



WINDSCREEN

The Magazine of Swansea Motor Club



Huw Richards' Peugeot 309 GTi ready to start at Singleton Show (Photo: Richard Gardener)

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Editors Intro

Welcome to another edition of your club magazine.

It seems strange that I am writing this just two days after we should have run our first Llys y Fran hillclimb of the year but, as I mentioned last time, we are unable to use LyF as a major development programme is under way at the site. However, I have been recently informed that the work should be finished on schedule so that we can get back there in 2019.

In the meantime we have continued to look for an alternative venue and I am happy to report that we have had an MSA track inspection and are confident of getting a track licence at a new venue. Whether we will be able to set everything up in time to run an event this year remains to be seen but I will keep you informed as we progress.

On the social side we had the annual Darts Challenge with Julie Samuel seeing off all the men to take the coveted title. We held our AGM in April and welcomed Anthony Bailey and Alun Morgan to the club committee. Earlier this month we enjoyed a pub run around the Garnswllt area North of Swansea, finishing back at the Farmers Arms in Waunarlwydd for a very pleasant meal.

On May Bank Holiday Monday we attended the Swansea Historic Vehicle Register show at Singleton Park with six cars on the club stand. Unfortunately this was 2 fewer than anticipated as Chris Jones was unable to get back from Shelsley Walsh Hillclimb in time to bring his 1971 Brabham BT35 and Stephen Lloyd's 1934 MG PA broke its diff as I was driving it along the Mumbles road to the show (honestly, I wasn't driving it like I had robbed it). Nonetheless a very good day was had as Swansea bathed in beautiful sunshine and our 'stage start' with Huw Richards' Peugeot on the line attracted lots of attention especially with the youngsters who were invited to sit in the rally car.

On a sad note we have recently lost two well known members of the motorsport fraternity with connections to SMC – Eirian Jones who has been a club member for many years and was usually seen manning the top paddock at LyF and Eifion Jones who was a regular competitor at LyF in his Lotus Excel and more recently sharing his Audi with daughter Sioned. SMC sends its condolences to all their family and friends.

Neil

Autosport International 11-14th January 2018

The 28th Autosport International show opened its doors at the NEC and was 'the place to be' for enthusiasts of all forms of motor sport. This year once again Castle Combe was very much in evidence at the global event with an eye-catching stand shared between Circuit and Racing Club, featuring Simon Thornton-Norris's championship winning Mitsubishi Colt Ralliart as its focal point. Over the 4-day show the club & circuit team worked tirelessly welcoming visitors to the stand, which generated lots of interest and was constantly busy.

Star of this year's show was Nigel Mansell CBE, the former Lotus, Williams, Ferrari F1 and IndyCar driver proving he's still one of the best-loved British racers in history, drawing enormous crowds to the *Autosport Stage*. Also in the main hall, visitors were able to view a mouth-watering line-up of Ferrari competition cars forming part of a special centrepiece celebrating the manufacturer's 70th birthday. The line-up included the 2017 F1 car and LMGTE Pro World Endurance Championship-winning 488 GTE.



Prominent Castle Combe stand with Simon Norris-Hill's championship winning Mitsubishi on display



Ferrari celebrates its 70th birthday in 2018

Closer to home and the British Touring Car Championship celebrated its diamond anniversary - Sixty glorious years as one of the most popular British racing championships. Its inaugural year was 1958 when it was won by Jack Sears in a mundane looking Austin A105, following a memorable shoot-out with Tommy Sopwith, who he'd tied with for the championship lead after the last round at Brands Hatch. The BTCC provided a great display of six iconic saloon cars, one for each decade of the championship and there were drivers too from almost every era.

Perhaps not surprisingly, the HSCC won the show's award for the best historic club stand displaying a collection of Formula Junior cars that spanned the formula's 60 years – another bus-pass birthday! However, a manufacturer living firmly in the current decade is Ginetta, who used the show to show off its new LMP1 sports car that will challenge the hybrid works cars domination in endurance racing this year: although just what FIA equalisation penalties the pretty car will attract for having a conventional engine remains to be seen. Ginetta company owner, successful businessman and Le Mans class-winner Laurence Tomlinson was on hand to unveil the car and answer questions from journalists and prospective teams.



