



WINDSCREEN

The Magazine of Swansea Motor Club



Fin Mackintosh at July Llys y Fran

Christmas 2015

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Editors Intro

As it is the festive period the first thing I must do is wish you and your family a Merry Christmas and very Happy New Year.

Since I last wrote we have run our second hillclimb at Llys y Fran. We were blessed with good weather again, a healthy entry and a problem free day. After the event I sent a questionnaire to our competitors asking for their feedback. There were a few useful comments about things we could do better but the overwhelming response was that competitors like the venue and feel we do a very good job of organizing the event. It is nice to get such positive comments from our customers.

Club social events have continued with a road run in August, Huw Richards providing a route that traversed roads most of us never knew existed. Julie Samuel provided a general knowledge quiz for us in September and members attended the Inter Club Quiz in Brecon in October, winning for the second time in a row. In November we held a film night at St. Teilos Church Hall in Bishopston where we were able to use the projector to watch some films of classic 50's and 60's racing and rallying on a big screen. It was a thoroughly entertaining evening and my thanks to Ken Davies for organizing it and to Christine Gibbon for the home made cakes that accompanied our tea and coffee.

Committee members felt that our Christmas party needed a 'refresher' so this year we organised a meal at the Mermaid in Mumbles. A very good evening was had and it was particularly nice to see Tony and Jill Allen (our Llys y Fran commentary team) who travelled from Bristol to join us.

As the year closes I would like to thank all those who have supported Swansea Motor Club in 2015 as members, competitors, officials and marshals and, in particular, the committee members who have supported me in my first nine months as Chairman.

Here's to 2016 – Happy New Year

Neil

Howard Power

Howard Power, who died at the end of August aged 78 was a Swansea Motor Club member in the 1960's and provided his Mini Cooper 'S' for himself and Denzil Price to compete on the notorious 1966 Monte Carlo Rally. Famously, their car #96 was excluded along with the BMC & Ford works teams and a large number of other competitors, almost all of whom coincidentally held British passports! The main trumped-up charge that emerged from post-rally French scrutineers centred on the dipping system employed for headlights and auxiliary lamps.

The rally made the world news and the Power/Price #96 Cooper was in good company as the exclusive alumnus of those disqualified included; Timo Makinen, Roger Clark, Raymond Baxter, Rosemary Smith, Bengt Soderstrom, Vic Elford, Paddy Hopkirk and Rauno Aaltonen. Memorably, this scandalous escapade on the part of Automobile Club de Monaco torpedoed a remarkable hat trick of wins on the gruelling event for BMC's all-conquering Cooper 'S'!

Howard operated a School of Motoring near Ammanford during the 60s and met Denzil when he was managing the celebrated Ballroom in the town. A popular figure in his area Howard had served as a councillor for many years and had been elected mayor of Cwmaman Town Council for a total of 4 terms of office, He was also a prolific worker for charity.

I have very little other information on Howard but I'm sure members will join me in extending our condolences to his family and many friends.

Ken Davies



XXXV^e Rallye Automobile Monte Carlo 1966

Minis To Ireland 2015

Musings from the back of the field!

Sadly, our Classic Mini did not accompany us to Ireland this year and, like one or two other non-Mini crews on this event, we knew that we were missing out on a lot of the fun. To avoid breaking up the cavalcade of Minis we elected to travel at the back of the field in our VW Golf, with Emma and Mary in the “Sweeper Car” and “Legs” (Kev) and Connor in the Service Van. Hopefully, we could make ourselves useful as well.

First musing – our VW Golf is a bit like a big Mini? But, the latest new MINI that was introduced recently is bigger than our Golf! Honestly! We parked beside one. The second MCR Minis to Ireland Event took place from 17 – 24 September, 2015. All but two of the thirty cars starting from England and Wales met up at the Ferryport in Fishguard, and the absentees managed to catch up with us over the next two days. At Fishguard we signed on, were issued with super Rally Jackets, were reunited with old friends and made new ones. The weather was lovely and the four hour crossing to Rosslare was smooth. From Rosslare, the 30 mile journey to the Brandon House Hotel at New Ross was straight forward. Here we met up with Jan Wyllie, Emma Wyllie and Mary Nugent, Kev and Connor, Walter Simpson and Mervyn Thompson from Ulster as were Wesley Johnston and Graham Gilbert, and Cathlean and Peter Bastian from Edinburgh.

