



WINDSCREEN

The Magazine of Swansea Motor Club



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CHAIRMAN'S CHAT.

In the last Chairman's Chat I complained about the weather and the long hot summer we had been promised. I don't just want my money back; I think the forecasters should be sacked. My dog could do a better job!

As most of you know, the July Hillclimb had to be abandoned following the serious accident suffered by Mike Griffiths. I'm not sure, but I think this is the first time one of our events has ever had to be declared abandoned. In all the years we have run this event, I think this is the hardest one. So, on a personal note, I would like to record my thanks to everyone who was involved with the July event. It was a tuff day, iffy weather, and a long day for those out on the hill and a difficult time for all the officials. Thank you all very much for your efforts.

On a lighter note, the annual Bar-B-Q was another success. Once again Chris organised a good night, and, although she used an asylum seeking chef, the food was superb and the whole evening was really enjoyable. Did you think the chef looked like our Ken Bowman? I thought he was very similar.

We had a small car show on the 19th with some extra cars from the invited clubs, SHVR & JEC. The weather was kind to us despite a weak willed attempt at rain early on, allowing members to wander about and talk about the various cars outside in the carpark. Thanks to all who made the effort and made the show a success.

September saw the first round of this year's Inter-Club Quiz, hosted by the Jaguar Enthusiasts Club on Tuesday the 22nd at their venue at the Halfway Inn Nantgaredig. Sadly the evening was poorly supported from an SMC viewpoint and we finished third by a small margin, so work to do at the next two rounds.

Sally and I went to a meeting at the ACE Café in London on the 22nd of August. It was the first time I have been back there for 44 years. I couldn't believe how long it had been. Now I know why I've got white hair!! The area had changed out of all proportion. They have even moved the North Circular Road to a different location! However the guy who now owns the café has really made a good job of making it a popular venue for all sorts of club and specialist activities, and the staff make you feel welcome at all times. Wish we had something similar down here. Our planners would never allow it. Can't have people enjoying themselves, can they???

Enjoy your motoring, see you soon.

Mike Jones



Murton Motor Show

August, a time of summer, warm evenings etc, Car shows! Our show this year included an invitation to both the Jaguar Enthusiasts and the Swansea Historic Vehicle Register clubs.

It was nice to see that some of their members took us up on the invite, although two broke down and didn't make the evening.



Not a bad turn out considering the forecast



How many cars do you think we'll get then?



Dai Lloyd uses a Coke can to play Police cars!



If you're a Singer, give us a song then.

A good night was had by all, the weather held and everyone had a chance to have a look around and compare notes. The prize for the 'Car I want to take home' was judged by Chris Gibbon who wanted the Aristocat Jaguar of Keith Turner from the SHVR club. He took home the bottle of wine but didn't let Chris have the car!!

Mike Jones

DIGITAL THOUGHTS

An interesting article in the Sunday Mail given to me by Peter Jenkins, reminds people about a situation that will be coming about, which so far appears to be kept quiet. The article is by Martin Delgado.

‘When you buy a new car, you might expect it to be packed with state of the art gadgets. But drivers who have splashed out on a new motor recently thanks to the Governments ‘scrappage’ scheme are already facing a costly technical upgrade – because their radios will soon be obsolete.

Most new cars are still fitted with traditional FM radios which will be useless when the Government turns off the analogue signal and switches over to digital in just five years time. And installing a DAB digital system could cost as much as £300 because standard car radios are built into the vehicle’s electrical system and are difficult and expensive to replace. It might even be hard for drivers to sell their new cars in five years time, as an obsolete radio will hardly be a selling point.

Ministers announced earlier this month that FM signals would be switched off by the end of 2015, as digital radio becomes the standard format in Britain.

But motor manufacturers continued to churn out cars with analogue radios because they were reluctant to sign up to the ‘digital revolution’ until a final date for the switchover was announced.

Top selling models such as the Ford Focus and Mondeo, Fiat Punto, Volkswagen Polo, Peugeot 207, Vauxhall Astra and Renault Clio remain in the analogue age, though some manufacturers offer digital radio as an option for £200-£300 extra. Only some more luxurious models such as the Audi A8, BMW M5 and M6, Jaguar XJ Sovereign and Land Rover Freelander come with digital radios as standard.