Celebrating 60 years of the British Touring Car Championship



Ginetta's stunning LMP1 car is unveiled by team principal Lawrence Tomlinson, far left of rear wing

Hall 9 housed the Autosport Engineering, Trade and Technical show which is considered to be Europe's leading motor sport trade show with some of the best global supply and engineering companies exhibiting including; Hewland, AP, Mountune, Brembo, Quaife, Milltek and Xtrak. Supplementing this were all the accessory, clothing and safety equipment retailers seeking passing show trade and the Performance Car Show again occupied Hall 19.

Incoming MSA chairman, Prodrive founder and WRC winning co-driver Dave Richards delivered the 21st and final Watkins lecture [see separate feature], providing a capacity crowd of enthusiasts his vision for the next five years - most concluding that the governing body of British motor sport remains in good hands.

Rallying was well represented and with the 2018 FIA World Rally Championship's January opener at Monte Carlo fast approaching, the M-Sport Ford World Rally Team – reigning champions – took the opportunity to reveal its challenge, along with that of Toyota and Citroen, at Autosport International, the traditional start of the new WRC season.

All in all another worthy *Autosport International* season-opener, providing something to satisfy almost all motor sport persuasions. Held at the NEC since January 1991 the show will be celebrating its 29th anniversary between the 10th and 13th January 2019 at the NEC in Birmingham.

Ken Davies

Barrie 'Whizzo' Williams - A life spent motor racing



Whizzo with SMC President Ken Davies at our 'Evening with Whizzo' in April 2014

At the beginning of February Barrie 'Whizzo' Williams made the momentous decision to retire after a successful motor racing career that began in an Austin A40 Devon in 1957 at Prescott following several years of Karting. 'Whizzo' is reputed to have started more than 700 races but he was also a successful and versatile all-rounder and memorably won the Welsh Rally in January 1964 driving his own 1071cc Mini Cooper S – the first international win for BMCs super micro-car, beating Paddy Hopkirk's much-publicised Monte Carlo Rally win

by just two weeks, something he's never stopped reminding the Dubliner!

Barrie, a native of Bromyard near Hereford, raced a wide assortment of saloon cars in the 1970s/80s and was a regular competitor in the British Saloon Car Championship, forerunner to the BTCC, scoring many wins, podium places as well as securing several one-make saloon championships including those of Renault, Ford and Honda. Remarkably, Barrie started driving when he was 19 and that will make him 80 in November.

Making his debut in Historic racing in the mid-eighties, Barrie has driven almost everything from AC Cobras to Mini Coopers, vintage sports cars to single seaters including the Ferguson Climax P99, a drive passed over to him by Stirling Moss. A regular at the Goodwood Revival since it first started in 1998 Barrie has always been a spectators favourite and his flamboyant driving style, legendary car control and vast experience have seen him work as one of Silverstone Racing Schools most successful and popular instructors.

A former director of the British Racing Drivers Club, motor racing has been a way of life to Barrie for the past 60 years and he reckons that now is a good time to stop but he retains his unparalleled knowledge of the sport and the people within it. President of the Motor Sport Marshals Club and a popular raconteur, Barrie is unlikely to be idle.

There's just not enough room to do Whizzo's stellar career justice in this short appreciation so just slip-out and treat yourself to a copy of his hilarious biography by Paul Lawrence entitled '*Whizzo, The sporting life of*

Barrie Williams' published by tfm Publishing Limited.

Barrie famously addressed SMC members and guests at the Village Hotel in 2014, a thoroughly entertaining evening. All at SMC join to wish him a long and happy retirement - À la prochaine fois Barrie.

Ken Davies

The Story of Jedi Racing Cars

Our correspondent from Nigeria, John Bunting, has been involved with Jedi racing cars since the earliest days and has written the story of their origin, design and development. Parts one and two appeared in earlier Windscreens – here is part three.

Evolution not revolution

It was John's intention to let the design of the car evolve as new ideas were tested and developed, very much along the lines of Arthur Mallocks U2 front engine clubmans race cars, which I think he greatly admired.

The same basic chassis and suspension design as first seen in 1984 is being produced today albeit with many detailed modifications and improvements, but put an early Mk1 chassis next to a Mk6 and there is no doubting where the later chassis has come from.

For an owner of an earlier car it is good that you know all the later aero, body and suspension/brake parts can be retro fitted to the oldest cars.