Day 2 – New Ross to Sneem. 178 miles.

This was the real start of the event. Several Minis had “bonnets up” in the Car Park, and the Service Crew were busy before we had even started! At 9.30am. Emma flagged the cars off at 30 second intervals. Now we were on our own with our Route Book and our Route Master Question Sheet (10 questions to answer each day to ensure we were following the correct route). The Target Time to Sneem was just over 7 hours but this included an hour for lunch and 30 minutes for coffee break. It was here that we discovered we were not going to starve in Ireland! After a more than adequate breakfast at the hotel, our coffee stop offered a huge scone with jam and cream, and the lunch stop offered huge sandwiches and a bowl of soup.

The day was cloudy but dry. Initially, from New Ross the roads were smooth as billiard tables! We recalled that when we first visited Ireland about 20 years ago the roads were dreadful; even the main roads were bumpy and full of potholes! The sump on our Mini cracked and the cooling fins were made smooth. On returning home, after getting the car repaired, the first thing we did was to fit a sump guard. To-day, we contemplated that joining the European Union has most certainly been good for Irish roads.

We headed West via Waterford, Dungarvan, Lismore, Fermoy, Mallow and Kenmare to Sneem on The Ring of Kerry. As the day progressed the roads became more interesting and more challenging and included two Circuit of Ireland stages that always prove interesting. The first was Mullaghanish and the second at Furiry where, if we were alert, the answer to Question 6 was that we were 1045 feet above sea level! The Route Book was excellent; the only thing we needed to be aware of was that the book and our odometers were calibrated in miles and the distances on the sign posts were in kilometres.

From the Sneem Hotel, where would spend the next three nights, we enjoyed fantastic views over the Kenmare Estuary. The Minis had an exclusive parking area which allowed their owners to tweak to their hearts content. So many Minis 'gathered together' created an enthusiastic interest both for other entrants and hotel visitors alike.

Day 3 – Sneem to Sneem. 213 miles

Today was a long run taking in the Kerry and Dingle Peninsulas, with fantastic views everywhere one looked. The route was circular, and it was possible not to do the entire route if one felt so inclined. There were a few places where one could peel off and thus reduce the mileage somewhat. The day began with a coastal trip around the Ring of Kerry (part of The Wild Atlantic Way which proved to be a designated scenic route around Ireland for visitors in cars or coaches. We would travel on sections of it for much of our meanderings over the following few days). There were stunning views of the Skelligs near Port Magee and Valencia Island (of weather forecasting fame). The edges of the roads were a continuous garden of wild flowers; fuchsias, montbretia, ox-eye daisies, ferns; all species which had finished flowering a few weeks ago in Wales. Flags of Kerry were flying from most of the homes in support of a local Gaelic Football team who were to play Dublin. The weather was holding (just) but a mist hung on the hills. After a good lunch at The Red Fox Inn the route followed the coast road around the spectacular Dingle Peninsula to Sleah Head before returning to Kerry and crossing the peninsula to Sneem; via the Lakes of Caragh and two Circuit of Ireland stages, Glencar and the famous stage of Ballaghbeama where the Route Book advised to "beware of tight bends and long drops"! We did! Suddenly, we were back in Sneem for a natter and a noggin in the bar, and to reflect on another super day.

Day 4 – Sneem to Sneem. 181 miles.

It was raining! Emma flagged off the cars from under the canopy of the hotel entrance. It was Sheep's Head and the Ring of Beara to-day, with lunch at Mizen Head. We followed another section of The Wild Atlantic Way into Killmakillogg, another Circuit of Ireland stage. It was a pretty route through a tunnel of overhanging trees. But, it was very narrow, very winding, very green and very wet. Suddenly, we came across several Minis; one of which was in trouble; the others to give help and support in any way they could. The doughty Service Van was right behind us; and the diagnosis was a broken tie bar. A new one (drilled and held in place with a split pin) was fitted, , and eventually everyone was back on the road again. But, the weather was worsening. Next we tackled another Circuit of Ireland stage down the Healy Pass. We had driven this stage several times before, in both directions, but never in such wet conditions. Looking on the bright side, there was no traffic coming up! While no records would be broken this day we were able to appreciate the magnificence of the Pass in a very different way. The rain, like waterfalls, cascaded over the rocks or ran in dashing rivulets down the mountainside – fantastic to behold. But, the sheep were unimpressed by the grandeur of it and carried on as usual! All this had happened before coffee break at Glengarriff, albeit, for us, a late coffee stop. We wondered if the front runners were already tucking into their lunch at Mizen Head, some 60 miles ahead. The weather had caused some of the roads en route to Mizen Head to be closed and detours were found to get there. We were happy to see so many of our Minis parked up. Later, Robert and Hugh came to the conclusion that the weather had deteriorated too much for the group to continue, and the planned

