Luckily the radiator was not harmed. The tractor driver thought we might have damaged his axle! The afternoon was not going well, the delay meant we were late for the next 2 controls so we made for the Magor services and a 2 hour halt. We were there for about 20 minutes before booking out at our earliest time possible. The main rally itself had done regularities and tests in the West Country and were now going into Caerwent before a night in wet Wales.

We meanwhile set off via Chepstow, Monmouth, the lanes to Abergavenny, Talgarth, Builth and finally the Trout Inn at Beulah, all now going well. There was now a long section in the mountains near Rhayader and another one finishing near Caersws; we decided to miss those two and stopped for 30 minutes at a pub for a break (orange juice). However when we got near Caersws we realised we were about an hour early and sitting in the car for an hour didn't appeal. As our route took us into the mountains near Dinas Mawddwy and Llangollen we decided to cut to the overnight halt at Chester. We still didn't arrive till 1.30am and apart from some sandwiches left over from the journey down hadn't eaten at all. On arriving at the hotel in Chester we and half the entry had to move 8 miles to another hotel near Mold. The touring crews who did

the whole night section didn't reach Chester till 4.30 and they said they were travelling very fast on the main roads, something which we couldn't do.

The next morning started badly at 8am by getting completely lost trying to get to Ellesmere Port as we had no maps for Mold and the hotel was on a dual carriageway which we couldn't get back onto.

The second day went from Chester to Newcastle and whilst we got lost a couple of times there were less side roads as we got further north so it got a bit easier. We actually had time for some soup in one pub and after cutting the last section arrived in Newcastle early in the evening.

Monday morning and another early start: about 8am for the drive to JOG. The early part of the route I knew from visits to Otterburn although we did end up lost again in a farm yard where the farmer didn't recognise the roads near his farm from our road book! (I won't write his actual comments but I agreed with them).

A late lunch was taken under the Forth Bridge near Edinburgh and then into the best part of the rally, into the evening and early hours I seemed to drive for hours on the mountain roads looping around the A9. I remember visiting a smart hotel in Kingussie for a control and being met by bagpipes taking a party into dinner (we ate at a transport café where we had a couple of hours halt in the middle of the night). Apart from getting lost in Inverness and ice near the east coast it was a good night.

An early breakfast was taken at Lybster and then over the frosty side roads to JOG arriving about 10 am.

After pictures a drive to Wick, find the B & B, couple of pints, few hours sleep, another formal dinner, bed 1.30am and leave for home 9.30am

We had booked a hotel near Carlisle but arrived about 5.30pm so after a stop at a service area drove straight home getting to Swansea about 1.30am (We had set the sat nav wrong & come via the Yorkshire dales. It also wanted to take me through Liverpool! We had already driven through Perth town centre including a trading estate - I was not amused).

As we approached North Wales I did suggest we carry on to Lands End again but decided against it in the end.

When I got to JOG I thought I've done the route once which was the whole point of the trip so would not do it again but since getting home I've changed my mind and have already ordered an overdrive unit to cut the revs and increase the speed. With decent tyres, transferring the route to OS maps and a better navigator than myself it would be an excellent weekend. We did share the driving, I did most of the night time and the morning around Otterburn.

Of the 9 crews in the touring section 2 kept mostly to the main roads or the pubs, a French crew hired a Mini, retired and continued with an MGB, meanwhile an E type overheated in Wales and they hired the repaired Mini to continue, an MGB blew his engine, 2 Americans in a Dolomite cut all Wales and the modified MGB and another Frenchman in a DS Citroen did most of the route and won. We followed them near the end and they were still having problems with the maps. Also at the finish I realised they were using good tyres and the DS could travel at over 100mph, a distinct advantage.

Stephen Lloyd

Ed's note – methinks a bit more practice on my tabletops would not go amiss. Using a sat nav on a rally – whatever next.



Dear Fellow Enthusiast,

The Golden Grove Classic Car show and Autojumble will take place on Sunday 4th April as part of our Easter weekend activities to raise money for the Golden Grove Mansion Appeal which has been set up to purchase the mansion and estate at Golden Grove, near Llandeilo, and turn it into a rehabilitation centre for soldiers injured in recent conflicts. There is a specific emphasis on the Welsh Regiments. The show will take place in the grounds of Golden Grove Mansion and will include access to the country estate and arboretum and will be open to all classic car owners. However, numbers of cars may be limited to 200 due to availability of space so please book early. The objective of the show is to raise money for the charity so all proceeds on the day will go directly to the charity itself via raffles and donations. We will not be charging the public to come to the show but will have opportunities for them to donate to the charity. Our aim is to keep the costs of organising the show to an absolute minimum, so the show will be more of an informal day out for all to enjoy, so please bring a picnic and a brolly. I will confirm your entry via e-mail to reduce costs so please make sure you enter your e-mail address below.

