



WINDSCREEN

The Magazine of Swansea Motor Club



June 2008

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CHAIRMAN'S CHAT.

Welcome to this edition of Windscreen. As I write this, we have sunshine! Does this mean a summer where we can all enjoy being outdoors for a change? Talking of summer, the club had a presence at the May Bank holiday Singleton Car Fayre for the first time. It's a long time since the club had a stand at a local show, something we used to do on a regular basis years ago. The stand was nicely set up by Huw and his gang and attracted a lot of attention. They even won the 'Best Stand' award from the organising club S.H.V.R. Well done to all of you involved with the prize-winning display. (See front cover).

A short time later we had the first of this season's hillclimb meetings at Llys Y Fran. The event was yet another successful one and attracted quite a bit of praise from some of the competitors. Although we had a sufficient number of marshals on the day, I understand from Neil Samuel that we are likely to be missing a number of those who attended the May event, for the July round. So, as always, if you can help out or if you know anyone who can please contact Neil as soon as possible. It is a major event for our club and it needs your support.

The latter part of May saw the return of another popular event from the past – Driving tests. A discussion between the Airport manager and Rob Allender, secured us a date for an evening session on the disused section of one of the runways. A good number of the membership supported the event, including some driving test experts from the past. The weather was kind to us and kept dry and sunny. It was only the bollards who had a hard time, one being well and truly Peugeot'd during the course of the evening.

A word of caution for those of you who have young drivers in the family. There is now an offence called 'Insurance Fronting'. This is where the young driver insures the car they will drive all the time, as a named driver on their parents policy, thus reducing the cost of the policy in question. The Ombudsman officially classes this as 'Insurance Fronting' and can result in a fine, conviction, penalty points and a loss of licence. Please be aware of this if you have any youngsters driving in your family.

Finally - a driver was sitting in a traffic jam in London. Nothing is moving in either direction. Suddenly, a stranger knocks on the driver's window. Rolling down the window, the driver asks 'what's happening, why the hold up?' The stranger replies 'Terrorists have kidnapped Gordon Brown, Tony Blair and Alistair Darling. They are demanding a ransom of ten million pounds. If they don't get it, they are threatening to douse them in petrol and set fire to them. We're going from car to car, making a collection for them.' The driver is shocked. 'How much is everyone giving?' he asks the stranger. 'At least a gallon' comes the reply!!!!

Enjoy your motoring.

Mike Jones.

Driving tests return to Fairwood!

Our May social event saw the return of Swansea Motor Club driving tests at Fairwood Airport. In the dim and distant past, driving tests at Fairwood were a regular event. In fact there were regular tests, in which points were awarded in class order, accumulating for an annual championship.

Thanks to the effort of Rob Allender in securing the venue, Neil and Alun for the setting up and officiating. Swansea Motor Club returned to the entertainment of driving tests at its' original home venue.

In view of the requirements of the Airport Authority and the need for good light the evening started off earlier than normal, with signing on from 5.30 onwards. The Airport manager had arranged for us to go over to the agreed area of runway in a convoy, headed by their Fire tender as a lead vehicle. This was supposed to have taken place at 6.30, to comply with their wishes. According to them, that's what happened. There was however a bit of confusion in organising the convoy, getting everyone together at the same time and some members felt that it had set off slightly early. This led to a few members who came to spectate missing out on the crossing to the test area. We can only apologise to you, if you were one of those people caught out. It was a first event at the Airport and a bit of a learning curve for them and us and a lesson in the need for closer co-operation between them and us. A mistake that will not happen again in the future.

The cars were divided into 4 classes, based on front or rear wheel drive and length. The evening was closed to club members and for entertainment. That is until each of the cars pulled up to the line. Then the competitive spirit took over!



Andrew Meek Howling for the line

As this was a closed to club event, just for the members, there were no awards to aim for. Just the fun of taking part and the knowledge that you beat everyone in your class. Or not!

Fastest in each class were:

- Class A - Neil (It's only the shopping car) Samuel
- Class B – Huw (Watch this) Gibbon
- Class C – Kevin (It's not mine) Cole
- Class D – Mandy (That'll show him) Bowman

Here's to the next time we can do it again.

Mike Jones

Every cloud has a silver lining

Having spent a lot of time and hard earned cash over the long dark days on many new 'go faster' bits on my grey and orange Westie I was really looking forward to the new season. Especially so as my daughter Debbie was going to double drive on some of the sprints in the Trident Engineering Welsh Sprint and Hillclimb Championship. Indeed the season started well with a few class wins and PB's.