There are still many Mk1 cars built in the mid 1980's being driven and getting results today, though most have been converted from their original 500cc engines with at the most 75 bhp to accept more modern 600 or 1000 4cylinder bike engines with 180bhp or more in a few cases, without any chassis modifications.

The only major chassis changes were to lengthen the wheelbase from 72" to 74" and the bottom chassis tubes were lowered 1" without altering the suspension pickup points, allowing both the engine and the driver to sit lower in the chassis.

These changes helped accommodate longer drivers and give more space in the engine bay for the ever increasing range of engines being fitted

As the cars were getting quicker they started to appear with wings and engine covers, later when Minifin drums stopped being made and were no longer available it seemed easier to convert to disc brakes than stay with the drums.

So #1a had a set of VW polo disks slimmed down, reduced in diameter, cross drilled to help water dispersion and fitted with AP sidecar racer callipers mounted onto the modified former drum brake uprights.

As more water-cooled engines were being used, side pods came into use to enclose the radiators, followed by rear under-trays to create a venture effect.

The first limited slip differential to be tried was a Jack Knight diff intended for a Mini and was so violent in a Jedi when it locked that both John and I were lucky not leave the black stuff during half spins we each had at Loton Park. We both took things very easily for the rest of the day.

The J-K diff was removed straight after Loton and sold on, one careful owner very little used.

Next a Quaife diff was tried and this was like chalk and cheese, really you did not notice it was there apart from 2 black lines off the start line of equal length, these are still fitted by Jedi today so have stood the test.

When the sidecar racers stopped using 500cc 2 strokes for GP racing all sorts of exotic and more powerful engines became available, but they brought with them some unreliability issues and parts for some of these engines were not easily available and would have to be custom made.

Due to production motorcycles moving away from 2stroke engines to 600 4strokes the class evolved to allow the use of 600cc 4 cylinder 4 stroke production sports bike engines, which now had the luxury of electric starters. This must have come as a great relief to many, including start line Marshall's who often had to bump start a car that had stalled on the line, very easy to do with a "peaky" 2 stroke engine. With an electric starter any lone competitor could have a days sport without having to bring his wife/girlfriend as an unwilling pusher with him.

As many Mini parts have become quite scarce today it is no longer a case of going down to the breakers yard for hubs, drive shafts and differentials. All of these parts are now purpose made with much better materials and finish than the original Mini bits and with many 1000cc cars having to cope with 180bhp or more, things like drive shafts were becoming a common breakage problem. With my own Jedi I have always carried spare drive shafts as they can be changed in about 20 minutes if needed, though to be fair I carried the spare shafts 4 years before I broke my first one and only after I replaced my Zx10 engine with a more powerful and modified 1100ZZr.

There is one Jedi “customer” a little different from all others in that he has the only self-built car and strictly speaking it is not a copy. The Halo-Jedi was built by John Hale with the very generous full permission and co-operation of John Corbyn. After John Hale had been retired from work on medical grounds, he was very much down in the dumps and wanting a project to occupy his excess free time. His car has many individual touches to make it a little different to all other Jedi’s, including the extensive use of lightweight titanium fasteners from a local aircraft scrap yard, this light weight approach also applied to the 350 Yamaha 2 stroke which was much lighter than the 500 Suzuki engine we had used and complemented John’s own slight build.

The finished car was built to very high standards and I don’t think John will mind or be offended if I tell readers he was not a youngster when he came out for his 1st ever event, having never competed in any form of motor sport before and jumping straight into a single seat race car cannot have been an easy task.

Another customer modified his Jedi chassis by lengthening it behind the front bulkhead that carries the front suspension pickup points, to allow the peddle box to be mounted behind the front wheel centre line, unfortunately it never handled properly and was eventually sold on and the new owner returned it to Jedi for the chassis to be shortened back to the standard 74” length wheel base. There were 4 Jedi “specials” built by Jedi Race Cars, but even they were still using the basic Jedi chassis and/or suspension.

1st was a grass track race car nick named “The Bogtrotter” using an oil/air cooled Suzuki GSXr bored out to 1300cc. Because grass track cars are driven usually with a lot of opposite lock in the corners, new front lower suspension arms had to be made with a kink in them to give more wheel clearance at full lock allowing more steering movement, this change is now adopted on all current cars. The Bogtrotter was later converted back to a normal Jedi fitted with conventional Jedi body work and minus its big grass racer roll over cage.

