



# WINDSCREEN

The Magazine of Swansea Motor Club



**June 2010**

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# CHAIRMAN'S CHAT.

Welcome to a new edition of Windscreen. Summer appears to be firmly with us. Warm dry days, and no rain. About time they started to tell us to stop using water, they usually do after 3 or more dry days!

Since the last edition, the club had a stand at the Singleton Car Show. Huw and Kirsty organised a display of club member's cars under the trees. Dry and bright, but a cold start to the day. Warm coats were the order of the day. Unlike previous shows, we didn't qualify for an award this year. There's always next year.

Our first hiccup with our new venue happened on the night Tony Jones was going to give us an insight into his Chinese trips. There was a Championship match on at the rugby ground and you couldn't move for cars and people, so we had to cancel the evening for another time.

The first of this year's Hillclimbs took place whilst Sally and I were in Ireland. I hear it was a good uneventful meeting and everything went well on the day, a good job by all those involved. Don't forget we have the next round in July and Neil will need all the marshals he can get. It will be a nice warm day out in the park.

Neil organised a Treasure Hunt evening, complying with all the new regulations from our friends at the MSA. It's a pity they didn't have the courtesy to respond to his requests for clarification after all his time and hard work trying to comply with their rules. I get the feeling they have made a very large rod for their own collective backs. Maybe they will rethink some of the requirements for what is at the end of the day, a social evening pure and simple. Those of you who missed the event missed out on a good route and a good evening out. Thanks Neil and Julie for the time and effort on our behalf.

Roger Gale of the Swansea Museum, has a Motoring exhibition planned for the second half of 2010. In his planning, he has approached us for the use of some of our old trophies etc. This has brought to light the fact that our Clubman's trophy is missing. Does any member know of its whereabouts, or remember who won it last. Please let me or a committee member know if you do. Also, if you have any material that may be useful to the museum, let us know that as well.

Have you ever had a situation where you needed the clutch pedal pumping up and down, but got the throttle pedal pumped instead? I have. Confusing isn't it!

*Mike Jones*



# Singleton Car Show – 2010

Due to popular demand, and instructions from Kirsty, the club entered this year's Singleton Show on the first May bank holiday.

In a change from last year, Swansea Motor Club's site for 2010 was up the top end of the park adjacent to the school grounds. Also, conveniently close to the loo's, so we would be guaranteed a lot of punters in the vicinity of our stand.



Tony, Neil, Eirion & Steve discuss charging for the loo's.



Swansea Motor Club cars on display.

The day started dry and bright, it would be top down from the off. Arriving early to avoid the queue, which normally builds up at the entrance, we were pleasantly surprised to find that SHVR had used both entrances this year, thus shortening the time taken for cars to enter the park.

Once everyone had arrived, Huw and Kirsty arranged the cars in a semi-circular display in front of the gazebo, which had been brought along as a form of weather insurance. Cars on display were Steve Lloyd's Morgan, Neil Samuel's Honda CRX, Mike Jones's Marlin, Eirian Jones's 'E' Type Jag, Tony Jones's MGC GT, Neil Watkins' RS 2000 and Huw Richards Peugeot 309.



Sally pinches Jasmine's duvet to keep warm.



Intrepid picnickers warm themselves in the sun.

The afternoon at least saw the temperatures rise enough to warrant opening of coats and more natural smiles on warmer faces.

We intend to join in next year's show, so keep the bank holiday in mind. All members and their cars are welcome to join in the day out. Come along and have a bit of fun. Kirsty won't allow anything else!!

## **Back on Track**

It has been quite a long time since I last got a run in anger – the first Epynt hillclimb in 2007 to be exact – so I have been threatening to buy a cheap car and get back to a bit of sprinting and hillclimbing in Standard Production for quite a while. The chance came with a simple e-mail from my sister, who works for British Car Auctions, pointing out a Honda CRX Del Sol that was for sale at Bedford. It looked OK so I took a punt on it unseen and ended up buying it for £875.