Curborough on a nice Saturday was Debbie's first event but unfortunately a tail happy car let go coming out of the far 180 bend during practice resulting in a trip into the banking and off to hospital for Debbie. Thankfully the only injury was a sore neck for a couple of weeks. Marshalls and medics on the day did a great job which was very much appreciated. The Welsh boys pushed the rather bent car into the trailer and off we went home. On inspection the obvious suspension damage was superseded by the chassis bent in several areas.....oh no!

I took myself off to Shelsley on Sunday to take my mind off it only to discover another Westie for sale. Back on bank holiday Monday and did the deal. Picked it up from the Midlands on the Tuesday, got it MOT'd on the way home, insured on Wednesday and taxed on Thursday. Drove it a few hundred yards that night and on the Saturday it was off to Llandow with a class win and 4 seconds off my PB. A well sorted car with quite a few more horses! The old Westie is now for sale for bits and I wouldn't be surprised that it'll pay for the new one. So some of those clouds do have silver linings after all.

PS You may have seen Debbie in the new car on the Sunday at the recent Pembrey weekend, so it's not put her off.....that's my girl!

Andy Dunbar



The old car getting ready to go at Curborough



The new car at Llys y Fran

What silver lining?

Just a quick note on my first event for 3 years. After having 2 shoulder ops, 1 hernia and 1 new son, my homebuilt Celica was ready including a new steel competition head gasket which was completed too late to test before the first event at Llandow.

1st practice - Really bad getaway, nearly stalled (race clutches don't like to be driven like shopping cars!) and lacked grip everywhere on hard race tyres. Time a poor 95+ seconds. 2nd practice - lap ok although something was not quite right but managed 92.57.

1st timed - great lap on a warmer track until the last corner where my car shut down as I braked and changed down from 80-90 mph, lost brakes and powersteering and launched over first chicane kerb onto the next kerb and spun 360 degrees, caused red flag as car wouldn't start. Got back to the paddock and discovered the dump valve was stuck causing the car to shut down.

2nd timed - After the dump valve was removed and regreased and refitted with the help of Les Skeet/Mike Griffiths/others (cheers lads). The pressure was on now, not to mess up my only chance to get a time for points.

The lap was OK, halfway around the telltale signs were there but I managed to get through the finish line and then had the car cut out in the paddock! - 92.82

3rd timed run aborted due to lack of power after dump valve removed.

So after a three year wait, all that effort resulted in a time over one second SLOWER than my old rover 216 cup car! And to add insult to injury I managed to re-injure my hernia loading the car/tyres to come back home. That forced me to miss marshalling at Llys y Fran and some work on Monday. I'm due to sprint at Pembrey in three weeks time if I can take it easy in the meantime.

Pete Salter

Perhaps there is a hint of sunshine

I managed to get the Celica up and running again in time for the Pembrey weekend. On Saturday I made a good start as I beat a Prodrive Subaru to the half way mark but it's power on the straights resulted in a 9s difference by the end of 2.5 miles. Happily I beat a 325i BMW by 20s.

On Sunday I had to use 6 year old tyres which, coupled with what I later discovered was a broken rear anti roll bar, lifted the rear and produced wheelspin in 4th gear (75mph) through paddock crossing and the diff straightened up causing torque steer which spat me off.

On a positive note the car is now ready for a new/bigger turbo and, with the anti roll bar sorted out once and for all, watch out Llandow!

Pete Salter



Llys y Fran May

Sunny and dry weather made for perfect record breaking conditions at the Swansea Motor Clubs first hillclimb of the year at Llys y Fran. At the event, supported by Chevron's Pembroke Refinery, the spectators were treated to a wide range of cars, from the Vintage and very rare Austin 7 single seater of Roger Turner, through Subaru's and Lotus 7 sportscars to the modern Jedi single seater of Cardiff's Bob Tansell. It was he who set the Fastest Time of the Day taking just 46.42 seconds to complete the 880 metre course.

Records continued to tumble throughout the day with new Class records in 11 of the 22 classes.

Amongst the best performances by Swansea drivers Neil Watkins, the 2008 Welsh Champion, won the massively supported Class 1B, with 2nd place man David Williams of GVMC being the only non Swansea member in the class. After his debut on the hill last year Ken Bowman returned with his new BMW diesel company car and took 3rd in class. Andrew Meek in his Subaru set a new Class record to win Class 1C from club member Andrew Jones, after setting the days fastest 64ft split time (sorry there are no prizes for that, but we hope the service was some help) There were also class wins for David Thomas & Martyn Ferris.

