



WINDSCREEN

The Magazine of Swansea Motor Club



Andy Dunbar – Welsh Champion

November 2010

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CHAIRMAN'S CHAT.

I'm sitting here typing the 'chat' in a very nearly smoke blackened dwelling. A result of my wife's enthusiasm for Halloween and other such things.

How many of you have these tea-light candles and all the various types of holders in your home?

Well, a word of warning. If you use a match to light the candle in a tall tea-light holder and drop the lit match into the holder because it burnt your finger. Do not under any circumstance; leave the match in there to burn away. The match will cause the candle flame to flare up after a while, and it does not stop when the match is reduced to a cinder. It is also much harder to blow the candle out than normal. You wouldn't want a blow-lamp in the lounge would you??

September saw a Nav-Scat organised by Huw Richards. A good night out and very enjoyable for the few who turned up. It was a bit disappointing that only 4 cars turned out after Huw's time and effort on our behalf.

The Auto-test on the 5th was a different story and Neil reported a good turnout. Neil has planned another one for the 12th December. His October test being cancelled by the Dunvant RFC due to championship matches on the same day.

Tony Jones spent an evening showing pictures and talking about the country from his Chinese travels. It was interesting to see life in a strictly controlled country from a non-official source and to hear that the people want to know what things are like in the west, despite the risks taken in asking in the first place. A freedom we all take for granted. Unfortunately another small turn out from the membership on the night was disappointing.

Advanced warning. The Christmas party will be held on the 15th December. So make a note of the date. You don't want to miss out on Santa's Sack do you?

Mike Jones

GOODWOOD FESTIVAL of SPEED

As a car enthusiast, do you enter competitions in the car magazines?

Not always, but I did enter a couple this year and lo and behold I won two tickets to this year's Goodwood Festival of Speed. Luckily there were two tickets; otherwise there would have been stiff opposition from the other half to me going on my own!

We have friends who live not too far from the estate and who also happen to be members of the GRRC. Unfortunately for them, they were staying with us just after we had received the tickets. This allowed us to work on them for accommodation and a lift to and from the venue, using the GRRC member's carpark. The prize tickets were for the Saturday only, however we managed to buy a pair of tickets for the Sunday as well. Much better. More time to see the exhibits and cars close up and personal.

Saturday was warm, sunny and very pleasant early in the morning with little traffic on the roads. Roof off, V8 soundtrack, nothing but beautiful cars to look forward to all day. Where to start, that is the problem with Goodwood. There is so much to see, it's a difficult choice as to where to go first. All good intentions of exploring logically go straight out of the window as soon as you set eyes on the first car.



How about this for a DAF runabout?



Wicker basket seats & dash, no doors!

This year there was a stars and cars theme with some actually owned by various music stars and some cars the inspiration for a song. Some of the American examples had had an absolute fortune spent on them and had finishes which had to be seen to be believed. Not all to everyone's taste, but that's what makes Goodwood so special. You get the biggest selection of vehicles and machines to drool over, dream of and wonder what the dickens happened, all in one place, albeit spread out.



Mustang Sally, as the song goes!



Mercedes Heritage were out in force.



Sir Sterling Moss as busy as ever.



Giacomo Agostini still playing with bikes.

Having been to the festival a number of times, I am always amazed how much more they seem to be able to fit in each year. This year the festival was to be held over four days, not the normal three as before. The inclusion of a 'Rolling Motor Show' added Thursday to the itinerary this time, and a great success it was judged to be.

There was a much enlarged traders section. You could easily spend a whole day just looking at all the goodies for sale, without looking at any of the exhibits or the machines entered for the event.

All was well with the day, we had visited all the traders in one area, watched some of the runs on the track. Time for lunch!

Despite the huge number of people attending the event, we managed to find a free table in the food area to sit and enjoy our goodies.

Adjacent to our table was a display of the Red Bull stunt motorcycles, so entertainment without effort on our part.

If you have ever tried chewing and swallowing food with your head craned upwards as high as it will go and your heart already in your mouth with the exploits of the young daredevils, you will know how long it took to eat our lunch!



Look mum, no hands!!



They really are as high as they look!



Not much room for the riding mechanic!

Hydrolastic suspension at Indianapolis!

As ever, the day ran out of time and the event was over for the night. Time to go home until tomorrow. Warm evening, top down, it promised to be just as good a journey back as it had been on the way down earlier.

Wrong!

The one good thing with the events at Goodwood, is the traffic management. It doesn't take forever to get out onto the roads.

With our respective wives chasing us in their car, we set off down the almost deserted roads. Next left, downhill through village, turn right and away. No!

Changing up from second to third, let clutch out, accelerate.

That's when everything went bang and the mainshaft in the gearbox snapped.

Time for that nice man from the AA, but not for a couple of hours!!

Saturday finished with unloading the car into the garage and locking the doors in disgust.

Better luck tomorrow. Have you noticed how your wives can gloat in a very superior way when a car and repair is involved and it wasn't them that did it?!



The Vulcan's first public display.



Mini Chitty for one lucky little driver

The Sunday weather was dry but a lot colder. Some of the clothing retailers had a good time out of it. Ill wind and all that....

The festival also saw the first public display of the last Vulcan bomber, following her rebuild and refurbishment. She only gained her certificate of airworthiness the day before. It sure is big and noisy close up!

It was also a bit disconcerting when she did a low level pass with the bomb doors open. Now I know how the Argentine forces must have felt when they watched it for real!!

The last day is the time that the selected competitors see who is the fastest up the hillclimb course.