afternoon session over Priest's Leap was cancelled. However, they came up quickly with an alternative route. At Sneem Hotel that evening everyone was accounted for!

Day 5 – Sneem to Connamara. 210 miles.

After the disappointing weather of yesterday, to-day it was lovely! This was just as well because it was going to be a challenging day, in any case, what with the mileage, crossing the River Shannon at Tarbet ferry and negotiating our way around Galway.

We set off towards Killarney on the R568, enjoyed seeing the Carrauntoohill Mountains ahead of us (the highest in Ireland) and were soon into a Circuit of Ireland stage, avoiding the sheep on the road. Then we came across numerous Minis parked all over the place, where ever they could. Apparently, one of our Minis slid off the road, turned over and landed in the bog about 3 feet below road level, cleverly missing a rock on the way! Thankfully, no one was hurt. By the time we arrived the car was back on the road and still in a drivable condition. There was a long delay before we could continue while the Service Crew checked the car over, and while the occupants and those who had witnessed it all happening could compose themselves.

Soon we were approaching the Kerry Way. The Route Book advised us to take care because of "jaunting" horse and carts, and walkers on the track. And yes, they were there, lots of them, in this seemingly remote countryside. At 22 miles from the start of our day, the Route Book advised "care – blind crest that goes sharp right". And it did! There we happened upon a couple of minis; one minus a front bumper and with a front, left wheel askew. Parking here was not good. So we left space for the service van and continued down the mountain for a short way where we were able to park. Soon, they all followed, moving very slowly. The mini pulled in, in front of us. The Service Van, meanwhile, had had news of another Mini with problems, and went off to investigate what was happening there. For the two cars on the mountainside, the question was, would we be able to get a breakdown car to transport the Mini down? Mobile phone reception was poor but eventually we received word to escort this ailing Mini about 3 miles down the hill to a car park where there would be room to assess the damage. The courageous driver led the way, leaving a black line from the wonky wheel along the track. On the way we passed the other Mini-in-distress, its front somewhat battered; but there was no sign of any occupants. We were glad to make the car park without incurring any further damage. There, in the car park, Kev and Connor, the driver of the Mini, Ian Wright, Phil Dyson and others worked so hard to get the Mini going but all other attempts came to nought. After about 4 hours of trying, a breakdown truck came from Killarney and arrangements were set in place to transport Mini home to England. The second Mini was, also, transported off the mountain to go home. Both crews opted to continue with the event and went off to find hire cars. That left the Sweeper car, the Service van, two "helping" Minis and one VW running very late; and we were only about 26 miles from the beginning of our day!

We abandoned the Route Book and followed main roads to Connamara but still needed to cross the Shannon at Tarbet. We reached the official lunch stop at 6.30pm and stopped, not for lunch, but for much needed drinks (non-alcoholic), before attempting the final 65 miles to reach the Renvyle Hotel. Part-way there we caught up with a convoy travelling extremely slowly. It turned out to be a Funeral Procession and, this, we followed, at about 20 mph, in the dark, for 27 miles!! Journeys end was

reached at 9.30pm and we went straight in to dinner and to an ovation from the rest of the crowd. Renvyle Hotel is well known for good food. It was very, very good.

And we had got Connor to Connamara for his very first visit!

Day 6 – Connamara to Connamara.178 miles.

