



WINDSCREEN

The Magazine of Swansea Motor Club



Patrick Snijers on the Boucles Bastogne Rally

June 2015

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Editors Intro

It has been a long time since I last wrote but that doesn't mean there hasn't been a lot going on. Our social calendar had a busy start to the year with the annual darts competition in January followed by the pool competition in February. Both were won by Huw Richards – signs of a mis-spent youth I think. We held our AGM in March and it is nice to see that the club continues to be financially healthy though, as ever, there is concern about the lack of new, young members coming through.

At the AGM our Chairman Huw Richards announced his intention to stand down from the role due to work and family commitments. At the next committee meeting yours truly was elected to fill the vacancy. I hope I can do as good a job as Huw in guiding the club forward.

In April we had our Evening with Alec Poole, attended by some 60 members and friends and a very entertaining evening it was.

The club had a stand at the Singleton car show in May and, thanks to Huw's efforts, a much better position than in recent years.

May saw our first hillclimb of the year at Llys y Fran. Despite a low entry the event ran very well and my thanks to all involved for their input.

The social calendar continued in June with a pub run, a great route put on by Huw ending at the Millers in Ynystawe where we enjoyed a good meal and refreshments.

Thanks to the efforts of all our competitors last year Swansea Motor Club were crowned club of the year at the Welsh Association of Motor Clubs presentation evening, an unexpected but very welcome award. A huge thank you to all who contributed to that by competing under our banner.

Our next event is almost upon us and I hope to see as many as possible of you at Llys y Fran on July 19th

Neil

Boucles Rally 2015

Neil Samuel, myself, Nick James & his cousin Gary returned in mid February to the historique Boucles rallye now based in Bastogne rather than Spa.

As the trip was not combined with a ski holiday this time we went by car and stayed the 1st night in Ypres visiting the Menin Gate for the last post ceremony on the Thursday evening. The next day we visited a museum recalling WW1 but you could spend a couple of days visiting the many monuments and museums in the area.



The Menin Gate



Memorial to Fergus Anderson

On the way to Bastogne we visited and drove around the old bike road race “Circuit International de Floreffe” where the Scot Fergus Anderson was killed in May 1956 and the circuit was never used again. A friend of Gary’s (Eric Bliss) had a sidecar accident at the same corner on the same day whilst 2nd in his race. His driver had miscounted the slow & fast left bends through the village, when he hit the wall & Eric was flying through the air & was actually leading the race he realised why the leading combination had slowed for this particular left hander! Eric, although injured, was able to race again the following weekend. We stopped to read the memorial to Fergus. Gary is writing a book on the sidecar passenger Eric Bliss, all about his European touring living in the van & surviving on start money during the 50’s. The Circuit “Floreffe” had a long fast straight through a forest with trees close to the road which would have been fatal had someone gone off although I don’t think anyone did.

Neil excelled himself with the guesthouse where we stayed for the rally. All the rooms were themed on pop stars of the past and the owner mixed his own music which was played on a stage where he sang together with a singer and some of the other guests. The other guests were a Harley Davison Chapter and a group of firemen and wives from the Ostend area who have been every year for about 10 years. Luckily they drank so much that it did not stay noisy all night.

All the bars we visited and our guest house all seemed to play British rock music of about 20 years + vintage.

On the Saturday we watched the rally which as before is in 3 sections, the classic of 137 cars did 15 tests, this is a regularity event similar to the Swansea Vales although the speeds are slightly higher and on closed roads so you know the route. Whilst most of the cars looked proper rally cars all that was needed were crash helmets and a virtually standard car could enter with winter tyres fitted.

The Demo section had 7 cars including 2 Quattro’s, a Peugeot 205 Turbo 16 & other exotic cars.

The main event of 97 cars was the Legend class, this included drivers such as Francois Duval, Markku Alen, Patrick Snijers, Bruno Thiry, Marc Duez, Robert Droogmans, Citroen WRC manager Yves Matton with Daniel Elena and Alister McRae, the only other British driver was Tim Pearcey in a Mk2 Escort.

There did not some such a range of cars this year but plenty of Escorts, Opels and about 15 Porsche 911’s. These were all 2.7’s, very noisy and at night with 4 spot lights + 2 main beams were excellent to watch & listen to, unfortunately UK historic rallying doesn’t have many later Porsche’s competing.



Alister McRae



Francois Duval

All the classes use the same roads and the regularity system like British road rallies visiting marshals in the regularity (stage), in previous years the cars had to stop and have their cards signed, this year they just had to stop by the marshal who waved his flag when they stopped moving, this obviously is much safer for the marshal who is not in the road as the cars approach and brake.