Please fill out the form below and either e-mail it, or post it send it back to me (with a SAE) so that we can gauge numbers, since entry may not be permitted without prior booking. If you are interested in the charity, and would like to help please have a look at www.goldengroveappeal.com or give me a ring on 01558 650620 or e-mail to steve.mitchell@westwalesjags.com.

Take Care
Steve Mitchell
Chairman

<i>Jaguar Enthusiast's Club West Wales Region - Golden Grove Classic</i>	
Name :-	
Address :-	
Post Code :-	Tel No :-
E-Mail Address :-	Mobile Phone No :-
I would like to take part in the Golden Grove Classic on 4 th April 2010. I confirm my vehicle is insured for normal road use is covered by Public Liability Insurance where applicable and is exhibited at my own risk. Insurance documents may be checked. Please arrive at the park to be in position before 10:00 on the day.	
Signature :-	
<i>Exhibit</i> – (please tick box)	<u>DETAILS</u>
Car :- <input type="checkbox"/>	<u>Make :-</u>
Commercial Vehicle :- <input type="checkbox"/>	<u>Year :-</u>
Tractor :- <input type="checkbox"/>	<u>Vehicle Registration No:-</u>
Stationary Engine :- <input type="checkbox"/>	
Please Return This Form With a SAE to :- (if you don't use e-mail)	Steve Mitchell, Tyn-Y-Lan, Porthyrhyd, Llanwrda, Carmarthenshire, SA19 8PB. (Tel :- 01558 650620)



Dear Fellow Enthusiast,

The Golden Mansion Road Run will take place on Saturday 3rd April as part of our Easter weekend activities to raise money for the Golden Grove Mansion Appeal which has been set up to purchase the mansion and estate at Golden Grove, near Llandeilo, and turn it into a rehabilitation centre for soldiers injured in recent conflicts. There is a specific emphasis on the Welsh Regiments. The road run will start at the Golden Grove country Park and cross the Black mountains to loop up to Sennybridge and Llanwrtyd Wells before cutting south back to Llandeilo, where we will finish the run at the White Hart, who have given us the option to have a meal while we sort out the usual silly awards and presentations. The menu will comprise of a selection of standard simple meals at £8 per head, specifically for us, bearing in mind it is a Saturday, and late on in the day. So if you would like a meal, please fill in the number of meals in the entry form so I can gauge numbers and let them know. The run will be open to all classic car owners, but numbers of cars may be limited to 100 so please book early.

Please fill out the form below and send it back to me (at the address below) with a cheque for £15 made payable to the Jaguar Enthusiasts Club West Wales Region. The price includes a rally plate and goodies, along with the usual road book. If you are interested in the charity, and would like to help please have a look at www.goldengroveappeal.com or give me a ring on 01558 650620. I will confirm your entry via e-mail to reduce costs so please make sure you enter your e-mail address below.

Take Care
Steve Mitchell
Chairman

<i>Jaguar Enthusiast's Club - West Wales Region Golden Mansion Run</i>	
Name :-	
Address :-	
Post Code :-	Tel No :-
E-Mail Address :-	Mobile Phone No :-
I would like to take part in the Golden Mansion Run on 3 rd April 2010. I enclose a check for £15 made payable to the JEC West Wales Region.	
Signature :- _____	
<i>I will Be Driving a :-</i>	
I would like _____ meals at the White Hart at the end of the run.	
Please Return This Form With a SAE To :- (if you don't use e-mail)	Steve Mitchell, Tyn-Y-Lan, Porthyrhyd, Llanwrda, Carmarthenshire, SA19 8PB. (Tel :- 01558 650620)

Wyedean Rally 2010

With the Evo 8 looking all pretty in a fresh coat of paint, not to mention straight after last season's roll, the Arnold James team decided to miss the Wyedean this year and concentrate on trying to sell the car. But you can't completely miss an event like the Dean so on Feb 13th a motley crew assembled at the Speech House Hotel for a foray into the forest. Present were myself and Steve Lloyd, Nick James, Dave 'Tabs' Tabernacle and his brother Little Nick. The first stage we headed for was SS2 Serridge where we walked quite a way in and watched some of the action on a straight with a nasty bump in it just before a bit of a kink. Possibly the most impressive down here were the early 1400cc runners, totally committed and not lifting for anything. A bit more walking took us to an open hairpin left where we watched the Historics and the main field. Plenty of sideways Escort action to enjoy, then Nick Elsmore pushing on and, of course, Andy Burton in the Peugeot Cosworth (see front cover). We bumped into Paul Lawrence (Motorsport News scribe) at the hairpin and had a long discussion about what Nick should buy next – Paul seemed to favour a historic Porsche. Couldn't be anything to do with his involvement in the HRCR Championship could it? We then took in the delights of the ubiquitous Burger Van before heading into the last stage, Sallowvallets. Recent logging activity meant the sequence of bends just before the stage finish were clear, affording a great view for some distance. Unfortunately an accident to one of the Historic competitors on the Speech House stage meant there was a delay of over an hour in the middle of proceedings and it started to get a bit chilly once the sun went in. Again the 1400cc bunch impressed, but there were several cars bearing the scars of the days excursions and the Burton Peugeot was missing, having blown the engine. Yet again the Wyedean provided a great days viewing, with hordes of spectators everywhere we went, and decent weather as well. As ever the Arnold James crew retired to the pub to discuss the days events but I don't think we are any closer to a decision on what to rally next.