En route to picking it up on Easter Monday, thanks to Steve Lloyd with his trailer, I wondered what I had bought, but first impressions were good. It started instantly and drove nicely across the car park to the trailer. The paint was a bit iffy in places and there was the usual rust at the bottom of the wings in front of the rear wheel arches but nothing too bad. The good news was the warranted mileage of 107,000 kilometers, only 66,000 miles in over 16 years. A bit of MOT left on it was a bonus, meaning I could tax it immediately and sort any faults at leisure. The car is the early 1500cc single cam but has Honda's amazing Vtec variable valve timing and develops 130hp. It also has the Transtop electric roof and air conditioning so lots of extra weight to drag around on the hills and tracks.

Of course what I had forgotten was that once Mrs. S got sight of it my race car suddenly became her 2 seat sports car for swanning about the Mumbles in. Within a matter of weeks it was in to Ian Davies at Pontardulais for the rust to be cut out, new metal welded in and the various bits sprayed. In the meantime I set about finding a spare set of standard width wheels so I could fit some half decent List 1A tyres to use in SP. Good old Ebay turned up trumps and I became the proud owner of a set of 5.5 by 14 alloys with tyres for the princely sum of £25.50. Only problem was they were in Cleethorpes, about as far across the other side of the UK as you can get from Swansea. Happily, a few phone calls with Nick James and Allen Challender and they were collected by Allen and delivered to me when the boys came down to do and marshal respectively our May Hillclimb. (I must stress that it is pure coincidence that Allen won the Marshals draw at the Hillclimb).

At the end of May there was a Llandow sprint so a quick reminder to Julie of why the car was bought saw a late entry and off we went. Well, it wasn't quite that easy as there was the small matter of not having a helmet that meets the latest standard – a big thank you to Anthony Bailey for volunteering his helmet, and race boots for good measure. Suffice to say the event was a steep learning curve and trying to mix it in Class A2 with all the other guys who are running modified cars on List 1B tyres was a no-hoper so 6<sup>th</sup> in class was as good as it was ever going to get. The pleasing thing was there was one other car in the class on 1A tyres, a Mazda MX5, and I beat him by 4 seconds. But you could really feel the mass of that transtop arrangement in the boot on the long right hand bends at Llandow.



With the first event out of the way I did some digging around to try to find out what were the best tyres to use – lots of people had an opinion but many of the suggested options are not available in 14 inch rim sizes. Eventually I decided a set of Yokohama A539's would be ideal but then discovered they are out of production so it was back to the drawing board. Next option was Kumho KU31's but they also proved difficult to obtain. I had almost given up hope when I was chatting with Huw Richards at the club and he says "I've got a near new set of 14 inch Yoko 539's." A short negotiation later they were mine and fitted to the new rims in time for the June Epynt Hillclimb.

At Epynt again I had to run in Class A2 but this time there was only one modified car in the class, our own Neil Watkins with his Mk2 RS2000. The rest was ASWMC boys Peter Stiles in Wyn Edwards' old Saxo VTR, last years SP winner, and Hugh Mackey in a 2 litre Focus. Also running in SP but in Class A3 was Leighton Hughes with the trusty Chavectra.

First practice was a long drawn out affair, not helped by a number of incidents including Neil Watkins breaking a driveshaft at the top of the hill and having to wait until lunch to get the car back to the paddock. Leighton came back grinning from ear to ear as he posted his fastest ever time of 77.79 seconds up the hill while I was on 80.06, the Saxo on 82.14 and the Focus on 84.66. Second run was worse for Leighton (78.04) but better for me (79.31) and much better for the others, Peter on 80.66 and Hugh on 80.75.

During lunch the Watkins Escort was a hive of activity as Neil, Anthony Bailey (who had just turned up to watch) and the Griffiths duo, Mike and Gareth, stripped the rear axle down, removed the diff and broken driveshaft and replaced it with a spare that Neil carries.