We watched the slower cars (The classics) once and the faster Legends at 4 stages, the 2nd stage of the day used a downhill hairpin in a village not too far from our B&B so we watched in the morning and then a night stage at 11.30pm. We were able to park close and it was not too busy. At the hairpin if you did a 90 instead you were in a house drive which was not taped off so a number of cars of course did this, they had put bales to protect the wall but no tape. Nick decided he wanted a coffee so we didn't see everyone here. Marku Alen came through slowly with gearbox problems in his Fiat Abarth and sadly retired.

Our second "stage" was where we watched last year but with a large crowd you could not see much so we didn't stay too long.

We then drove a long way to watch a "stage" through a forest, this was incredibly busy, I've not seen such crowds since the McRae/ Burns RAC rallies. We were able to find a good place to watch and it was noticeable that Belgium rallies don't seem to use marshalls for spectators although we saw about 4 here which the spectators did seem to obey (just about!). Tim Pearcey came through with 2 right side punctures which slowed him but he still finished in the top 25 overall, hopefully he'll return with other UK crews next year.

After a meal and a drink we returned to the village hairpin for the night stage, far less spectator's and again the Porsche's were worth watching & listening to.

By the time we returned to our guesthouse the music had stopped (they had held a "Flower power" themed evening so everyone was dressed in period clothes, although the bikers kept their leather waistcoats on showing their Harley Davison motifs) and the ones in the bar were fairly quiet so after joining them for a couple of drinks we were able to sleep in peace.

Alister McRae failed to finish and Francois Duval won again in his Escort Mk2.

As always "you tube" has a lot of footage and "Motors" ran a live stage although it was delayed so not much good to watch live.

(Whilst I have used the word "Stages" to describe the closed roads they are really regularities but run at max speed in proper historic spec cars. Controls and some straw bale chicanes are used to keep the speed down a bit. I believe this a unique event run to these regulations.)

Stephen Lloyd

Pauline Davies (nee Wilton)

Pauline, who sadly passed away on the 10th May following a long and debilitating illness, was an active and popular member of Swansea Motor Club in the 60's and 70's, both in the competitive and organisational side of club life.

A keen canoeist, swimmer and tennis player Pauline was born in Morrision and moved to Newton where her parents kept the Post Office and she attended Newton and Oystermouth Schools in Swansea before a career with Nat West bank. She was great friends with Libby Collins (nee Hunt) and Carole Whiston who both lived close by and also keen members of SMC.

During the late sixties Pauline regularly drove Niven McKay's red and white works replica 1275cc Cooper S in various club events including autocross, autotests and production car trials with some success and was a regular helper on club events including assisting with the dreaded PR on the route for the annual Rally of the Vales, which was a major championship rally of the era.

Pauline married Derek Davies; himself a former club rally and competition driver, in the 70's and they lived in Pennard and were dedicated corgi owners, enthusiastic caravanners, Swansea Football Club supporters as well as golf and cricket aficionados.

Pauline's funeral in St Mary's Church Pennard on Friday 30th May was attended by several past and present members of Swansea Motor Club and the club extends its condolences to Derek and the family.

12 Question Interview – David Llewelin

The mid-eighties era of group B rally cars gave birth to evocative myths and legends surrounding the low-slung, heavy breathing monsters and the fearless gladiators who drove them however, a quiet corner of picturesque Pembrokeshire is not somewhere you'd expect to find one of this small select band of rallying's hero's'!

During this golden period of international rallying David Llewelin carved his name in the pantheon of legend with several stellar drives in the Roversport Metro 6R4 and flame spitting 420 bhp Audi 200 Quattro.

David's success in the British Rally Championship saw him win the title twice in 1989 and 1990, both times at the wheel of a Toyota Celica GT-Four. In the European Rally Championship for drivers, he finished third in 1987, while his highest placing in the World Rally Championship was 36th in 1987.

Now 55 years old but looking race-fit and much younger, the farmer's son from Haverfordwest lives modestly and relatively anonymously on his farm with his wife Helen and their four children, although motorsport has been in his blood and an integral part of his life since the tender age of eleven.

Seamlessly progressing from clubman to professional driver in the early eighties, David experienced the rarefied atmosphere of works rally driver status for eleven successful years before finally retiring at the relatively early age of 36.

Now firmly back in the West Wales farming community, David claims to be growing old disgracefully with a number of purpose built Escort MK II's to use competitively and enjoy some midlife crisis fun!

Q. How did you make your start in Motorsport?

A. I made my start in motorsport jalopy racing a ford Anglia on the neighbouring farm at the age of eleven. I then progressed to kart racing at the age of 14 and drove for the senior Great Britain team touring South Africa in 1977. I finally made the transition to rallying in 1979.

