



# WINDSCREEN

The Magazine of Swansea Motor Club



Kevin Cole in front of the spectators at July Llys y Fran (Photo by Richard Gardener)

## November 2016

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## Editors Intro

Welcome everyone to another edition of your club magazine.

Since I last wrote we have run our July hillclimb at Llys y Fran. We were blessed with good weather again and a healthy entry of 73 starters, bolstered by a large contingent from the Lotus7 Club. A huge thank you to all who gave their time to assist with the event which attracted a great deal of praise in the social media. I am delighted to report that the event was voted Best Event in the Hillclimb and Sprint Association Championship. When you realize that the HSA have 32 events in their championship, at all the 'big' hills and many top race circuits we can be justifiably pleased.

On the social side we have held our annual barbecue which, sadly, suffered from poor weather again. Nonetheless, those who attended had a very enjoyable evening and my thanks to Chris Gibbon for organizing and particularly to Ken Bowman for standing in the rain cooking for us.

In September we had a quiz and I have included the questions in this issue for those who were not there to have a go at. The answers are at the back of the magazine along with some background information about many of the questions.

In October we had a club autotest on a stubble field at Reddenhill on Gower. My thanks to Huw Richards for finding the venue, to all who came and helped with the event and particularly to the landowners Kerry and Gary Edwards. Suffice to say a great day was had by all and we are currently planning another event at the same venue.

With Christmas approaching we have a Club dinner planned for Wednesday 7<sup>th</sup> December in Mumbles, details to follow shortly.

I wish you all a Merry Christmas and hope to see all of you in the New Year at one of our events, be it social or competition. And, of course, if you find yourself with a bit of quiet time at Christmas you could always put pen to paper or fingers to keyboard and let me know how your season went and plans for 2017.

Neil

## Reddenhill Autotest

SMC have been trying to find an autotest venue for several years, having last run such an event in 2012. In the meantime several members have been keeping their hand in at the Maesteg DMC events, at Amazon initially and at Crynant more recently. Maesteg also run an event on a field, though none of us have attended. However it gave us the idea that a field could be used so we started to consider whether we knew of anywhere suitable. Not long afterwards Huw Richards announced that he had a place in mind at Parc le Breos. He and I went along to see it and have a chat with the landowner. Suffice to say it was an ideal looking venue and an event was planned. Soon we had a permit from the MSA for a Production Car Autotest.

On the Thursday before the event Steve Lloyd, Huw, Julie and I carried out the setting up. I have to confess it was mainly Julie and Steve as Huw and I got sidetracked talking to Kerry Edwards, one of the brothers who own the site. By the time we turned back to the setup we found most of a course laid out, with the appropriate changes of direction required to satisfy the Blue Book. The course was a mixture of driving through gates, spinning round bollards and tackling slaloms with one long right hand bend and a tight double gate. In other words a bit of everything.

On the day twelve competitors signed on, with 5 new club members including two juniors. Vehicles ranged from Rover 25 to Subaru Impreza with road rally Golf and Corsa in between. I was sharing Steve Lloyd's Rover with Steve, Julie, James and Peter Salter. Steve had gone mad before the event and multiplied the value of the car by adding £200 of knobbly tyres.

After a walk of the course we were ready for competition. I set the first time as I probably knew the route better than anyone else, but was annoyed to hit a bollard, incurring a 10 second penalty. Many people wrong tested but my arch-nemesis, son James, was already setting the pace with a 94 second run. My second run felt much quicker initially, until the car coughed half way round the course and I limped off route. Sure enough it had run out of fuel, one of the perils of not having a working fuel gauge, and I got a test maximum. With only one score to be dropped it now meant my first penalised time counted. To rub salt into the wound James turned an 88 second time.

Meanwhile others were also having troubles. 16 year old Ross Deal, driving a geared vehicle for the first time ever, had suffered a gearbox mount breakage on Huw Richards Rover so he and dad Mark were drafted into the Lloyd Rover – there were now seven of us sharing it!

