



WINDSCREEN

The Magazine of Swansea Motor Club



Hillclimbing Swiss style - Eric Berguerand (Lola FA99) sets a new hill record at Ayent Anzerre

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Editors Intro

Welcome to another edition of your club magazine.

Unfortunately I open with the sad news that there will not be any hillclimbs at Llys y Fran again this year. Despite assurances that the building work on site would be completed in 2018, in fact it did not even start. Myself and Huw Richards visited LyF on 24th January this year and at that point there was still no building activity taking place. We can only hope that the contractors get on with the job and stick to the planned 10 month schedule.

In the meantime we are still progressing with an alternative (sprint) venue but need to get a small section of tarmac work done and sort suitable protection for trees and other roadside obstacles. If any of our members know a friendly contractor who might be able to assist at minimal cost please point them in my direction.

On the social side we started 2019 with the annual Darts Challenge and it was good to see a new face take the coveted title, Mark Deal coming out on top. At the end of 2018 we enjoyed a couple of great socials with the annual Christmas meal taking place at the Mermaid in Mumbles and a visit to SimRace F1. Twenty three of us were present for the meal, which was thoroughly enjoyed by all. Part way through the evening I was chatting to the restaurateur who informed me that the meat we were eating was supplied by our own Christian Howells who was sitting a couple of seats along from me. He kept that quiet but the meat was delicious. The SimRace evening saw just 9 of us take part but was great fun, the video game racing being so realistic that one member got car sick! At the end it was that man Christian Howells with son Alex who were worthy winners by just 9 seconds after 40 minutes of racing.

As if all that was not enough we also attended the Inter Club Quiz, hosted by Maesteg DMC and were amazed to win. We were even more amazed by the monstrous trophy that was presented to us by Gary Pesticcio in memory of Peter Griffiths.

Until next time feel free to update me with your plans / progress this season

Neil

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)

The end of Ramadan 4 day Eid el Fitr weekend holiday gave time to indulge in early morning GTM activity, it is now on its wheels for the 1st time, albeit sitting on top other wheels as I needed it raised up so I could get underneath to fit gear linkage and water connections, which I could not do when it was sat on a pallet! When I'm finished underneath the wheels with new tyres will go back into store out of our strong sunlight until needed. A few pictures attached just to prove it's not a myth.



I have been studying wiring diagrams for my Jedi Kawasaki ecu/gear shift control interface and printing off the relevant bits of drawings highlighted in the places of interest as I know from the 2016 installation problems with SPA rev counter and DTA ecu there could be an issue with the Kawasaki ignition pulse generator.

I will need ignition cut, for the gear shifts, pulse counter for the shift lights, gear position indicator and a wheel speed sensor for something else! I also bought a s/h Momo steering wheel with a dash fitted to it that needs the same inputs plus oil and water temps and pressures, The bike dash is obscured by the current wheel, so other than off the start line I never get to see it to tell what I'm doing? If I can find (I did not) different coloured LED's locally I will make a sequenced shift light here to bring back and install just above the steering wheel in my direct line of sight.

I'm now trying to sort out my entries and return flights for my next little 2-1/2 weeks of activity, Planned events are Forrestburn up in Scotland and hoping to meet up with a couple of people north of the border, then all the way down to Wiscombe to round off my season. Oh and I need at least a full day back in my shipping container to kick tyres, check fluids, sort and load all my kit into the Landy and trailer.

Entries are in for the 5 Clubs Wiz weekend, but what a hassle to get their online entry system to work for me, still better than no online entry system. Hoped to get my Oop T'North Forrestburn entries in this Monday morning but when I logged on the promised open entry to members of HSA, BARC etc was not accepted. After a quick evening phone call "planB" with postal entry download forms filled, scanned and mailed back completed and told to bring a cheque or cash and pay on the day.

GTM'ing continued, with fabricating the radiator air outlet ducting, wiring in the screen washer pump, removing both front hub flanges as they have short wheel studs, OK for steel wheels, not so OK for ali wheels, funnily my rear hubs (all Toyota Corolla) have the longer studs.