It was amazing what a good night's sleep could do! After the challenges of yesterday the sun came out. Our route to-day was a "there-and-back journey" and there was no obvious way to shorten the route. One or two Minis decided to do their own thing, and the rest of us set off from Renvyle towards an early coffee stop at Woods Hotel in Westport. The first few miles re-traced some of the route we had travelled in the dark the previous evening. Then we branched off towards Westport and were surrounded by cloud-topped mountains, lots of water and wonderful views. Plenty of peat cutting was obvious, the peat stored in bags to dry. After Westport we followed the coast road to its junction with Achill Island. We drank in the mountains, the sea loughs, the sea mists and never-ending amazing views. At one point The Wild Atlantic Way lived up to its name with continuous, white waves crashing towards the cliffs and onto a raised pebble beach. There were numerous new dwellings along this peninsula and on Achill Island. The roads were good and large plots were marked out. We mused that this area could look very different a few years from now! At Dooagh, Achill Island, we turned into the Last Drop Coffee Shop and Bar for lunch. Lots of Minis and their crews were there – quite a novel experience for those of us at the rear!

On the return journey to Renvyle we re-traced our tracks as far as Westport but from then on travelled down a wonderful, scenic valley. The road was winding, there was no traffic; we followed Emma and had great sport. No major incidents occurred; nor too many small problems to be solved. We had had a grand day out!

Day 7 – Connamara to Wexford. 216 miles.

This was a day of passage from Renvyle in the NW to the Ferrycarrig Hotel at Wexford (close to the ferryport at Rosslare) in the SE. Despite the mileage, travelling was good. The first car was flagged off at 9.30am but the back markers did not leave until 11.00ish. 'Sweepers' and Service Crew had been busy; so, while they tucked into a late but hearty Irish Breakfast we enjoyed another cup of coffee.

We plunged into a Circuit of Ireland stage soon after setting off. It was a scenic route through wooded mountains and we all enjoyed this stage a lot. Lunch was at the Malthouse in the square at Montbellow. Here, Question 3 asked us to name the statue in the square? It turned out to be a lively, equine statue (in bronze) of Bobby Jo, horse extraordinaire who had won both the Irish National and the Grand National at Aintree. We did not catch sight of any MCR Mini all day long but the Landlord at teabreak said that the last Mini had departed about 25 minutes before we arrived. So, for Kev and Connor it was an easy day; at least until we arrived at Wexford.

As we travelled, we wondered how a week in Ireland could pass so quickly? But the answer was obvious – we were enjoying ourselves! We mused if, other than sheep and small herds of cattle, Ireland imported all its food? We had travelled about 1225 miles in total around this lovely Emerald Isle but had seen no food crops growing anywhere. Ireland, has a high standard of living; nearly everyone seems to have built a large, modern bungalow in the middle of a large field but they do not grow any vegetables – just beautifully mown grass. We didn't even catch sight of a potato growing! And what ever happened to Kerry Gold Butter? Could this be an EU directive? And who lives in these bungalows? It was obvious that not all of them

were occupied all of the time. Do people earn a living in Dublin and come home for weekends and holidays? Are they owned by Irish people who live abroad and return to Ireland periodically? Or, are they owned by Europeans who have a holiday home abroad?

We mused, also, that Minis travelling at the beginning of our convoy would have a very different impression of this event. Although we were all travelling the same route, each Mini would experience it from an individual point of view. We hoped that our story would recall some happy memories for the participants.

The Ferrycarrig Hotel was as good as ever. We arrived with ample time to sort ourselves out, put on our glad rags and have drinks in the bar before our Final Dinner. Everyone had a good time. We each received a Finishers Award for taking part on The Minis to Ireland Event 2015. Special awards went to Phil and Sue Dyson who received the “Spirit of the Event” Award; Cathlean and Peter Bastian were granted “The Wooden Spoon” and Colin and Margaret Armit won the “Route Master” Award for answering the greatest number of questions correctly.

Day 8 – Wexford to Rosslare. Approx. 14 miles.

Some crews were extending their holiday in Ireland. Our Irish friends would be returning to their respective homes. Most of us were heading for the ferry. It was a morning of “good byes” but we hope we will meet up again soon. Maybe on the “Minis to Monte” run in 2016?