As the event progressed those new to this type of motorsport started to get the hang of it, with Tony Barber, Christian Howells and Neil Hopkins in their road rally cars setting some quick times. However the class of the field was definitely the Lloyd shopping trolley, despite the amount of abuse it was receiving. James S slipped up on run 3, hitting two cones, whilst I was matching the fast times being set by the Barber Golf. As I went in to my last run James had been totting up scores and said 'you need 84 to win'. One 84 second run later - joint fastest time of the day with Tony Barber – he says 'Oh I made a mistake, you needed 82'. Children!!

Meanwhile Julie had been quietly going about the business of driving neat and tidy and not hitting a thing. On her last two runs she really pushed, to murmurs of appreciation from the road rally fraternity, the result being 3<sup>rd</sup> overall, just in front of Steve. So the old Rover took the first 4 places overall – those tyres were well worth the money. Interestingly the top four were those who have been active at this type of event so I suspect next time we will have a whole lot more competition as others get used to the format.

My thanks to all who assisted on the day, officials and marshals - Mike and Sally Jones, Alun Morgan, Brian Jenkins, Neil Watkins, Anthony Bailey, Andrew Meek, Chris Jones and Rob Allender.

And of course to Kerry and Gary Edwards, the landowners, who have already given us permission for another event. Hopefully they will join in next time.

*Neil Samuel*



Rover power as James S heads for victory



18 year old Alex Barber scaring dad Tony

## **From our correspondent in Nigeria - 9ger news**

As you may recall from our last edition John Bunting had to withdraw his entry for LyF due to his car not being ready. Here is the story in John's own words, plus his thoughts on our governing body and more on his life in Kano, Nigeria.

What can I say? It all went tits up and horribly wrong. My Jedi was taken to Northampton Motorsport just a few days before my return to the UK to get its DTA ecu mapped to suit the engine. It was showing ignition and injection pulses up on the computer screen, but did not run; the Kawasaki pulse wheel, or its triggers produced a pulse that was not recognised or compatible with the ecu, which remained stubbornly unresponsive no matter what program sent by DTA was installed. This ended up with an admission that unless an alternative pulse wheel was installed it could not work, that would have needed a custom pulse wheel to be made, engine out of chassis and side cover removed from the engine to fit it and still no guarantee that the new pulse wheel would be right first time. DTA have offered a refund for the ecu but the new loom (#2) will have to be adapted at my expense to fit whatever goes in next!

Northampton Motorsports said they would offer me an alternative and as they have experience of mapping of most ecu's on the market have a good understanding of the limitations/capabilities of different systems, it would be good to hear what they thought would work.

Over the weekend I ended up going to watch bike racing at Snetterton and of particular interest was the sidecars, where Barry James had his Kawasaki F1 outfit with the same model engine as mine, running away from the field and sounding so sweet, notably higher pitched and higher revving than the chasing Suzuki outfits.

A very nice chap, he removed the body work so I could have a look inside at the rude bits, telling me he is using the same dry sump system as mine and a Kawasaki ecu and most importantly who had made his loom and mapped the ecu.

As it was obvious I would not be racing I withdrew my entries from Manor Farm, Curbo' and Clay Pigeon, apologies to all, so as my 2016 season is lost I decided to pull the plug, re-arrange my return flight and go back home to sulk in Kano.

Just after I got back NMS mailed me a breakdown and quote of what they could offer as the plan "C" ecu. This was an all singing and dancing, with every bells and whistles option, launch control and traction control with wheel speed sensors, paddle shift with auto blip on the downshift and full power shift going up. To some who like playing with computers this would be great; I want to drive a car and am much more of a seat of my pants person. I had installed a simple launch control with my previous engine and only experimented with it for one day and never used it again. David, who used to share drive my car, liked it and used it every time, but as I was consistently quicker off the line than David I believe it was not the way to go for me.

This more or less made up my mind so I contacted the people who did the loom and mapping on Barry James outfit. They were very positive about what could be done and as I still have a Kawasaki ecu it was a much cheaper option than any alternative. So a little more running around for friend John when he gets back from his rented Harley riding holiday in Oz. I have told him he must keep telling himself he is not a Harley rider, I do not want to see him next time wearing a tasselled jacket, straggly beard and exposing chest hairs!