Julie Sinclair of AutoExpress magazine said: ‘Motorists wanting to sell their cars will have to upgrade their radios whether they like it or not. It’s going to cost them money.’

Last night there was more criticism of Britain’s much-heralded digital revolution after it emerged that radio listeners will experience months of disruption, as transmitters are adapted to the new signal.

The process will lead to poor reception on both analogue and digital and, in some cases, complete shutdowns for up to a day. A massive £700 million engineering project is being rolled out across the country between now and Christmas.

Radio industry leaders are angry about the disruption to the radio signal but are powerless to intervene.

Mandy Green of the Digital Radio development Bureau, which is funded by the BBC and commercial broadcasters, said: ‘We are not happy about it but there is not a lot we can do. Everything comes off the same mast so when you are doing work to facilitate the switchover, it affects both the analogue and digital radio signal.’

This article shows that there is a lot about the coming changes that, collectively, a lot of people are keeping from us. Something to bear in mind with your future or imminent purchases, in the car or audio market. It will also possibly impact some of us selling our modern cars at a later date.

Luckily the Marlin doesn’t have any audio equipment fitted, mind you, you wouldn’t hear it if did!

Mike Jones

YEARS OF RALLY HISTORY BEING TRANSFERRED TO DVD!

The entire 50-edition collection of the classic monthly rally video series "Acceleration - The Rally Video" is finally being released on DVD, with the first 12 months already available as individual DVDs (with two months and almost 120 minutes on each DVD), or as a six-DVD box-set.

The videos have been digitally re-mastered for improved sound and the picture format has been changed from the original 4:3 aspect of the usual 90s television to the newer 16:9 (widescreen) format of the latest televisions.

Produced by David Winstanley between 1994 and 1997, "Acceleration - The Rally Video" was essential viewing for many thousands of rally fans, with both individuals and motor clubs eagerly awaiting each new release and with motor clubs often having special "Acceleration" club nights, where they would show the latest offering. . .

There was much to offer, as David Winstanley explains: "When I first starting re-editing these, I was amazed at just how much was on each 60-minute video, with as many as eight features on some programmes, including everything from British Rally Championship events, through to the smallest club rally, as well as interviews with people like Tommi Makinen or special features such as a trip to John Haughland's Winter Rally School, (which might not sound very interesting on paper, but provided a fascinating and amusing film).

"In addition, we've got special features on the RAC Rally, the Group B cars, Pikes Peak with Ari Vatanen, Malcolm Wilson's M-Sport company when it was just starting, building a rally car, a full history of the British Rally Championship and much more, as we actually have many original and classic films in the series as well. There's too much to mention, to be honest, as we're averaging about 16 rallies or features on each two-hour DVD".

Winstanley continued: "I'm almost overwhelmed at how much is there, because we see many drivers early in their careers, such as Tommi Makinen, Marcus Gronholm, etc, and many others at the peaks of their careers, such as Colin McRae, Richard Burns and so on. . .

"There is also poignancy, as several people have died in the meantime, names again like McRae, Burns, obviously, but also lesser-known names like Debbie Garlick, who died so tragically in the 2004 Tsunami." The plan at the moment is to release six DVDs per month throughout September, October, November and December, with the first six already available from <http://www.rallytv.co.uk>, where you can also see a full listing for each DVD. These are available for just £8 each; they are also available as a six-DVD box set for just £25.

David Winstanley and his production company Acceleration TV & Video can be contacted on:

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MSA Aviva Classic

20th September 2009

This year Angela and I entered what used to be the Norwich Union Classic in the Mini for several reasons; 50years of Mini, Mini is a one family owned car and was bought new in Chester, and of course I am a Cestrian.

So we elected to start from Chester which was also one of the longest routes but the sentiments were strong! At the start we met up with 'old friends', well known in Wales, Phil and Lynne Short who had entered their Audi Quattro and also 'promised' to bring a bootfull of mini spares!! Some hope as we did not see much of them till MIRA!!

It was a beautiful blue sky start at 9.17am in the centre of Chester and we took a wrong 'slot' straight off; but we knew the way out of the centre!!

We travelled through the narrow lanes of Cheshire, passing many of my old haunts from long ago, through villages where members of the family had lived, worked and are now buried. We could not stop laughing at some of the thoughts and took a few wrong turns, so what, it was all good fun and a lovely day!