Sunday morning press in the longer wheel studs the gofers had found to fit into my Toyota front hub flanges and reassemble, Later soldering a 9 pin D plug on to the loom for my Jedi 7 LED shift light before the F2 races came on from Hungary, to be followed by Lewis rather surprising runaway win in F1, have to feel sorry for Valtteri playing rear guard and getting duffed up for him though!

I tend to think of weekends not by their date but by what is on or what happened, so before Moto GP from Brno I was out at the crack of doom GTM'ing a little more before a meeting with the company owner.

Sunday before the off to UK it was time to refit the aluminium under tray to the GTM front subframe and see what needed to be moved to get the emergency spare to fit into place, a spare wheel is a legal requirement here. The Craig Davis electric water pump had to be moved (again) slightly up and out to the right, still ensuring its water drain faced down, this will need some wiring extended and making yet another support bracket for the pump, then rethink the radiator outlet duct as I could not get the spare wheel in with the fixed duct in place, we now have a flexi plastic duct attached to the underside of the front cover that brushes against the spare when the front is closed down, also fitted clamps to hold the aircon pipe to the under tray, if the spare wheel were sitting on top of a pipe the front cannot close, it's tight in there!

Tuesday 21st and off to the airport at 11,00am arrived Heathrow 1.35pm Wednesday.

Thursday morning and into my storage container by 6.00am, sorting out my race kit, warm clothing, water proofs and wellies, plus tools and spares all to be loaded into Nora the Defender and the race car plus wet tyres, sack truck and quick lift jack into the trailer. I didn't forget to check/pump all the tyres including the trailer and its spare, a check list on the wall does help! All complete and ready by 6.00pm and another early night ready for an early long haul up to Scotland.

Forrestburn was easy to find apart from not having anything to say "I'm here" on the entrance.

Paddock slots were still being organised, so after being told where the start was I went for a walk of the track, my 1st of 3 walks! What a track, so hard to memorise and commit, I have driven every hill in the championship rounds in England apart from Barbon and most of the lesser clubby venues, my favourite tracks were Wiscombe and Werrington Parks, both very challenging.

Forrestburn is another thing altogether with the blind over crest corners of Ty Croes race track, only more of them, swoopy downhill off camber bends and 2 hairpins. The most challenging, hard to learn and committed track I have driven, highly recommended to all who like not to know where the next corner is coming from! Put it on your bucket list.

My thanks to Philip for allowing me to come and play and all the other friendly people among the organisers, the tow truck driver who I got far too familiar with, my neighbour Colin who so kindly lent me his spare battery and charged mine overnight after I found my alternator cable was unplugged and so good to meet up with Ken and Douglas (Minitici) who I knew from being GTM owners club members. I most definitely want to try again but would try to get there for the previous Wednesday evening practice, as I need seat time. Ideally I would like to do Scam Dam the previous week, but what to do on the Sunday following Scam Dam in the Lancs/ Yorks area?

On the way back I stopped for a snooze in a lay by in Wigan, had a shower and breakfast on the motorway and met up with Craig who has fitted a similar ZX10r engine to his Megapin and wanted to check out my dry sump installation as he is currently running a cut down sump, then back on the road and into the storage container yard just after 10am to off load, clean up and start work on the wiring for the paddle shift connections, which is more or less what I did until Thursday when it all had to be loaded ready to go to Wiz for the 5 clubs weekend. Mrs B said she would like to go, so arranged with my usual B+B for the 2 of us, really it should not make any difference as she did not eat much and does not take up much room!

Young Ben B in the yellow Jedi was in great form in the 1100 class and blew us old fogies away on the Saturday, he then got a pasting from the indecently quick Adam Steel in the rather tatty but oh so effective Martlet who arrived just for Sunday. I thought Ben was on bravery pills, but Adam must walk on water for Sundays.