With time on my hands I set about a few jobs on my Defender tow barge. This is now a much more civilised place to be after fitting a Discovery transfer box to give it longer legs, lots of sound proofing and a new clutch. Soft brake pads mean it now stops better so we can think about a little power boost and possibly some drug dealer dark side glass so I can see out but the world cannot look in, especially if I camp out with it.

The day of my return flight the MSA had their meeting to discuss ROP's and other items with the specialist constructors of sprint and hillclimb cars. Jedi asked me to go along with them as I had been involved from their inception and they guessed (correctly) I would have something to say! It was an eye opener to visit the MSA and get a small, if worrying, insight to their way of thinking and how it affects us the competitors at amateur grass roots motor sport level. Some of my northern

friends would probably say they don't know their arse from their elbow. I think they are very far away from the direction that many hillclimbers and sprinters would like them to be going and I found their lack of knowledge about us and our cars very worrying. My impression is they are far more concerned about 3<sup>rd</sup> party litigation against the MSA, than losing competitors from sprints or the hills, who have decided they have had enough of the added costs of all the new rules and red tape and pack it in, or go to non-MSA events where things seem to be far more relaxed and welcoming. I heard several have written to the MSA after the meeting, including myself, I have not heard of any replies and have not had any reply for my requests of clarification.

John Ryan was directly asked were there any recorded incidence if ROP's failure, he said none, even from circuit racing.

When asked direct questions about the legality of claiming log books for cars would be made null and void unless the car constructor gave us a copy of the retrospective certification from MIRA (the MSA accepted test house), I held my log book up saying it was issued in 1997 quoting a ROPs spec that was current within FIA regulations up until 2010 and had been inspected by an MSA approved scrutineer and issued by the MSA. There was a lot of foot shuffle but no answer, I expect there will be some who group together to share legal costs to block this proposal.

If you had a classic car and went for an MOT you would not be expected to retrospectively make it comply with current regulations.

When Jedi asked what about the MSA homologation of their cars for the Formula Jedi race series, they claimed it never happened, but every year since 1996 these cars have had an MSA permit to race!!

At least one car maker had sent all the relevant documents to MIRA to apply for the retro' certification and for many customers this is the only reasonable way forward, but for those with a car only built in small numbers, one offs, or cases where the maker is no longer around it could be easier to get out the angle grinder and start bending the mythical 42.4mm tube.

Several of the people the MSA employ have been involve in professional big budget motor sport and are trying to apply that thinking to the amateur enthusiast with cars built by cottage industry specialists. They are proposing whatever is used at the highest levels of motor sport should filter down to grass roots levels, so if unchecked, we can expect in the future to have certified impact crushable zones in the nose and sides of the cars, cockpit surrounds to support the head in side impacts (most hillclimbers sit a bit higher in the seat and surely this could impair vision), wheel tethers and eventually the Halo devise. Hans, new seat belts and a new helmet every 5 years sounds quite cheap compared to all this.

There was even mention of minimum tube sizes for suspension components, which made one constructor of very competitive regular top 10 runoff cars very excited!

Unfortunately at this point I had to leave as I almost missed my flight, I was the last to board.

I think the future of our motor sport is threatened by the MSA un-informed thinking and can only hope organising clubs especially the smaller ones, have a plan "B" safely tucked up their sleeve in case the manure hits the fan, when the maybe good intentioned, but ill advised MSA totally screw everything up .

On the 5<sup>th</sup> October I did get my copy of the MSA constructors meeting minutes which were pretty much as per my notes taken at the meeting. After I had left the MSA had requested the constructors to actively co-operate with the MSA on its new safety proposals, so in effect endorsing the MSA future plans in their bid to make cars more costly, heavier, slower and presumably more in line with the European hillclimb FIA specification formula cars, the very opposite of our specialist constructors, or one off home builders who could effectively be banned due to the certified crash structure requirements!