While this continued the rest of us were called for our first race run. Having been rudely awakened from my lunch time nap I jumped into the car and was one of the first up the hill. Somehow or other the run was neat, tidy and quick and I stopped the clocks on 77.68 as Leighton dropped back again to 78.82, Peter improved to 79.58 but Hugh dropped to 82.22. As the queue of cars waiting to run came to an end the driveshaft was being re-fitted but the drive flange was proving reluctant to sit home properly so Neil missed his first race run.

On to the second race run and mine was ragged, with lots of wheel locking into the chicanes and an all four wheels shrieking, blue smoke approach to the final corner. No surprise that the time was poor at 79.09. Peter dropped time to 80.83 but Hugh had gained a bit to 80.93. But the man with a big grin on his face was Leighton, who had done another PB with 77.70. Then, just to put it all into perspective, Neil fired up the repaired RS and shot up the hill in 68.24, showing just how much quicker a modded car on 1B's is than a standard car on road rubber. So, second in class but fastest SP car by two hundredths of a second was a result I was well pleased with.



Meanwhile the really quick boys were sorting out FTD with no less than 27 Caterhams vying with 3 Westfields plus Dave Thomas in the Global GT. It was resolved when SMC member Andy Dunbar upheld Westfield honour with a great 56.71 on the second race run, just three tenths slower than the hill record.

All round it was a good day for SMC, Andy Dunbar FTD, Dave Thomas therefore taking class D2, Dave Kirk winning D1 and Neil Watkins A2.

Well done to all

*Neil Samuel*

## **Llys y Fran Hillclimb 9<sup>th</sup> May**

Our first event of the year needed to be a success after the disappointment of having to abandon last July's event. Happily, everything went to plan and we were able to give the competitors three practice runs and two race runs, then have a top ten run off.

Some extra work in advance of the event meant that we had placed improved protection at the entrance to the bridge, much better protection around the tree that Mike Griffiths hit plus properly bolted and wrapped tyre bundles around quarry bend. A huge thank you to all of the people who helped with the work in the weeks leading up to the event.

On the day we had 60 competitors, including no less than 28 from our friends at the Lotus 7 club and we thank them for their support of our event. All events have been badly hit with low entries this year – Curborough had an event in May with only 25 cars and the first Epynt only had 40 entries so it really is vital that we attract the club championships.

The weather dawned dry and bright and remained that way all day, though a very chilly breeze blew across the lake in the afternoon. The event itself went off almost without a hitch, the competitors all behaved themselves and the only delays I can recall were when Gareth Griffiths broke both driveshafts on the Clio Williams and we had to shuffle recovery trucks as our main one had to leave site to attend a serious road accident. It all meant we had done three practice runs before lunch, then 2 race runs afterwards completed by 4pm so had a top ten runoff to end the day.

In SP it was Leighton Hughes in the Chavectra versus Tony Barber in his wife's 182000 mile young Subaru, the Scooby winning the battle of the SMC members. Class 1B was the preserve of Neil Watkins, the SMC man outpacing Wyn Edwards and Ellis Jones comfortably. There was more SMC success in 1C for Andrew Meek but John Hunt in his 1959 Lotus 7 could not beat the rapid Dutton Melos of Mark Jago in 2A. 2B was the sole preserve of Eifion Jones in his Lotus Excel while 3A saw a Nova versus Mini battle with the Vauxhall of William John taking the class from Simon Howells. (Below William John lifts a wheel or two at the hairpin. Photo courtesy of Derek Hibbert).



With Gareth Griffiths snapping both driveshafts on the Clio Williams on the first race run and only carrying one spare it was our Nick James who took the class in his Honda Integra, from Andrew Jones' Clio and Peter Burgess' Peugeot 205. Michael Cond upheld SMC honour in 3D, the Sylva Riot beating the Westfield of Steve O'Leary by 0.08 seconds.

Peter Kukainis was all alone in class 3E but hurled the Westfield up the hill in 45.18 seconds to take Fastest Time of the Day. (Peter is pictured below en route to FTD as marshals Dewi Owen, Beth Clode and Ken Evans look on. Photo courtesy of Derek Hibbert).