Justin Law of the Jaguar specialists, Don Law, competed in a Transit van which had been fitted with the running gear from a Jaguar XJ220!

White-van man in the extreme. It even had one headlight not working and the Sun newspaper and empty cans on the dash! All glued on of course.

It qualified well up the order for the top twenty runs, embarrassing some out and out race cars. A bit difficult to explain in the bar. "I was doing well but got a bit out of shape, that allowed the bloody Transit to get ahead!"

All in all a fabulous weekend. If you haven't been there yet, you really are missing out on a wonderful car-fest of the first order. It is addictive though, so be warned!!

Mike Jones

September Autotest

Our second autotest took place on September 5th, again utilizing the bicycle training area behind the main stand at Dunvant RFC. On the day the 5 members who had contested the August event – Leighton Hughes in the trusty Chavectra, Huw Richards in the Astra estate, Tony Bailey (this time in his Polo) and James and Neil Samuel sharing the Honda CRX – were joined by Neil Rees in his Peugeot 205 road rally car and Huw Gibbon in the family Focus.

Six tests lay before the crews, using the same cone layout but with the tests getting progressively more complicated, and each competitor got two runs at each test, best time counting. Just to be different we decided to time the event using the electronic timing gear from the hillclimbs.

On test 1 it was Huw taking the honours with Huw next – that is Richards from Gibbon. Meanwhile Neil Rees spent most of his time stationary in the middle of the course, scratching his head and staring blankly at the squiggles on a sheet of paper that defined the test layout. Cue lots of muttering about needing a navigator when he eventually crossed the finish line.

Test 2 and it was James in the Honda fastest as he got used to the little car again, with Dad not far behind and Huw G also on the pace again. Test 3 saw the same trio at the top of the times, but Neil R was much closer now as he started to get the hang of the tests. On to test 4 and Dad took the honours with James next but, ominously, Neil R was third fastest. At this point Huw G was forced to retire from the event when he was reminded by the family that he was supposed to be somewhere else – I think a birthday party was mentioned.

On test 5 James took the honours again but Neil R was second with Neil S third. Last test and Neil R took fastest with James next and Dad just behind.

So results showed that the older Samuel had managed to beat his son this time by all of 1.2 seconds, James ruing dropping six seconds to the old man on the first test. Huw R again took the Class B honours while Neil R will be the man to watch next time out if his performance towards the end of the event is any indicator.

Thanks to Rob Allender for timekeeping and all the other helpers on the day.

The next event was scheduled to be on October 17th but unfortunately had to be cancelled when Dunvant RFC found they were hosting a junior rugby tournament on the same day. Next event planned for December 12th.

Neil Samuel

CAR		Neil Samuel	James Samuel	Huw Richards	Leighton Hughes	Tony Bailey	Neil Rees	Huw Gibbon
		Honda	Honda	Astra	Vectra	Polo	Peugeot	Focus
Test 1	Run 1	48.9	54.2	52.4	58.5	62.4	101.2	54.3
	Run 2	46.4	52.4	44.3	51.8	57.1	105.7	46.1
Test 2	Run 1	52.1	50.6	69.4	67.1	90.7	81.5	54.6
	Run 2	53.5	76.2	62.8	63	83.9	82.8	54.4
Test 3	Run 1	48.8	45.1	49.9	50.4	84.4	63.9	55.6
	Run 2	45.3	43.7	61.5	49.1	62.4	53.9	47.1
Test 4	Run 1	50.7	51.6	51	65.6	86.1	50.3	51.4
	Run 2	47.7	48.4	61	60.4	70.9	48.7	54.2
Test 5	Run 1	53.9	53.5	74.5	58.7	72.9	54.7	DNS
	Run 2	52	51.4	55.6	57.9	70.8	51.7	DNS
Test 6	Run 1	55.7	53.1	59.8	68.3	106.4	62.6	DNS
	Run 2	54.9	55.4	Fail	70	84.7	52.7	DNS
Total Rank		298.4	299.6	323.4	350.5	429.8	389.7	DNF
		1	2	3	4	6	5	

Diary Dates 2010/11

Planned events for the rest of this year and beginning of next are:

Dec 15th - Xmas party

Jan 5th - Darts

Feb 2nd - Antiques Road Show

Mar 2nd - AGM

Odds and

Proposed Llys y Fran dates for 2011 are 8th May and 17th July. Put them in your diaries now.

Congratulations to all of our competitors in the Welsh Sprint and Hillclimb Championship. Front cover shows Andy Dunbar competing at Llys y Fran in May last year – he is Welsh Champion for 2010. Andrew Meek finished second (1st class 1C), Dave Thomas 5th (1st class 5), Debbie Dunbar 7th (1st class 3E and first lady), Kevin Cole 12th (2nd class 5), Neil Watkins 13th (2nd class 1B), Leighton Hughes (1st Standard Production), plus David Kirk, Tony Barber, Huw Turner, Owain Turner and yours truly all making sporadic appearances.

Your committee have decided to switch our Social nights and Committee meetings around so from January 2011 Club Socials will be on the first Wednesday of the month. This means the opening event of 2011 will be the Annual Darts Tournament on 5th January.

Before that will be our **Christmas Party** on December 15th. Cost is £5 per person and catering will be done by Dunvant RFC so it is vital that you book in advance. Ring Christine on 01792 232644 or e-mail chrisjgibbon@btinternet.com

Also, if you have anything for the infamous Santa's Sack please let Mike and Sally Jones have it asap.

..... Ends