Although my visit to the UK was short I picked up lots of little bits for my GTM so I could work on it on my return to Nigeria. I made a mould out of fibre glass as I need a bigger hump to attach to the engine cover over the 45DCOE Weber carb and airbox. The existing GTM hump would cover a pair of SU's and pancake filters but that's about all, I also brought back a Laminover oil to water cooler and the remaining hose fittings I needed to plumb it all in, then with oil and water I can think about firing the engine up for the first time since 2000, more fingers crossed, I also brought back a pair of Revotec NACA ducts and some flexi hose to give a cold air feed to the air box - in my old 69 Cox GTM I fabricated the air box, ducts and trunking to the oil cooler out of light ali sheet.

On a lighter note over the weekend of 9th October, I navigated some of the Kano Motor Club members on a bush run out to Rano rocks on dirt roads. This is the 1<sup>st</sup> bush run attempted since the Boka Haram bombings started in Kano back in 2012 and I had not been out in that direction for at least 12-14 years. Many small villages have expanded so what was a clear turning point from one bush track to another has now been swallowed up with new buildings. After a few wrong turns, dead ends and back tracking we did get to Rano after about 5 hours drive, although only about 65km away, but mostly bouncing around in low gears in an old 1988 Defender 110 Land Rover and a 4x4 Toyota pickup. As a comparison coming back into Kano on the Zaria Expressway only took about 35 minutes!

Friend John returned from his Harley riders Oz holiday to find shiny bits for the Defender waiting for him in the form of a bigger intercooler, silicon hoses and Revotec electric radiator fan. The hoses and fan are insurance, the intercooler will allow a power boost to give the old girl a little more grunt when towing up hills with a trailer behind, something that has not happened very much this year due to all my Jedi woes!!

The Jedi has to go to Track Electronics in Norwich for "plan C" to install a Kawasaki ecu and modify the #2 loom to accept it, then map it to suit my engine, inshala (God willing) and everything crossed again. If it doesn't work soon I could end up permanently deformed after all this crossing of my "bits". Then when/if it is running it has to go back to Jedi for them to complete the bodywork and painting. I most probably will have to have a new roll hoop, even if Jedi get their ROP's retro certification, I'm sure it will be for their later design one piece roll hoop and mine, like many of their older cars has a little extension hoop/lifting eye welded on the top. I also think they may have to fit a bigger diameter back stay to get certification, a shame as this was new this year when I replaced the previous 2 back stays, a bigger back stay will need a mod to the engine cover to fit, more work, more expense!!

This weekend (14/15 October) I must get out my Gilera Saturno, go on google it, a rare and pretty bike, only made for about 2 years and in small numbers. A friend fell off his at Curbo' knocking himself about quite badly with broken ribs and dislocated shoulder, also causing quite a lot of damage to the bike, which he has had for 26 years. He has managed to find most of what he needs for repairs, but so far failed to find a brake pedal, or foot peg and he hasn't got the broken bits to copy as the track marshals swept up the bits while Chris was carried off to hospital in the ambulance, so I promised to take pictures and make drawings of mine so he can have replica bits made.

Because of all the Jedi ecu and loom disappointments this year and returning back to Nigeria sooner than expected I still have a couple of weeks leave due to me. The company don't normally allow leave to be carried over to the next year but I'm hoping this could be the exception, a couple of extra weeks would be very nice next year, if not I'll take a few extra days off to use it here working on my toys towards Christmas/New Year.

As we close our production for the Christmas and New Year break we are starting 10 hours per day production from 17<sup>th</sup> not something I look forward to as it's a long day when I'm in the factory at 6.00, an hour before start up. For years I have been trying to drum into our sales and admin "planners" that it should be easy to calculate what extra we need to produce each month to cover up the annual shut down without the inconvenience and expense of overtime, but every year we still have a panic in October and have to work overtime, Grrr.

I have just read the article in MSA magazine about reducing race car fatalities, already very low at 100 worldwide each year, compared to road traffic deaths at 1.25 million and I would guess that in 3<sup>rd</sup> world countries many deaths are not recorded as nobody can be bothered, so could easily be far higher.