Our thanks go to all the organisers who put so much time into the event; to Chairman Robert and Lesley; to Hugh and Jan who devised the route and sourced hotels; to Emma who organised Start Control every morning with a smile and a chat for everyone; as well as “sweeping” and noting where every Mini was en route, even if they were just filling up with fuel. The “Sweeper” could not continue until all the Minis were ahead. Thanks also go to Kev and Connor who worked exceptionally hard on our behalf, especially at the start and finish of every day. Thanks are also due to Tiny who joined us for the weekend as a photographer. To all these people we are indebted for making the 2015” Minis to Ireland” such a fun and enjoyable event.

Tony and Angela Jones
October 2015

J.Cerwyn 'Ken' Bowen 1936-2015

Many club members will remember the adventures in the 60s/70s of Mini racer extraordinaire Ken Bowen, who sadly died in June. Born in Swansea and a GPO telephone engineer by profession, Ken first raced in 1967 when he drove his immaculate Broadspeed Cooper 970 'S' road car; reg 856 FLX, to the Llandow race circuit near Cardiff and finished 3rd in his first saloon car race.

He then sold the car to Peter Cook, proprietor of the Baglan Service Station near Port Talbot, who promptly formed The Baglan Racing Team consisting of himself together with Swansea Mini Cooper drivers Brian Davies, Mike Leonard and Ken Bowen.

The team was characterised by four immaculately prepared Minis, all finished in a stunning and individualistic purple colour. Ken further completed this image by using a smart 3.8 Jaguar Mk2, also finished in purple, as his tow-car. From then on Ken became a regular winner, often beating the larger 1300 cc cars. His car was meticulously prepared and almost never failed to finish a race.

His driving style too was immaculate; neat, tidy, clean and controlled although he raced hard but fairly.

On one memorable occasion in an Allcomers Sports & Saloon car race, Ken scored an outright win, beating Llandow specialists Robin Darlington and John Milton in their fast E Type Jaguars! Ken held the lap record for up to 1,000 cc saloon cars and later, with his short-stroke 850cc Arden-tuned engine complete with 8 port head, also secured the up to 850cc lap record at the circuit.

Although Ken was content to race mainly at Llandow he did make occasional and successful forays to other circuits and on one of these rare trips to Mallory Park, he took pole position for his race and led for 8 of the 10 laps, before running wide at the Esses and letting the regular Mallory winners; Terry McNally (Anglia) and Ray Edge (Mini) through to eventually finish 3rd himself. Similarly, on a trip to Brands Hatch for the annual November Sevenoaks Club meeting he raced competitively with the circuit's ultra-competitive saloon car regulars and finished well up in the final results.

He became known as the 'King of Llandow' and his car always carried the competition number 13 - he was not superstitious! He also won his class at the first Swansea Motor Club Penrice hill climb on October 8th 1972. He had various sponsors over the years, starting with Tony Blore, then B & H Davies Motors in Swansea. Eventually the car was bought by Everwarm Homes for Ken to drive under their banner, usually and not inappropriately at a cold, damp and windy Llandow! Following the closure of the Welsh circuit in 1977, Ken called an end to his racing activities and retired from BT due to ill health at the age of 52.

He was born in Landore but moved to Killay where he lived for most of his life and although I'm not sure if Ken was ever an official member of the club, he was certainly an integral and active part of the wider local racing scene during that era and had many friends within SMC.

We offer our condolences to his wife Elaine, sons Robert and Jonathan and their extended family and many friends.

Thanks to Chris Jones, lifelong friend of Ken Bowen's for information contained herein.

Ken Davies



Ferrari – The Origins Of The Prancing Horse

Whilst on a recent family holiday, near Venice, in a place called Jesolo, I came across some wonderful large sand sculptures.

One in particular was of specific interest to me, which was a sculpture of a man called Francesco Baracca, which was sculpted by a man called Damon Farmer, who had come all the way from the USA to do this.

Francesco was born in 1888 and was one of the most important figures of Italian aviation during the first world war. Known as the “ace of aces” he shot down 34 enemy airplanes. After his death in 1918, the symbol decorating his airplane, a prancing horse, was chosen by Enzo Ferrari for his car manufacturing business and adorns these famous cars to this day.