I much admired Ben's so modest Tee shirt, picture taken by Mrs B attached.
The other picture is Mrs B trying to blag a share drive, or maybe just posing?



We had great weather, super organization, a most enjoyable weekend, got the trailer parked up after 10 on Sunday night, then off for a snooze as plenty of jobs to be done before I leave.

Friend John who normally drops me off at the station was moving house on Wednesday, the day I was going to the airport, so we agreed I would leave Nora with him on Tuesday afternoon and he could drop me off in Wellingborough, as it was only a short walk from my B+B to the train station.

The Jedi and trailer were left with Jedi to make brackets to fit gear change and throttle blip actuators, and as I thought it could help I brought back to Kano the loom I had started making to connect the gear change box of tricks to the solenoid valves and various bits on the engine. I still have to work out how/where the wires fit into the 20 way terminal block connector that plugs into the box of tricks I found online so somewhere they must say how the wires are gripped into the connector?

That plus GTM'ing will keep me busy until my next planned visit in 2019

Since my 6th September return not much GTM progress. My 1st Sunday back it rained so there was nothing I could do outside on the wee beastie, so spent the day soldering iron in hand working on my dining table making wiring looms to connect the magic box of tricks to control my Jedi paddle gear shift. I was able to do more than what had been achieved throughout my UK stay and as I had a long draw wire I could pull wires through 2m long protective sleeves. I'm just waiting for a couple of questions to be answered from the box of tricks maker, regarding a few wire connections that I'm not too sure of in my installation and that will be ready to pop into my bag for my 2019 return.

The following weekend I had tweaked my back pushing things around in the factory so an easy Sunday was planned studying the Farringdon wiring connection schedule I had to connect steering wheel with dash and data logger. It had previously been hooked up to a Hyabusa, but now needed to connect to my Kawasaki engine. The loom that came with it was very nicely made, with all its auxiliary sockets labelled eg CH 1,2, 3 & 4 but did not tell what they actually do, or a socket labelled ecu without knowing what bit of the ecu it was supposed to connect to did not help me and needed quite a bit of detective work to suss some if not all of it out. There was also a 15 way plug with very vague and conflicting information between the 2 information sheets I had, so every wire had to be traced through from a 44 way plug and socket on the data logger to positively identify all the connections at the other ends. Now that we know the 12v live and earth connections we should be able to power it up, but that failed and it looks like we have a glitch in the system, so waiting to hear from Farringdon if they can check and repair. One step forward 2 steps back.

Between watching MotoGp, charging and installing new batteries in my TV/HiFi UPS power supply and cooking, my Jedi paddle shift loom was completed and ready to fit when I return, with a little extra length on the long wire runs to hook up with gear shift actuator, solenoid valves, engine revs and gear position sensors, these can be trimmed back or coiled up whichever is easier and neater, every wire end is labelled as to function and plug pin position, as I'm sure to forget between now and next April.

Now to look more closely at the Farringdon steering wheel/data logger I bought to see if I can work out its problem? 1st October is our "independence day" holiday so we have a long weekend to play with plus SBK bike racing from France and F1 from Russia.

Week end of the Argentine WSB, Sunday morning out at 1st light with the GTM and rearrange the water header tank as the filler cap would be sticking out of the engine cover, reconnect the water and oil supply pipes to the Laminova oil to water cooler, which is now mounted vertical in front of the timing cover instead of its previous position horizontal above the spark plug caps. The downside of the new installation is my #10 oil hose is not long enough unless I put a hose joiner in which I don't have, easier to get a longer length of braided hose and do it properly, the open threaded ends are plugged and taped over to keep the dust out until the new hose is delivered and can be fitted.