Andy Mellor in charge of this project would like to see introduced right down to grass roots level motorsports all the certified front/side impact structures, cockpit surrounds, wheel tethers etc. that was hinted at during the MSA constructors meeting in September as the way forward for the future of MSA controlled club motor sport. If this were to come about where would that put all the existing cars in use today?

For many I would suspect their cars could not be upgraded to gain certification. Would they be banned and made valueless over night? If the MSA proposed a euro spec formula class they would be over shadowed by the existing "free formula" cars, partly because the euro cars would be much heavier. Already MSA committees have suggested our bike engine cars are too fast and light and should be slowed down for our own safety? The proposed raising of the turbo equivalency to 1.7 and the banning of methanol were all part of this proposal to make cars slower. So to even out the playing field against euro spec cars would today's "free formula" cars that could be upgraded be required to carry ballast and would that ballast be in favour of the euro cars, so as not to make them look too stupid. If ballast were carried to level the playing field where would you put 150kg of lead in your carbon tub Raptor, Empire, Force, OMS, etc. If you had to put ballast, do you then have to beef up suspension and brakes to cope with these extra loads and let's not forget this is all in the name of safety!

If you had to carry that much ballast the accident you may have avoided today could be far worse tomorrow, how much further can a 460kg car go into the Wiscombe trees than a 300kg car?? I for one do not want to find out.

I heard of a Swiss Jedi customer, who had a minimum weight in the class he entered, replacing the aluminium floor and fibreglass under tray with a rather thick and heavy stainless steel under tray, is this really the way forward? I very much fear that in the MSA scheme of things it could well be!

Wishing you all a happy Christmas from Kano and hoping to see you at L-y-F next year  
John

(Thank you John. The topic of the MSA being out of touch is dear to my heart and I know there are deep concerns across many branches of the sport. You only have to look at how quickly they banned self-built cars, such as Andy Burton's creations, in rallying to see where we are headed)

### **Inter Club Quiz**

On November 2<sup>nd</sup> SMC hosted a round of the Inter Club Quiz which was attended by teams from across South Wales. Ammanford, Brecon, Bridgend, Maesteg and SWAC were present, along with a team of Notable Oldies which included Jeff Churchill, Hu Kent and Roger Du Croq-Slip. In all about 75 people were present. We had a display of the latest seats, belts and FHR devices from Vital Equipment, who also took part in the quiz. So many SMC members were present that we split into two teams which, in hindsight, was a mistake. Questions, as ever, were set by Marie Du Croq-Slip, who had even gone to the trouble of getting questions from guest compilers such as Bones O'Connor. Our usual compere Peter Griffiths was unable to join us on the day. His place as question master was taken by Peter Hughes and we thank him for stepping in at short notice.

Maybe it was just me because I couldn't answer them but I thought it was a tricky set of questions. As it was the winning team were Ammanford Motor Club, from Vital Equipment with the Swansea teams 4<sup>th</sup> and 6<sup>th</sup>.

Marie had promised to make a charitable donation to Wales Air Ambulance for each wrong answer to the guest questions but I think she had underestimated how hopeless we could be as she wrote out a cheque for £94.50p. Vital Equipment generously donated £200 to the pot, which was nicely topped up to a total of £300 by Prof.

As we waited for results we enjoyed curry and chips and were able to have a good old natter. Terry Frayne, from Maesteg DMC, was celebrating his 57<sup>th</sup> birthday so, of course, was caught by the old birthday cake routine and, I gather, did manage to make it home in some semblance of order at the end of the night!

All in all, it was an excellent night, with plenty of favourable comment on the social media afterwards, and good to make new acquaintances amongst the motorsport fraternity as well as catch up with old friends.

A huge thank you to Marie for all the hard work she puts in to making these evenings the success they are. Next time we must remember not to split the team.



The opposition teams



Swansea teams in the opposite corner



Terry with his birthday spoils

# Kidwelly MC Motorkhana

In preparation for the first Swansea MC autotest in recent years I entered 5 events, 4 as a driver in my Rover and 1 as the navigator for Peter Salter in a Kidwelly MC organised motorkhana at Pembrey.