The sand sculptures you see in the pictures, of Francesco and the others, were truly impressive. Whilst sand looks like sand wherever you go, it is actually very diverse in its nature and make up. It can be of biological or mineral origin. Organic sand is made up of such things as coral, shellfish and fossils. This kind is found above or near salt water areas. Mineral sand is derived from rock, composed of small pieces of minerals and other stones originating from mountain areas, such as the Alps. The sand in the area I visited, Jesolo, was of Dolomitic origin and its uniform grain makes it very difficult to work with. So the artists who made the sculptures really had a job on their hands. Very talented people.

I hope you found this short article interesting; the origins of the prancing horse on Ferraris was good to know and not where I expected it to be from.

As a footnote, during one night of our stay there was a storm, with strong winds and driving rain (a bit like Swansea!); when I went past the sculpures the next day, in the morning sunshine, the storm had destroyed them all, which was sad. Anyway, at least I got some photos before they went.

Neil Watkins



Francesco Baracca and the prancing horse



Neil and Rhian with another of the sculptures

Hywel 'The Mac' Thomas

On the 16th September, rallying lost one of its most charismatic characters with the untimely death at 73 of Hywel Thomas following a short illness. He'd started navigating on road rallies in the 1960's and one of his earliest triumphs was winning the inaugural 1965 Tour of Epynt with Tony Chappell in a Lotus Elan.

His life-long sobriquet 'Hywel the Mac' derived from his normal form of rally-wear; a dark coloured gabardine raincoat, worn when all others were sporting trendy Dunlop rally jackets! Hywel's remarkable career as a co-driver had taken him all around the world and he'd competed with a distinguished alumni of drivers that included:- Tony Chappell, Ron Gillard, Norman Harvey, John Heppenstall, Alun Rees, John Price, Phillip Young and Bob Fowden.

A native of Neath, Hywel was a founder and life-long member of Port Talbot Motor Club and proudly counted the iconic Motoring News rallies of the 1960's; the Gremlin and Nutcracker, among his list of outright victories but by the end of the sixties he was a regular international competitor too and his tally included 6 Monte Carlo rallies, the Coupe des Alpes with Chris Slater, the Acropolis, several Safari's and the Himalayan Rally with Phillip Young.

Perhaps one of his greatest achievements was taking part in the grueling London-Mexico World cup Rally of 1970 with Alun Rees and West Wales Rootes dealer Washington James. After a litany of hairy adventures their privately entered Hillman Hunter finished in 15th place and they returned to Carmarthen as national heroes!

A clever and intuitive IT specialist by profession, Hywel latterly developed his own Rally Results International Service to provide a high-standard results service to international and national events. One of his customers was The Raid de Himalaya based in Shimla and earning him unlikely celebrity status in India!

By his own admission, Hywel; possessed with a very high standard work ethic, could sometimes be prickly and pedantic, possibly in pursuit of perfection, but behind this facade he was charming, helpful and approachable. One example was that he was one of the first to join us around Swansea Motor Club's table to lend his considerable expertise when we first resurrected the Rally of the Vales in 1989.

Hywel had forgotten more about rallying than I'll ever know and my short summary of him does not do his ability and many rallying successes justice. Hywel must qualify firmly in the pantheon of rallying legends. We extend our condolences to his sister Elen and family as well as his many friends in the sport.

A large number of rally personalities joined Hywel's family and friends in Margam Crematorium on Friday 25th September for his funeral and later repaired to the Glyn Clydach Hotel in Neath for the wake, during which many of those assembled inevitably recounted a wide and varied litany of tales and experiences, rallying with Hywel over a period of 50 years.



Llys y Fran July 2015

Our second hillclimb of the year took place on the 19th July with 74 competitors taking the start. Despite dire warnings about the weather in the days leading up to the event the early morning gloom gave way to improving conditions and we were blessed with a dry day. As first practice got under way the Mini of Claire and Mark Tooth was unable to join in but there were many willing hands in the paddock to assist them with rectifying the problem with the 1275GT.

Simon Rogers set the pace in his Caterham at 45.54 seconds, with Adrian Clinton-Watkins (Westfield) just half a second behind. Sadly, though Colin Clement successfully completed his climb son Richard had a small indiscretion in their shared OMS Hornet and they were forced to retire from the event.

Practice 2 swiftly followed and again went very smoothly with Rogers really getting down to business with a 43.31, Clinton-Watkins next on 44.97. Thankfully the Mini was restored to health and the Toths were able to join the fun.