Q. What was the best moment in your motor sport career?

A. My best moment in motorsport was my first international win on the circuit of Ireland in 1986 in the group B Roversport Metro 6R4.

Q. What was the worst moment?

A. My worst moment was rolling the Metro 6R4 down a Welsh hillside in 1986 trying to beat Hannu Mikkola for my first Welsh International win.

Q. Which event did/do you most look forward to?

A. I most look forward to the Goodwood Festival of Speed.

Q. Congratulations, you've just won the lottery, what car do you rush out to buy?

A. If I won the lottery I would buy my 1986 circuit of Ireland winning Metro 6R4

Q. What are your future motor sport plans?

A. My future motorsport plans are competing in hill climbs and sprints sharing the car with my sons. Also driving the Neath Stages in Jonathan Brace's historic Ford Escort MK II against Juha Kankkunen & Nicky Grist as a one off.

Q. Which competition car has impressed you most?

A. The Audi sport Quattro at the Silverstone Rally Sprint event – it was mind blowing!

Q. What's the most entertaining event you've been involved in?

A. My most entertaining event was the Killarney rally of the lakes in 1982.

Q. What is your most effective personal asset?

A. My wife!

Q. What advice would you offer the aspiring driver/co-driver now entering the sport?

A. Advice to the driver would be to link up with an experienced co-driver who could help and guide you through the sport. To the co-driver, to model themselves on Phil Short!

Q. Who has been your greatest motoring inspiration?

A. My greatest motoring inspiration is Ari Vatanen.

Q. Tell us something surprising about yourself?

A. I have been coaching Haverfordwest rugby juniors for 10 years. I am also a qualified referee and am currently team manager for the Haverfordwest youth XV.

Thank you David Llewellyn and best wishes for the coming season and your appearance at the 2015 Goodwood Festival of Speed.

Ken Davies

An Evening with Alec Poole

In April we were delighted to welcome Alec Poole to the Village hotel for another in our series of 'an evening with' events. Possibly not as well known as many of the rally legends so imprinted on the minds of older competitors and fans Alec nonetheless had a long and varied career in motorsport. He does not normally 'blow his own trumpet' but with a bit of coaxing from Ken Davies he provided us with a wealth of stories. One told of his being invited to an interview at Abingdon and, whilst he was interviewed, his rally car was whisked away by the works mechanics. They returned to report that they had compared it to the works cars and discovered that Alec's engine was more powerful than the BMC ones. Alec was then quizzed as to the spec of his car, ultimately revealing that the extra power came from a trick exhaust manifold knocked up by one of Alec's friends, Jan Odor of Janspeed fame. Another lovely tale involved a lady friend who walked into a bank in Belfast only to be quizzed by the clerk, who seemed to know more about her than she would have wished – the clerk was a young Eddie Jordan. The other tale Alec told about Eddie cannot be printed for fear of legal action but I am sure anyone who was at the show will repeat it if bribed with alcohol. All in all, it was a great night and Alec happily waxed more on his life once safely ensconced in the shelter of the bar afterwards.

Neil Samuel

Singleton Car Show

The club stand at Singleton Park in May was a great success thanks to the efforts of Huw Richards, who managed to persuade the show organizers to give us a much better position than we have had for the last few years. Situated up on the main thoroughfare it meant we had far more passing traffic than in previous years.

Highlight of the stand was undoubtedly Chris Jones' 1979 Formula 2 March, which certainly drew the crowds. The car was campaigned by Swedish driver Eje Elgh in the 1979 European Formula 2 Championship with Elgh winning the Sicilian round at Enna-Pergusa. Chris is now using it for Historic hillclimbs. Late in the day Chris fired the car up so that we could all hear the 280 bhp BDG engine, a sound which soon attracted hordes of spectators.

Tony Barber also brought along his 'Tatty Mk1 Golf' whilst Neil Watkins fetched the RS2000, so we had an excellent display of sprint and hillclimb cars. Tony Jones allowed me to drive his MGC GT historic rally car to and from the show, a revelation in the way it smoothly delivered its power. It must be good fun driving the beast in anger. Also present were Steve Lloyd's MG M type Midget, Anthony Bailey's Skoda Fabia VRS and Julie Samuel's Honda CRX so we had a car to suit all tastes on display. Many thanks to all who brought cars and all those others who helped erect the stand and made it a successful day.

Neil Samuel



March 792



Golf GTi



MGC GT



MG M type

Llys y Fran May 2015

Our first hillclimb of the year took place on the 10th May with 39 competitors taking the start. Although still a small entry it was 7 higher than last year and there were several first timers amongst them. Many regulars were missing for various reasons so I am very hopeful that next year we will be able to attract 50 or more entries.