The 2nd special Jedi was a Sunbeam/Hillman Stiletto silhouette special saloon car body on a Jedi chassis with outrigger side extensions to support the body work. The Stiletto is still around and is quick.

The 3rd special was a Lotus Elise replica body with a space frame chassis using re-arranged Jedi suspension and fitted with a Yamaha R1bike engine.

The 4th special was a twin engine single seat race car with the 2 x Yamaha R1engines mounted side by side in a slightly widened rear chassis. Although almost completed when I last saw it, it was converted back to a conventional single engine car, probably a wise move as very few twin engine installations have met with much success.

John Bunting (To be continued)

John Henderson 1934 – 2018

Rally driver, navigator and event organiser John Henderson who passed away on 9th January was a former member of Swansea Motor Club in the 1960s and a familiar and popular face at Wednesday club nights in Swansea Flying Club. John also went on to become a prominent and influential figure in Welsh rallying.

Born 26th February 1934 in Paddington London – where his father was a lecturer at Birkbeck College – Harry John Radford Henderson spent war-time holidays on farms managed by his uncle and developed an interest in agriculture which saw him attend Dauntsey’s School in Wiltshire. After graduating in Honours Geography at Sheffield he took a Masters degree in Liverpool. There, his tutor persuaded him to go to South Africa to research Livestock Farming.

In 1960 John became a lecturer in Geography at University College, Swansea, returning to South Africa occasionally to research and lecture at Rhodes University, where he met his wife Penny. They married in Rhosia in 1965, had 2 daughters and one son and thereafter returned to live in Gower, first at Kittle.

As a member of Swansea Motor Club his first event was the 1964 Red Dragon road rally, navigating for Alan Jones – founder of University College Swansea Motor Club – in his soft-top Sunbeam Rapier, but a high-speed excursion off the road on the notorious Abergwesyn mountain special stage ended that debut. John then joined the Steel Company of Wales Motor Club; later evolving into Port Talbot Motor Club, whereupon he decided that his future rallying destiny would lay in his own hands as a driver, using his new 2 litre Triumph Vitesse and later, Triumph 2000.

John won the Welsh drivers championship, then navigated for rapid Gower farmer Chris Beynon; who’d attended the same school, in his well-known Lotus Cortina; DBX 10C, to win the 1968 Welsh Road Rally Championship. After enjoying several years as a competitor, John turned his hand to organising and his first event was the 1969 Red Dragon Rally for Port Talbot Motor Club.



Driving Triumph 2000 on Welsh Rally 1965



John Henderson with Chris Beynon on 1968 Tavern Motor Club Air Lingus Bristow Rally

The Red Dragon became a round of the Motoring News Road Rally Championship, before becoming a gravel stage rally. John occupied various senior roles within Port Talbot Motor Club, including Chairman and latterly President, and in 1975 – with Lyn Jenkins – took control of the famous Tour of Epynt; first run in 1966 on the uncompromising Military Range, later to become the Peter Russek Manuals Rally and a round of the Castrol Autosport Championship. This tough event included tarmac and gravel stages totalling some 180 miles and with backing from Kayel Graphics, famously helped establish David Llewellyn and Louise Aitken-Walker as top-line professional rally drivers.

Subsequently, the notional ownership of this now very successful rally became the subject of a bitter dispute, with John embroiled in an acrimonious power struggle with other Officers of Port Talbot Motor Club who robustly thwarted his objectives. This inevitably signalled his parting of the ways with Port Talbot Motor Club after many years membership, during which he contributed to its position as one of the leading rally focused clubs in the UK.

John later served as RAC Forestry Liaison Officer for a few years and subsequently, assisted HERO. His great interest in maps no doubt reflected his rallying interests and he was a member of Ecurie Cod Fillet. In 1987 he took early retirement from Swansea University, thereafter enjoying community life in Knelston and later, Reynoldston in picturesque Gower.

Swansea Motor Club extends condolences to John's wife Penny, his family and many friends.

Ken Davies

News from Nigeria

(Our correspondent in Nigeria, John Bunting, writes to tell us how he spends his off time. John returns to the UK a couple of times a year to race his Jedi but is also building up a Cox GTM out in Nigeria)

I suppose this is what I would have been doing over the off season if I lived in the UK (and had a nice heated garage). I have been gathering bits to make a paddle shift system for my Jedi, the pneumatic gubbins has all been received apart from a paint gun bottle which was still outstanding, the man who makes the control system has been sick and having surgery in hospital but is now thankfully on recovery road, so I'm expecting him to ask for a mailing address to send his bits to and some money in the next week or so.