Everyone was on their best behaviour for the first timed run and Rogers went even quicker to post 42.78, Clinton-Watkins next on 43.64, these two well clear of Adam Phelps' Aries Locost on 45.62 and Jeremy Davies' Caterham R300 on 45.94. Unfortunately Simon Hutchings' Vauxhall VX220 crossed the finish line trailing smoke, which put an end to his enjoyment of the day.

On the second race run Rogers was a bit slower on 43.08 with Clinton-Watkins improving again to 43.50 and Phelps on 44.79.

In the classes Andrew Bisping took standard production in 52.49, Mark Tooth was delighted to win 1A in 58.78 after the earlier problems, Liam Morris prevailed in the 10 car class 1B on 49.59 and Simon Hutchings one run was enough to net him 1C in 49.55. John Loudon was alone in 2A on 49.10 and Howard Gaskin took 2B on 47.28. Julian Harber, who had turned 65 the day before the event and was given number 65 was alone in 3A with 52.39 in his Mini Clubman. Christian Evans took 3B with 48.53 while Chris John slithered his Subaru to win 3C in 50.98. Clinton-Watkins won 3D as Rogers set FTD. Class 4A was a battle between SMC members with the Owen brothers sharing the Honda powered mini versus Kevin Cole's spaceframe Imp, the latter victorious in 46.55. Finlay Mackintosh was alone in 5A with his methanol fuelled 1952 F3 Cooper Mk6, the little car delighting the spectators with its evocative sound and smell, setting a best time of 53.21. Similarly Gwyn Jenkins' Terrapin 1A was the sole representative in 5D on 63.29. Roger and Paul Jones shared a Mini in 6A with Roger best on 54.37 and Tony Barber took the road rally class 7B with 52.92, whilst Martin Harris took 7D in 49.96.

In the Lotus 7 classes Richard Abraham took L7-1 in 50.21, L7-2 went to Robert Spencer in 49.78, Oliver Wright took L7-3 by just 3 hundredths in 46.61, Jeremy Davies set 45.94 to win L7-4, Shawn Elwell did 46.11 to win L7-5 and Mark Durrant was alone in L7-6 on 45.85.

In the top ten runoff Adrian Clinton-Watkins set the pace on 42.95, both Simon Rogers and Adam Phelps trying too hard and spinning away their chances, leaving Jeremy Davies to take 2nd and Shawn Elwell 3rd.

With the Top 10 run completing motorsport activity on the hill it was time to dismantle the tyres, barriers, fencing and timing gear and clear it away until next year. Thank you to all who assisted as we were able to clear everything up and be on our way home by 6 o'clock, a great end to an excellent day.

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



Julian Harber celebrating his birthday



Chris John taking the enthusiastic approach



Simon Rogers setting FTD



Adrian Clinton-Watkins en route to Top 10 success

Some advice on Buying, Fitting or using HANS devices for the 2016 Race season.

During the recent WRDA AGM a lengthy discussion took place regarding what some competitors considered were potential issues regarding HANS devices, which become compulsory in circuit racing (and other motorsport) from Jan 2016. (What is the difference between an FHR and a HANS device? Well, quite simply, very little! FHR stands for ‘frontal head restraint’ – and from now on is the name you’re probably going to see used most often as HANS is now a trademarked term – so only certain manufacturers are allowed to use it. It’s really the same thing as asking “what’s the difference between a Hoover and a vacuum cleaner?”)

The following is some general guidance that we hope may help competitors, even if you have already bought and/or are using a HANS device.



Buying:

There are several designs of the HANS device, deciding which is right for you is a personal choice, best advice is to **try before you buy** to identify the best fit, price and comfort for you.

The Simpson HANS device

Pricing for a HANS device vary from £200 to well over £1,000. The main thing to consider is that they have all passed FIA approval and perform the same basic function of restraining the head in an impact.

It is important to get the right size (typically medium or large) and correct angle to suit your seating position (typically 10,20,30 or 40 deg), *check with manufacturers specification to help make the right choice.*

A club spec HANS device



BELTS.....possibly the most important item to ensure your HANS device functions correctly, fits correctly and passes scrutineering !

Important: Your old harness fitting locations may not be suitable for your new HANS device.

Some potential issues:

Belts which seem to slide off the shoulders when wearing the HANS device.