The 4 in my Rover were the Maesteg MC events, the first two next to Amazon and the last two next to the colliery museum at Crynant. Whilst these events are called autotests they are not autotests as I recall which involved driving & reversing into boxes & around tight bollards. The main problem I have is finding the correct route although after a few runs you can usually follow the other car tracks.

Pembrey was different, Kidwelly MC have run 3 types of similar events for about 5 years, an autotest on a smaller area of tarmac outside the circuit, an event on the circuit which involves finding the route around bollards and the motorkhana with the start & finish on the go-kart track & out onto an area which the rallies use. It is much longer than the Maesteg events but the main advantage is the route is obvious with all the bends made from tyres. The speeds were higher and if you hit the tyres you could do some panel damage as quite a few cars did (including Peter). Both crew have to wear helmets but the navigator is not needed. These last 2 events are similar in style just different parts of Pembrey being used (except if you go off you either hit a bollard or a solid tyre wall).

There were 35 drivers with some cars double driven, the only others I knew were former club member Nick Knight driving a Fiat & used to enter Llys Y Fran in another Fiat and Andrew Evans who has also entered LYF before in his road rally Toyota. The cars of choice were the Mazda MX5 and the Nissan Micra. Peter was using his 2 litre Focus and was one of the few road registered cars entered.

This was Peter's 3<sup>rd</sup> time entering, once as a navigator and then as a driver with his son navigating. The Focus is a large car for the course and running on road tyres he clipped both front wings, on one side it hardly left a mark but the second hit removed some trim and part of the spoiler.

After some hard driving & braking on the 6 runs Peter won his class and came 12<sup>th</sup> overall which he was very pleased with.

A disadvantage from the club's view is you do need marshals with radio's on the course and manpower is needed to set up & take down the tyre walls. A lot of the marshals did seem to get passenger runs in various cars however and the competitors not the marshals are expected to clear up afterwards.

Kidwelly MC have run a number of similar events often with larger entries and it is a very cheap fun style of motorsport, most of the cars not being road registered and therefore cheap. Next event 2<sup>nd</sup> weekend December.

## **Swansea Motor Club Quiz 7<sup>th</sup> September 2016**

For those who missed it here are the quiz questions for you to have a go at.

### **F1**

- 1. Who was the first Formula 1 World Champion? Which year?**
- 2. Who was the first World Champion with only a single race win in his winning season? Who also achieved the feat many years later?**
- 3. Which multiple champion went on to form his own team which folded in 2002, without a single race win?**
- 4. Which two drivers were both killed at Monza whilst leading the F1 World Championship?**
- 5. Who was the first driver to do the triple, winning the F1 World Championship, Le Mans 24 hours and Indianapolis 500?**
- 6. In the 1996 Monaco GP, how many drivers actually crossed the finish line? How many were classified as finishers?**

### **Rallying**

7. What is Colin McRae's middle name?
8. Which former British Rally champion performed much of the stunt driving in the James Bond epic, Spectre?
9. Who is the regular co-driver for 2015 World Rally champion Sébastien Ogier?
10. Which Spaniard won the 1991 Monte Carlo rally?
11. What is the minimum weight limit for World Rally cars under FIA regulations?  
a) 1025kg b) 1070kg c) 1230kg d) 1500kg
12. What is the minimum age for a navigator in road rallies?  
a) 12 b) 14 c) 16 d) 18

#### Cars

Which car manufacturers make/made the following models?

13. C-Zero
14. Flair Wagon
15. Leganza
16. 612 Scaglietti
17. Aveo
18. What car shares the Pagani Zonda's temperature controls?
19. Which popular car brand celebrated its 120th year of production in 2015?
20. Which brand launched Lauréate Prime special edition cars in 2015 to mark a milestone anniversary?