I have asked Jedi to make me a pair of one off front hubs with rotating stub axles to allow the fitting of an inboard wheel speed disk, so I can sense back and front speeds to run launch control that I have had to cheat the ecu in 2017 by running both sensors on my one and only rear disc.

The last cunning plan is to abandon a lifelong seat of the pants driving style and install some data logging so I don't have to look at instrumentation to see what revs I am using during a run and almost throwing the plot into the scenery when I'm not looking at the road.

Unless I can farm this out to an electrical person all this will probably have to wait for my return in April/May holiday to get it connected up and working, after my costly 2015/2016 installation fiasco with 2 ecu's and 3 wiring looms and losing a season with my newly installed Kawasaki zx10r engine, I don't have the confidence to give it the man who normally does Jedi's electrical installations.

At the end of November I was still waiting to hear from friend John that my trailer is now completed from its end of season upgrades of braked axle and tilt bed, as soon as it is mobile it has to deliver the Jedi to the factory for a little fabrication of a new bigger air intake as the old system was very restricted, make some brackets for the gear linkage and throttle blipper actuators and a saddle clamp as used on a fire extinguisher bottle to hold my paint ball cylinder in place.

On the GTM front I now have installed the aircon condenser radiator and its 2x12v industrial axial fans in front of the water rad, next is to get my hands on an evaporator unit, drier and compressor, I still have the spaghetti around the steering column indicator, lights and wash wiper switches to sort out, as I had a change of plan from the Peugeot/L-R Freelander switch combination to a complete Toyota unit, Ho hum more brackets to make and remove the steering column yet again.

The weekend for the final Abu Dhabi F1 race things were not looking too good for GTM progress, as I slipped on the steps of a work platform in our cosmetic cream preparation room, a high speed decent of 5 checker plate metal steps digging a gouge from the middle of my back up to my left shoulder, pulling the shoulder muscle when my elbow hit a step and pinching nerves in my neck is not good for upper body movement, Oh and just to complete the job I hung onto the guide rail with my right hand which wrenched my wrist, I was proper 'bah lafia' and laid up for Sunday!

I was just hoping I would feel better for the next weekend when we had another Islamic holiday and a long weekend for Eid el Malud so I could make up for this weekend's lost time.

I did recover in time but took things gently as I still had the sore back and stiff neck, a supplier brought around by the aircon mechanic we use at work had a new underdash evaporator for sale, he was amazed at the GTM under construction, he is looking for a small compressor for me as the 2 he had with him were biggies and would be an impossible fit inside the engine compartment.

Just heard from friend John that my trailer was ready for collection 1st week December, more expense but hopefully worth it, now to get John to load my Jedi and get it back to Jedi for its Christmas/New Year holiday in the factory.

Friend John sent me pictures of my snow covered Land Rover, very Christmas scenic??

Sylvester the a/c bits supplier bought me 2 more compressors to look at, the Denso unit is slightly bigger but a known brand, the "Gap" compressor is smaller, but I've never heard of them before and when my office computer woke up I had a little browse to see who and where they are, Google did not find anything about GAP so I think it best not to be on the menu? The next weekend I had a look see how/where to fit a compressor, I may have to make a jack shaft to drive it and get it into a little clear space, the Denso is marked for R-H rotation, but on the Gap unit rotation is not indicated. What I did notice when browsing is that a/c compressors are speed rated; most seem to have around a maximum of 4500-5000 rpm so I will have to gear it down about 60% as I used to regularly take my 1400 Mini engine up to 8000rpm when it was in my bush racer Mini

Having re-arranged the water pipes, header tank and oil cooler around the timing cover end of the Mini engine I have made a space for the a/c compressor below the alternator, as there is no room to work, or measure up for compressor mounting brackets as there would be if the engine was still in the front of a Mini, it was a case of engine out as a complete unit still mounted on the subframe, with GTM's it is not a case of removing the engine, more a case of lifting the body/chassis up and dragging the power unit still in the subframe out and getting it up on the workbench for the much needed to keep me occupied over Christmas holiday job, then immediately after Christmas back into work to fabricate the brackets ready for refitting everything over the New Year holiday

I have given up hope of finding any suitable low profile tyres, only 175-70x13" of the Longdong or Chuigung world famous grip less brands available locally, I'm importing a set of Yoko's, but the transport and import charges are pretty much the cost and double the cost of a set of Nankang's, along with the tyres there are 2 batteries for bikes, hose end connectors and a pressure switch for the a/c as I was not finding them here, a combined oil pressure and water temp gauge as my ex Jedi gauge cracked its capillary tube, the perils of living in far flung corners of the globe!!