As it was the event ran very smoothly and we were able to fit in three practice runs before lunch, then two race runs, a top ten runoff and a fun run and finish before 4.00pm.

First practice went smoothly, Simon Rogers setting the pace in his Caterham at 46.12 seconds, with Brian Jones (Westfield) and Adam Phelps (Aries Locost) equal second on 48.01. Sadly, Christian Evans' Golf crawled across the finish line with a mechanical malfunction and would take no further part in the day's action.

Practice 2 swiftly followed and again went very smoothly with Rogers on 44.92, Phelps on 45.68 and Jeremy Davies setting 3rd fastest with a 46.92.

Some drivers gave the third practice a miss but most took the opportunity of another go at the tricky LyF hill. A slight delay occurred when the fuel pump on Shaun James Fiesta cried enough and he had to be recovered to the paddock. Adam Phelps set the pace this time on a 44.83, with father John on 46.45 in the shared car. Davies was slower this time on 48.17, but this was still good enough for 3rd as Rogers had a moment at the end of Monaco.

Everyone was on their best behaviour for the first timed run and Rogers re-asserted himself at the top with a 44.48 followed by the Phelps' with Adam just getting the better of John 45.52 to 45.78.

Unfortunately David Boneham's Puma crossed the finish line making strange noises so he and the second driver Nick Walker had to sit out the remainder of the day.

Things did not go quite so well on the second race run with John Phelps taking out the finish beam as he crossed the line, leading to a 15 minute delay as repairs were made. Then Stephen Strasdin's Puma suffered gearbox failure and had to be recovered so a further short delay ensued. The Locost was obviously not severely damaged in John's earlier indiscretion as Adam Phelps set best time on 44.67 with Brian Jones on 46.75 and John Bunting getting the Jedi Kawasaki wound up to 46.90. John lives in Nigeria now but returns to the UK a couple of times a year to take in some sprints and hillclimbs. Hope to see you back at LyF next year, John.

Despite another slight hiccup Simon Rogers first time was enough for FTD, with Adam Phelps second and John Phelps third, thereby giving Swansea Motor Club a clean sweep of the podium. Well done guys.

In the classes Lyndon Evans took standard production in 55.14, SMC's Huw Turner took 1A in 54.88, Liam Morris prevailed in 1B on 50.80 and SMC's Nigel Burke won 1C in 48.16. Jeremy Davies was alone in 2B on 47.34, Wynne Morgan took 3B with identical times on each run of 52.44 and Adam Phelps took 3D as Simon Rogers was FTD. Class 4A was a private battle between SMC's Owen brothers sharing the Honda powered mini, Daniel coming out on top in 48.81. Gordon Hick was alone in 5A on 50.78 whilst John Bunting won 5B. Huw Edwards' Big Healey was alone in 6A on 53.85 and Wyn Owens took the road rally class 7B with 51.05. Huw Davies collected his new Ford Puma S1600 car from Scotland on Friday and gave it a run out with 56.52 in 7C. Graham Hollis won 7D in 47.61 and Paul and Roger Jones shared a mini in HRC, Paul coming out on top in 55.84.

In the top ten runoff Adam Phelps turned the tables on Simon Rogers with 44.25 to 44.91, with Brian Jones recording another 46.75 for 3rd.

With the fun run completing motorsport activity on the hill it was time to dismantle the tyres, barriers, fencing and timing gear and clear it away until July. Thank you to all who assisted as we were able to clear everything up and be on our way home by 5 o'clock, a great end to an excellent day.

Also thanks to all who assisted in the running of the event on the day – officials, timekeepers and, most important of all, marshals.



**Brecon Motor Club
Black Mountains Classic Tour
Sunday 28th June 2015**

A fine tour of the scenic and beautiful roads and lanes in and around the Black Mountains

Join us in the emerging town of Talgarth for morning refreshments before we guide you through stunning countryside with time to explore the famous book town of Hay on Wye at the lunch break

More real driving roads then a buffet will complete the day where tales of your adventure can be exchanged

For more details visit our website:

www.breconmotorclub.co.uk

Odds and

At time of writing we have 53 entries for the July 19th Llys y Fran hillclimb. If you are not entering please ensure you come along to marshal or assist in some capacity. Contact myself if you need any information. Neil.Samuel@ntlworld.com or 01792 360887

Next social is the annual barbecue on July 1st at Duvant RFC, from 7.30pm. £6 per head with under 14's eating for free. Chris Gibbon needs to know numbers in advance so ring 01792 232644 or chrisgibbon@btinternet.com to let her know.

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