#### General motor sport

21. Which Briton was a member of the winning team in the 1990 Le Mans 24-hour race?
22. Which Briton was a member of the winning team in the 1991 Le Mans 24-hour race?
23. Which former Olympian escaped unhurt after crashing a Nissan GT-R at the 2014 Goodwood Festival of Speed?
24. How many races were there in the 2015 British Touring Car Championship?
25. Who won the 2015 British Touring Car Championship?



## Llys y Fran July 2016

Our second Lewis Motorsport hillclimb took place at LyF in July and attracted a good entry, 73 competitors taking the start of which 30 came from the Lotus7 Club.

First practice went off without too much excitement, apart from Charlotte Phelps slithering on at the boat house and stalling the car, then finding it would not restart. Eifion Jones in the Audi also had a small whoopsy but no damage done. Meanwhile Adam Phelps set the pace on 46.67 in his Westfield Megabusa.

Practice 2 also went well, the only people suffering problems being Jim Giddings in the TR7 V8 and Mark Jago in the Dutton Melos, though neither suffered any damage. Again it was Adam Phelps setting the pace on 45.82.

After lunch it was down to the serious business of the first race run. Amongst the L7's both John Clarke and Richard Abraham had spins without damage but sadly Liam Morris was unable to start, having discovered a problem with the Fiat Uno Turbo. Richard Hearnden also ran into trouble with the Sprite's gearbox and, though

he limped through the run, took no further part in proceedings. Adam Phelps went quicker again on 44.71 but then Simon Rogers really got into the groove with a 43.60 in the Lotus Hayabusa.

In the second race run most competitors set their fastest time as the class awards were sorted out. In the 8 car Standard Production it was Rob Thomson (Clio) on top from Andrew Bisping (Clio) and our sponsor Wyn Lewis (Focus RS). With Richard Hearnden's problems Rebekah Edwards took 1A in her Lupo, on her first ever hillclimb. In 1B it was Helen Currie who benefited from Liam Morris's problem, her Clio pipping Tony Record's Proton Coupe by 0.01 second. Chris Berrisford took 1C in his Impreza from Gordon Hick (Seat Leon) and Robin Grimwood (Porsche Cayman S). The six car Mazda MX5 class was taken by Lee Champion from Steve Devereux and Lewis Devereux, the father and son having brought separate cars to compete. Mark Jago took class 2A unopposed in the Dutton while Julian Harber (mini) celebrated his 66<sup>th</sup> birthday with a win in 3A from Graeme Williamson (Hillman Imp). 3B saw Christian Evans' Golf take the 5 car class from Martyn Ferris' Renault 5 Turbo and Paul Meadows' Clio. Garry Morgan had a lonely run in 3C in the immaculate Chevette HSR and Adam Phelps took 3D in a stunning 43.87 seconds from Chris Howard-Harris' Caterham and Charlotte Phelps.

Kevin Cole (spaceframe Imp) took 4A from Daniel Owen (Mini Vtec) and Ed McDonough was alone in 5C. In the road rally car class 7B Tony Barber (Golf) bettered sponsor Phoebe Williams, having a first run in Wyn Lewis' Proton. Peter Barrett entertained the crowds with his enthusiastic driving of the Escort and took the stage rally class 7D from Peter Jones' **LOUD** TR8.

Amongst the Lotus 7's Richard Abraham took L7-1, David Nelson L7-2, Michael Calvert L7-3 and SMC's Jeremy Davies L7-4. In L7-6 Shaun Elwell and Mark Durrant did identical 45.98s times with Mark insisting the pot should go to Shaun as he did the time on the first race run. In L7-7 it was Simon Rogers versus Simon Harrison-Moore, Rogers setting FTD with a 42.68.

With the event having run very smoothly we even found time to offer a fun run and 40 competitors took the opportunity for another crack at the hill.

Full results can be found at [www.swanmoco.co.uk](http://www.swanmoco.co.uk)



Graeme Williamson's Hillman Imp



Geoffrey Corker having a moment at the boathouse



Peter Barrett entertaining



Definitely the loudest – Peter Jones' TR8



You don't see these very often nowadays



Julian Harber celebrating his 66<sup>th</sup> birthday

## Odds and .....

For anyone interested in classic and historic cars a new report from the Federation of British Historic Vehicle Clubs makes interesting reading. Find it at <http://www.fbhvc.co.uk/research>

**REMEMBER** Next year LyF dates are May 14<sup>th</sup> and July 16<sup>th</sup>.

Thanks again to Richard Gardener for the photos accompanying my Llys y Fran article.