1400 Nova heading for 1st in Class and 19th overall
Julian Wilkes / Will Rutherford



Things you see in a forest when you haven't
got a gun. Nick James / Steve Lloyd

Neil Samuel

A Few Groans

Rally mechanics only need a very limited range of tools - WD40, duct tape and a hammer. If it doesn't move and it should, then use WD40. If it does move and it shouldn't, then use duct tape. If neither of these work hit it with a hammer. If that still doesn't work, then you have an electrical problem.

A group of surgeons were engaged in conversation. The first surgeon remarked that he prefers operating on accountants because when you open them up everything is numbered. The second disagreed and said that librarians were his preference as all their bits are in alphabetical order. The third says that in her opinion electricians were the best patients as all the essentials are colour coded while the fourth preferred lawyers. He said, "They are heartless, spineless and gutless and their heads are interchangeable with their bottoms!" The fifth surgeon, who had been listening quietly to all his colleagues, said "I'm sorry to disagree with you all but by far the best patients are old British car restorers. They always understand that there is no problem at all when you have a few bits left over when you have finished."

Noah was being debriefed after the first sea trials of the Ark. He reported that the vessel was stable and, despite its size, was responsive in the water, although it still floated a little high. So some ballast may be necessary eventually, but that could better be assessed once all the animals were aboard. He summarised his report by confirming that all went well and that generally it had handled according to the abacus predictions. "Splendid!" said God. "Now I want you to build another one."

"Another one? But this is the agreed size and should accommodate two each of all the animals, as planned." Noah was not amused.

"That may be so, but I want another. So keep your team together and don't argue!"

"Very well, Boss. Do you want the second one exactly the same?" enquired Noah.

"Not quite", God replied. "I want the new one to have five decks."

"But that will make it top-heavy and probably unstable!" objected Noah, not unreasonably.

"Not necessarily because there only needs to be about two hand-spans headroom between each deck." God explained.

"And what pray do you think we can fit in such a confined space?" asked Noah, realising that his tone may be pressing his luck a little.

"It's not for animals; it's for fish", God explained.

"Oh come on, Boss! You don't need to save fish from a flood!" Now he was pressing his luck, but God ignored it.

"Ah, but these fish are rather special", He explained. "Over to the east, way beyond where the sun rises, there are fish whose colours are a delight to behold. You would not believe how colourful they are. They are called carp and this second ark is for them. So stop arguing, Noah, and just get on with it!"

Noah wandered off, muttering to himself about the futility of saving fish from a flood. But God called him back. Noah immediately assumed that God had overheard him and was about to punish his insubordination, but he need not have worried.

"You're quite right!" conceded God. "It is not absolutely necessary to save these fish from the flood. I just thought that it would be fun to build the world's first multi-storey Carp Ark!"

Diary Dates 2010

Planned events so far this year are:

March - AGM and talk on Cyril Kieft and his cars from Bryan Jenkins

April - Club dinner

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

Don't forget our hillclimbs at Llys y Fran will be on May 9th and July 18th 2010.

At the darts evening on Feb 17th it began to look as though we might have an all female final but late arrival Anthony Bailey spoiled the ladies out Sally Jones in the semis. However champion Julie Samuel took the title



chances of total domination by knocking he met his match in the final as reigning again with a great finish.

..... Ends

**NOTICE OF ANNUAL GENERAL MEETING
MARCH 17th 2010**

Notice is hereby given for the 2010 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.

The meeting is to take place at the Duvant RFC clubhouse, Duvant, Swansea on the 17th of March 2010 starting at 8.00pm for 8.30pm. Pease 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 10th March 2010.

Mike Jones.
Chairman.

NOMINATION FORM FOR SWANSEA MOTOR CLUB COMMITTEE

NAME:-

ADDRESS:-

.....

Tel:-

Please send completed form or e-mail to:

Mike Jones
19 Lambourne Drive
Newton
SA3 4UW

Diane Richardson
32 Oakland Road
Mumbles
SA3 4AH

01792 362281
muckles.19@ntlworld.com

01792 368243
diane.Richardson@btinternet.com