In class 4A the SMC members were out of luck, Kevin Cole with his spaceframe Imp and Dave Thomas with the Global GT, losing out to the Magnum of Alun Probert. Class 5 was an amalgamation of the racing car classes and SMC took 1<sup>st</sup> and 3<sup>rd</sup> with Jason Coaker's Terrapin leading the way from Gordon Hick's Megapin, followed by Nick Knight's Abarth and Huw Jones Van Diemen.

The road rally car class 7B was a Teify Valley contest with the rear wheel drive Escort Mk 4 of Barry Davies taking a clear win from Andrew Lewis and Anthony Powell, both in Peugeot 205's. In 7C Eurig Howells' Sunbeam beat the Nova of Andrew Evans, while Les Skeet was alone in 7D with his Astra. Roger Turner wheeled out the 1933 MG L type in the Vintage car class.

Amongst the Caterhams it was Alistair Gibbons who took L1, Robert Spencer L2 and Jeff Smith the hotly contested L3. Paul Forster came out top in the battle in L4 and Simon Rogers emerged victorious in L5. The Lotus ladies were all in contention for the Fastest Lady award and it was Suzanne Gibson who came out on top from Lynn Gilbert, Tamara Calvert and Gill Elwell, the first three covered by less than a second.

In the top ten run off it was Peter Kukainis again from Simon Rogers and Adrian Williams.

The Lotus racers also provided a prize for the marshals draw and it was Nick James' service crew member Allen Challender who took the wine home, having been co-opted onto the start line crew with Huw Richards and Arit Shah.

As ever I must say a huge thanks to our marshals who turn out in all weathers, luckily this time it wasn't too bad. Also to the crew who stayed behind to clear up after the event, especially Anthony Bailey who usually competes but is taking a break this year so came to help instead.

*Neil Samuel*

Our next hillclimb is just two weeks away. July 18<sup>th</sup> at Llys y Fran. As ever we are in need of assistance on the day so please come along and help in any way you can. Contact Neil Samuel on 01792 360887 or e-mail [neil.samuel@ntlworld.com](mailto:neil.samuel@ntlworld.com)

### **Harry Flatters Rally**

2010 will be the 21st running of the SGC Printing Harry Flatters Rally and the organisers are hoping to make it a little special. A separate HISTORIC rally will also be run and there will be demonstration runs over some of the morning stages by the Slowly Sideways Group in their Group B cars..

The event will last just one day, Sunday 1st of August, with 9 stages in total. The first stage of the day will start at the east of the ranges and finish out on the new road side of the ranges.

The organisers will be planning marshals and radio locations over the coming weeks and are requesting your assistance to ensure the smooth running of the event.

If you can attend please e-mail Phil Cleaton with your preference in marshalling and where you would like to marshal. Alternatively they are using rally stage team web site for marshals and radio ops to enroll:

[www.rallystageteam.co.uk](http://www.rallystageteam.co.uk)

Phil Cleaton Email:- [philwalesrallygb@aol.com](mailto:philwalesrallygb@aol.com)

## Diary Dates 2010

Planned events for this year are:

July 21<sup>st</sup> - 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 .....

Our new home at Dunvant Rugby Club has a decent sized area of good quality tarmac behind the main stand, usually used during the week to teach children Cycling Proficiency. We have been granted permission to use it for autotesting so an event is planned for Sunday 25<sup>th</sup> July. We will have to get started quite early on this occasion as there is an event on at the club in the afternoon. Details and Regs will be available very soon so make sure you support this new initiative.

Front cover photo was taken by Derek Hibbert at our May event. It shows Dave Thomas having a very sideways moment at the hairpin. More examples of Derek's work can be seen at [digitalderek.co.uk](http://digitalderek.co.uk)

Vicious rumours have been circulating that the engine in Andy Dunbar's Westfield is a little more equal than others, hence his speed. Your intrepid reporter has managed to capture this amazing picture which explains it all. It's nothing to do with the Jondel race engine, he's got GIRL power !!



..... Ends