..... **Ends**

## Quiz Answers

### F1

#### 1. Who was the first Formula 1 World Champion? Which year?

Giuseppe (Nino) Farina won the first Formula One World Championship in 1950, but it was his only one. The following years were completely dominated by Juan Manuel Fangio (World Champion in 1951, 1954, 1955, 1956 and 1957) and Alberto Ascari (champion in 1952 and 1953).

#### 2. Who was the first World Champion with only a single race win in his winning season? Who also achieved the feat many years later?

Mike Hawthorn was the Formula One World Champion in 1958, retiring after the title. In a closely fought season, he won only one race, but managed 5 second places, while Moss won four races, but had only 1 second place and 5 retirements.

Keke Rosberg went on to repeat the feat in 1982, winning only 1 of 16 races, in a season where 11 different drivers won at least a Grand Prix and no one won more than 2.

#### 3. Which multiple champion went on to form his own team which folded in 2002, without a single race win?

Alain Prost

#### 4. Which two drivers were both killed at Monza whilst leading the F1 World Championship?

Jochen Rindt was killed during practice at Monza, while leading the World Championship by a large margin. That margin, though smaller at the end of the championship, was enough for him to take the title.

Wolfgang von Trips was also killed at Monza while leading the championship, in 1961, but his teammate, Phil Hill, won that race and became World Champion by a one point margin.

#### 5. Who was the first driver to do the triple, winning the F1 World Championship, Le Mans 24 hours and Indianapolis 500?

Graham Hill won the Formula 1 World Championship in 1962 and 1968. He later started an eponymous team, but, as the results were starting to come, he and several members of his team (including lead driver Tony Brise) were killed in a plane crash in 1975. Hill was also the first driver to win the Triple Crown of Motorsport (the Formula One World Championship, the Indianapolis 500 and the 24 Hours of Le Mans).

**6. In the 1996 Monaco GP, how many drivers actually crossed the finish line? How many were classified as finishers?**

Just two drivers actually crossed the line, although seven were classified as they had completed enough laps to be considered as 'finished'.

### **Rallying**

**7. What is Colin McRae's middle name?**

Steele

**8. Which former British Rally champion performed much of the stunt driving in the James Bond epic, Spectre?**

Mark Higgins

**9. Who is the regular co-driver for 2015 World Rally champion Sébastien Ogier?**

Julien Ingrassia

**10. Which Spaniard won the 1991 Monte Carlo rally?**

Carlos Sainz

**11. What is the minimum weight limit for World Rally cars under FIA regulations?**

1230

**12. What is the minimum age for a navigator in road rallies?**

12

### **Cars**

**Which car manufacturers make/made the following models?**

**13. C-Zero**                      *Citroën*

**14. Flair Wagon**              *Mazda*

**15. Leganza**                   *Daewoo*

**16. 612 Scaglietti**          *Ferrari*

**17. Aveo**                        *Chevrolet*

**18. What car shares the Pagani Zonda's temperature controls?**

Rover 45

**19. Which popular car brand celebrated its 120th year of production in 2015?**

Skoda

**20. Which brand launched Lauréate Prime special edition cars in 2015 to mark a milestone anniversary?**

Dacia

### **General motor sport**

**21. Which Briton was a member of the winning team in the 1990 Le mans 24-hour race?**

Martin Brundle

**22. Which Briton was a member of the winning team in the 1991 Le mans 24-hour race?**

Johnny Herbert

**23. Which former Olympian escaped unhurt after crashing a Nissan GT-R at the 2014 Goodwood Festival of Speed?**

Chris Hoy

**24. How many races were there in the 2015 British Touring Car Championship?**

30

**25. Who won the 2015 British Touring Car Championship?**

Gordon Shedden