Belt sizes 3" or 2" as some HANS devices seem to hold 2" shoulder straps better than they hold 3" shoulder straps.

Some belts are sold as HANS compatible, some even have shoulder straps which go from 3" to 2" over the shoulder before returning to 3"

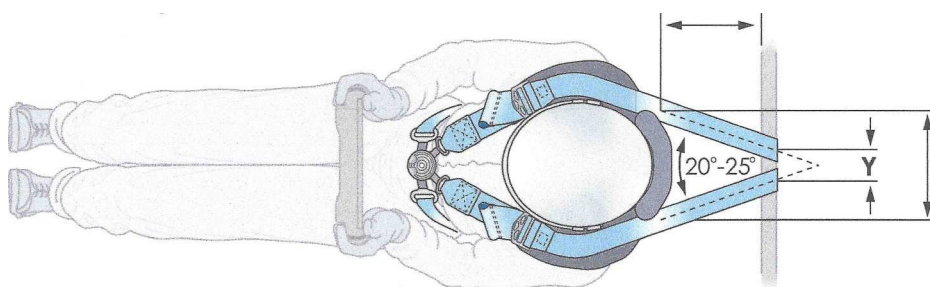
Belts potentially sliding off the shoulders of the HANS device:

This is most likely due to one or more reasons, the most likely is that the rear shoulder strap fixing locations are not optimised for the HANS device, the MSA 2016 yearbook shows in section (K) drawing number 39 the new requirements.

However, you have to look to the FIA to get a fuller appreciation of the fitting (*in my opinion anyway!*). As whilst the angle from the horizontal is important the spacing between the seat centreline and fixing point is very important in getting the belt fitting correct in association with the HANS device.

FIA Institute (Guide for the use of HANS)

The shoulder strap anchorage points on the car shall be symmetrical about the centre line of the driver's seat. When viewed from above, the angle between the belts shall be approximately 20°-25° as shown in Figure below



As you can see, should you have a saloon race car, it can become necessary to actually cross over the rear straps to achieve the required fitting.

The other factor which can contribute to the sliding shoulder belt situation, is not tightening your belts up enough. Whilst a bad practice there are drivers who prefer not to race with very tight belts! Your HANS device will not be as effective if you do not fully tighten your belts.

When getting in to your race car and whilst arranging your belts the shoulder straps can slide off your shoulders/HANS device as you are tightening them up, a good design on some HANS devices is the wings, which help hold your belts in position as you adjust them, some other designs have various methods of making the belt grip to the HANS device during this process. Check for this when inspecting the various options available.

This style has useful wings on the shoulders to help retain shoulder straps whilst getting yourself strapped in to your race car.



The belt size, in particular shoulder straps & HANS use only belts

Harnesses are FIA homologated with the standard shoulder strap width of 75mm (3”), as well as a special width of 50mm (2”) marked “for HANS use only”. Some HANS belts also have a reduced width over the shoulder area of 2” whilst the rest of the shoulder belt is 3”.

Your standard homologated belts with 2” or 3” shoulder straps are suitable for the vast majority of HANS devices on the market, but please check before buying that your choice does not need to have the belts “for HANS use only”.

Some very specialised motorsport HANS devices can have dual belts, one body belt running under the HANS device between the device and your shoulders and a second belt which runs over the HANS device and has independent anchoring points on the race car.

Scrutineering:

It is anticipated that scrutineers will be taking particular notice next year (2016) not just that your HANS and helmet are OK, but that the **belt fixing locations are correct.**

Disclaimer: This article is written in good faith and the author has no affiliation to any HANS manufacturer. Please follow each manufacturers published specifications, installation and use guides etc. in association with the MSA 2016 Year book (blue book) and FIA for international events.

Odds and

The photographs accompanying my Llys y Fran article were provided by Richard Gardener and I am indebted to him for permission to use them.

Further photos of the event can be found at these links:

<https://www.flickr.com/gp/134118493@N03/KE41xY> thanks to Robin Nathan

http://s228.photobucket.com/user/priceyNO8/library/Llys%20Y%20Fran%20Hillclimb%202015?sort=2&src=pb&fb_ref=Default&page=1 thanks to Andy Price.

This year our Llys y Fran dates are May 8th and July 17th

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