I got my compressor brackets made, now its Wednesday I'm back into work after Xmas and hopefully get a chance to make a new crank pulley with an extra Vee to drive the 2nd belt. Having removed the standard crank pulley over the New Year holidays and drawn up a new extension smaller diameter pulley to screw onto it with a left hand thread to drive the compressor, now to find time to make it before the next weekend, over N-Y I also started measuring/making brackets to bond into my engine cover to hook it into place, I also "acquired" a Mitsubishi pickup tail gate catch that looks like it could do the engine cover release duties, so marked out and cut the hole to fit it and made a clamp bracket to hold it inside the engine cover. Also looking

for some (and found) 20x20 aluminium angle to hold the lower edge of my door windows in place on top of the door moulding.

Our Factory shut down maintenance is progressing well but we are never sure it will be completed in time for the 8th January startup, its normally cutting things a bit fine and this year we carried on production until the Friday before Christmas, before we have always stopped production in mid December. So many jobs still to be done anytime early in the year when that machine is out of production. I have just accepted that not all my planned jobs can be finished in time so are planning to do the outstanding ones as and when we can into the New Year

Its Dakar time again so I will get my daily fix for the next couple of weeks of the greatest hero's in motor sport!

So much to do and so little time!

All my spring event entries are now in, I have to say Plymouth MC online entry form is one of the easiest of any to use, especially if you have used it before and it has remembered your details! For some reason their Werrington Park event is always the last of my early year flurry of events to put the entry forms online, think they must do it to make me twitchy and nervous?

Tonight I will be watching the MotoGP qualifying for the 1st event of the year, just hoping we have good races in MotoGP and F1 throughout the year with no runaway championship victories.

All 3 MotoGP's were good with the big bikes looking more like Moto 3 until the last few laps when tyres started to "go off" and a very close finish right up until they crossed the line and "old man Rossi" just behind waiting to pick up any pieces if the first 2 ended up in tears.

GTM progress, the aircon dryer is installed, the evaporator is positioned but not bolted in and all the 6mm and 8mm hoses cut to length and end fittings masking taped into position and marked with a magic marker so they can be crimped with the correct orientation, still waiting to find the remaining 10mm hose to go with the fittings I ordered and imported from 'Car Builder Solutions' I have made an aluminium "shelf" on the passenger side and hung the a/c evaporator unit underneath it, the shelf is just held with gravity and a couple of small bolts at the moment, but will be pop riveted in when the evaporator and its expansion valve are piped and wired in, as it will be obstructed with the shelf in place

If/when I get the 10mm hose and crimped on the end connections the power unit and rear sub-frame can go back in the car, then we can seriously think about getting the body sprayed, still not sure if to leave it red which is the original gel coat colour, that is notorious for fading, or go yellow similar to my old 1969 Cox GTM, the downside of yellow here is that it is the colour of the 3 wheeler tuk tuk taxi's and I do not want it to be mistaken for a sports tuk tuk!

I had a recommended Syrian car painter look at it, (who is a 'brother' to a local pizza/shawarma shop owner where I sometimes go) and am waiting his return with colour samples, not quite like the UK where you can get any custom colour made up, here it's a case of finding a standard colour you like that is in the market, or mixed by the painter himself but not repeatable if you need a touch-up after the inevitable scrape! The Easter weekend was good and allowed me to crack on with the aircon installation, The evaporator unit is positioned above the passenger side legs suspended from an aluminium parcel tray, the electrics are connected with a relay from the dryer pressure switch to the condenser radiator fans, the hoses are connected apart from the #10 return from the evaporator to the compressor which I did not get the end fittings crimped on until the Monday afternoon and by that time it was too hot for me to be outside, so next weekend it will be fit the #10 hose and put the gear linkage back into the tunnel before refitting the engine. All the added on electrics for a/c and Davis Craig water pump are not connected to live feeds that will happen after the basic electrics for a more normal Coupe are sorted!