A Ferrari 308GTS behind us followed on a wrong 'slot' - never follow on a 'rally' - but we managed to turn around and were now behind them. We were next held up at a canal bridge so I got out to apologise to the driver only to find they were two ladies out to enjoy themselves and munching their way through a 'bucket' of chocolates, we 'christened' them 'footballer's wives'!

First stop was Shugborough Hall near Stafford, home of the late Lord Lichfield and now owned by the National Trust. As there was a lot to see we will return as time was short on this occasion.

Next was a lovely road across Cannock Chase, great wooded scenery bathed in sunshine and restricted to 40mph.

Our next venue was the MIRA research facility near Nuneaton where we had a go on the 'handling course'. This was an ideal Mini venue with only two cars on at a time; we were waved down by the marshals for going too fast!!? However, at the finish I was 'horrified' to be stopped, 'no slow down', to find an Audi Quattro up our rear still moving, Phil Short!

Next stop was Kelmarsh Hall which had been especially opened for us and was where some other routes

joined for the run to the finish at Silverstone. Again we only stopped for a tea and joined up with Phil's friends from Yorkshire who were in a TVR.

Arrival at Silverstone was quite crowded as expected for an event with a total of 350 entries and the circuit busy. It seemed a lot easier in the Mini as you are sitting higher than in the C!! Rules stated NO overtaking and NO passing but we were passed by Astons, Jags and a Bentley on the first lap, so on the second lap I let Mini have it's head and changed to third and went for 'it'. We out cornered TRs, Rovers and a few other sports cars!!



This was a great event and well worth the effort and the money to travel a well planned route in great weather; also at the end to meet up with fellow rally competitors. (Photos courtesy of Peter Brown).

Tony Jones

Llys y Fran July 2009 report

As you probably know our July Hillclimb had to be abandoned when Mike Griffiths suffered a major accident in his Mark 1 Escort and the Doctor had to leave the venue to accompany him to hospital. Happily Mike had not broken any bones but his recovery is taking a long time.

The incident came at the end of a long day when we had suffered problems of various sorts including a competitor liberally dousing the hill with oil after knocking the sump plug off his single seater and a glitch in the timing computer which meant it refused to register times. There were also problems at the last bend before the finish where we had removed the tyres we use to stop competitors cutting the corner following a pre-event inspection by an MSA official. Of course this meant that people cut the corner, dragging mud and grass onto the track, and resulting in a lot of complaints from competitors.

Combined with weather that we could have done without the event was so delayed that we did not manage to get through a full race run so were unable to award prizes or championship points.

All this was a great shame as we had a good entry of 85 cars and were looking to build on the excellent reception that the May event had received.

My thanks go to all the marshals who turned up and braved the conditions for such a long time. In particular I must thank Kevin Cole, who normally competes but damaged his car at a previous event, who helped set up on Saturday and then marshalled Sunday before helping to clear it all away again.

Neil Samuel

Diary Dates 2009

October	No social due to Rally GB
November	Quiz – SMC home round
December	Christmas Party

Odds and

Front cover shows Rob Orford from the MG Car Club en route to winning his class in his MGB GT on our May hillclimb.

The result of round 1 of the Inter Club quiz was a win for the SHVR on 37 points, followed by the Jag Enthusiasts on 36 and SMC on 35.

Kenny Owen's Lombard Rally has changed name this year and is now known as the Rally Evolution. It will take place from 12th to 15th November and will start and finish in Newport, visiting most of Wales in between. Classes are for 1400cc Endurance Rally specification cars, 2000cc non-turbo diesels and Historic Road Rally cars up to 2000cc. The organizers are looking for marshals so if you can help please contact Dave Thomas on 07788 995345 or 01492 584872 or e-mail dave@anwcc.freemove.co.uk

Wales Rally GB runs from 23rd to 25th October and Swansea Motor Club will again be running the shakedown stage but in Margam Park this year, on October 22nd. Further details are available from Huw Richards on 01792 527978.

Eirian Jones tells me that he and Christian Howells flew the SMC flag on the Brawdy Stages on Sunday September 6th. Unfortunately Christian's rapid Corsa suffered a suspected head gasket failure on the second stage, leading to their retirement.

..... Ends