Amongst the other cars, Mike Potter made the most of his mammoth 350 mile round trip from Taunton to set a new record for his class with his Subaru Impreza, but Performance of the day went to visiting driver Mark Durrant who set the second fastest time of the day in his Lotus 7 with a time of 47.32 seconds, less than a second behind Tansell's winning time!

The next hillclimb event supported by Chevron's Pembroke Refinery at Llys y Fran will be on July 20th when hopefully more sunny weather will see more records fall.

Robert Allender

I would just like to add a huge thank you to all the marshals who came along and helped at the event. In particular, thanks to Tony Jones, Eirian Jones and Steve Lloyd for all the hard work they put in on the Saturday in preparation.

Neil

Llys y Fran July 20th

Our next event will soon be upon us and, as Mike said in Chairmans Chat, I am concerned that we will struggle for marshals on the day. There are several other events on that weekend, not least the Swansea Bay Rally, so many of the clubs who assisted in May will not be available. If you can help or know anyone who can please get in touch – 01792 360887 or e-mail neil.samuel@ntlworld.com

Entries at 19th June, not in running order:

1	John Hamilton	Fiat Cinquecento	1a
2	David Williams	Renault Clio	1b
3	Andrew Webber	Lotus Elan	1b
4	Dean Jones	Ford Escort	1b
5	Neil Watkins	Ford Escort	1b
6	George Wall	Audi Quattro	1c
7	David Balderson	TVR	1c
8	Jim Giddings	Triumph TR8	1c
9	Eifion Jones	Lotus	1c
10	Andrew Meek	Subaru Impreza	1c
11	Tim Nunn	Westfield	2a
12	Stuart Hill	Westfield	2a
13	Richard Mackin	Westfield	2a
14	Andrew Rushworth	Westfield	2a
15	Tim Pennington	Westfield	2a
16	Andrew Burris	Westfield	2a

17	Roland Quinney	Fisher Fury	2b
18	Gareth Richardson	Lotus 240R	2b
19	Jonathan Sheldon	Westfield	2b
20	Steve Lewis	Westfield	2b
21	David Thomas	Westfield	2b
22	Trevor Cottingham	Westfield	2b
23	Richard Kerr	Westfield	2b
24	Peter Goulding	Westfield	2b
25	Andy Dunbar	Westfield	2b
26	Martyn Ferris	Mini	3a
27	Mark Stanton	Westfield	3b
28	Nick Lear	Westfield	3b
29	Nick Meakin	Peugeot	3b
30	Paul Davies	Renault Clio	3b
31	Tony Barber	VW Golf	3b
32	David Kirk	BMW	3c
33	Brian Jones	Westfield	3d
34	Tom Caldecourt	Westfield	3d
35	Barry Slingsby	Westfield	3e
36	Adrian Clinton-Watkins	Westfield	4b
37	Gordon Hick	Megapin	5a
38	Wyn Edwards	Swift	5b
39	Henryk Kozlowski	Jedi	5b
40	Huw Edwards	Austin Healey	6a
41	Alan Owen Jones	Peugeot	7d
42	Tim Ayres	Morgan	Morgan
43	Jim Mountain	Morgan	Morgan
44	Clive Hall	Morgan	Morgan
45	Brian Lee	Morgan	Morgan
46	John Bevan	Morgan	Morgan
47	Roger Turner	Austin 7	Historic

Diary Dates 2008

Our next Social is the barbecue on July 16th. Cost £5 per head. All welcome. To book your places ring Christine on **01792 232644** or e-mail chrisjgibbon@btinternet.com

Odds and

If you are motor racing or spectating at Silverstone this might be of interest. Clive & Toddy Hamilton-Gould at Tower Fields, Tusmore Road, Souldern OX27 7HY, do Farmhouse B&B for about £35 per person. They have special breeds, and Clive has a collection of 1920s Vintage Cars. He has several Delage's plus Citroen, Renault and Morris cars, and there is a real ale pub nearby that does excellent food. All in all it's worth the trip itself. You just might be able to drag yourself away to watch some racing. Ring 01869 346554 or log on to www.towerfields.com.

Wallasey Motor Club run the Printmatters Promenade Stages Rally, to be held this year on 6th September 2008 on Kings Parade, New Brighton, Wirral. The event will offer 45 plus stage miles of sealed tarmac on closed public roads and, due to its popularity, is always heavily oversubscribed. If interested contact: Gary Marriott, Secretary of the Meeting on 0151 652 4764 or 07799 624 926

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