Tomorrow I will be watching the F1 from Melbourne; already from practice there is work to be done for the onboard camera shots that are now obscured by the "halo" the driver's vision has to be affected! Something I'm not looking forward to when the MSA, in their wisdom, decree that it must fitted to all racing cars? A nice little niche market for somebody producing a triangular carbon fibre section designed to make the drivers of racing cars eyes look like the late Marty Feldman; I suppose the upper bit could be like a horizontal roll hoop. No doubt MIRA will again get the contract as the official test house for simulation tests for the race car constructors, I can already hear those cash registers chinging away at the thought of extra expense to the club competitor, just remember this safety feature was brought about to protect circuit racers from bits falling off the car in front of you, not a common sight for hillclimbers.

The race was lucky for Sebastian, not so for Lewis, I thought the virtual safety car was supposed to neutralise the race for cars not to gain an advantage? All the 3 leading teams were close and competitive with each other which bodes well for the year.

The following weekend F1 at Bahrain saw all the big teams again closely matched even on different strategies, one more lap and Sebastian may not have won? I have to admire the technology but the best racing was in the midfield with plenty of dicing and overtakes, the leaders far less so, their only overtakes were in the pit stops, putting ever more pressure on the pit crew and more likelihood of making a mistake, perhaps a rethink of how to make the pit stops more leisurely and less critical, would an overall time from the start of pit entry 80kph line, to the pit exit with lights to release cars after the stop and a fixed time for all be a better solution?

At the same time we had Moto GP from Argentina, one of the strangest races ever seen, Ozzy Jack Miller was on pole by being on the right slick tyres at the end of mixed weather qualifying and although it was declared a wet race could see the rain had stopped and gambled on the track drying so again chose slicks, the whole grid apart from Jack disappeared into the pit road to change tyres, the organisers were left with a dilemma as the rules stated if you came back into the pits and started the warm up from pit road you went to the back of the grid, a new grid was laid out at the back of the grid with Jack some 50m ahead all on his own. Last year's champ stalled on the grid and managed to bump start his Honda, but ignored the start marshals and resumed his place on the grid earning him a ride through penalty in the race, that brought down the red mist and had him carving through the field a bit too aggressively bumping into 3 other riders and bringing Rossi down on the grass earning him a 30s penalty, dropping him to next to last place, in front of the remounted Rossi, up front 4 underdogs had the chance to shine with Brit Cal Crutchlow ending up the winner after a close race at the front, F1 eat your heart out!

Hmm just heard from the HSA MemSec that the envelope that was having my renewed membership card inside has been returned to them damaged and without the card, I wonder if some lowlife thought it could be a credit card?? Another in the post, inshala it will arrive in time.

We had a proper race at the front In F1 from China with overtaking on track not just in the pit stops, well done Daniel his smile was bigger than ever, and good to see all the lead cars so evenly matched.

Roll on the end of April and my UK return, I need a holiday having hurt myself a couple of times and been sick with malaria after having a heavy head cold, that's how the virus operates, down with one thing and in it jumps when your defences are down, also playing catch-up at work as we did not have the Christmas shut down for our annual maintenance, plus Tunde my right hand man being on leave throughout March.

This will be my last Nigeria news for now, the next edition will be reporting on the lovely spring weather in assorted countryside venues,

Hope it's nice and warm when I get back; Wis is so nice on a lovely spring day!

See you soon

John

General Data Protection Regulation

The GDPR comes into force in May and governs how we may keep and use the data that we hold about you. I will be writing to all of you shortly to explain in more detail and ask you to confirm that you consent to our holding that data on a computer system. I hope that you will want to continue to receive Windscreen and other information from SMC about Club activities, events etc. In the meantime I have put the Club Privacy Policy on the website at <http://www.swanmoco.com/wp-content/uploads/2018/05/privacy-policy.pdf>

Coming Soon

"And you'll love this one..!"

The story of well-known driver Terry Sanger, his exciting international racing career and some of his fascinating friends



By Ken Davies

Foreword by 'Autosport's' Marcus Pye

"Ken Davies' fascinating manuscript has illuminated his character and manifold abilities, enriched my understanding of a West Country legend and left me wishing I'd known him. Time well spent." Marcus Pye -January 2018

All profits from this book go to the Castle Combe Trust

Caricature by: Ian Shapland GGE-Art