Nice to see the HSA is trying to get support and run a championship to revive the 600 single seat race car class, a relatively cheap and fun way into single seaters. If I had not spent a small fortune since 2016 installing the 1000 Kawasaki I could have been tempted, even more so if I could find where the 500Tz/Lc hybrid Yamaha engine that used to be in the 2nd Jedi works car is hiding. That's a little piece of history I would like to have restored and in my possession, I had its rear wing on my car up until it got a MK 6 high nose, bodywork and aero fitted in 2010 after my car got too close to the Gurston Armco barrier on the finish line.

Saturday, more time for GTM'ing, a supplier managed to find me some braided oil pipe which I thought was "dash10" until I tried and failed to get my fittings on. So I can't make the longer oil pipes now needed after relocating my Laminova oil cooler, maybe I will order up the fittings to make a joiner, easier to ship than a length of hose.

Sunday was up in front of the TV at 3.00am ready for the Oz Moto3, 2 and GP, then spent time tracing all the 44 pin connections to the other ends of sockets in the wiring loom that came with my Farringdon steering wheel dash and data logger. This allowed me to find where I had gone wrong when I previously tried to power it up and was met with - - 'nothing'.

Now I have lots of pretty coloured lights and numbers and seem to be able to scroll through its bits, so we are back into business, now to get Jedi to modify my left front hub to accept a speed disc, so it can know how fast it is turning to record MPH against engine revs and gear ratio's.

This coming weekend up before "sparrow fart" to watch Malaysian Moto 3 and 2, MotoGP is repeated later so I can get outside at 1st light for a little more GTM'ing, must get to bleed brakes and clutch. I also spent more time studying the Farringdon dash/logger to try to understand how to reprogram it. With the logger case open I found its backup memory batteries down from 3.6 to around 1.5 volts ouch, did a quick search and learned Varta no longer make that battery, it is now a bit bigger in capacity and size so not able to fit inside the casing, double ouch, as it had only been powered up for just a few moments since I had bought it I thought let's leave it powered up for a few hours to see if it will recover and it did, Oh happy day!!

Now my Farringdon steering wheel dash is filled with pretty coloured LED lights I had to import a "Lok n Mate" plug and socket 15 way connector, as the loom that came with the gubbins only had the plug bit, now I've been making the loom to plug it into 12volt supply and ground, wheel speed sensor, tacho pulse, gear position sensor, oil pressure, water and oil temperature sensors, It also has the possibility of fuel level, but think I can forget all about that in my Jedi, unless anybody knows if it can be reconfigured to something else that is useful. All of these should be visible on the dash, which is more than can be said for the bike dash currently fitted and obscured by the existing steering wheel. 20th November was another Islamic holiday for Eid el Maulud, for me just like another Sunday so must not complain, more time to get on and do bits with the GTM.

This weekend is the last F1 race and I have just been given a memo asking for my next year 2019 holiday dates, all without next year's dates for events being posted, still I'm 99% sure of the 1st Wiscombe and Werrington dates, after that for my late August flurry it all gets a bit messy, do I do Scam Dam (if I can find something not too far away for the following Sunday) and do I go to Scotland for another attempt at Forrestburn the following weekend. If that all falls into place, logically I would not return to Northants, but find some where to stay and fettle my car for the week on the way up to Scotland before coming back to Northampton to prepare for the Wiscombe 5 clubs event as my final fling before returning. It sounds funny talking about my last 2019 event, but it all has to click into place long in advance with hopefully nothing left to chance.

On the GTM front it was bleed the brakes and clutch time, I thought the Mini clutch had seized as the peddle was solid, but after jamming a piece of wood against the depressed peddle found it was the NOS slave cylinder with a sticking piston, which was soon sorted,

I have a dual master cylinder bias brake system with an hydraulic hand brake, the front brakes are fine, the hand brake is on with 2 clicks of the lever, but the rear brakes have too much travel when operated with the peddle, I will attempt next time to bleed at the hand brake, to see if that will sort it, or it goes back to the drawing board for a rethink! Hmm made up new Aeroquip hoses and instead of handbrake connected in series with the foot brake master cylinder it is now connected in parallel with the supply from the foot brake master cylinder T'd off at the hand brake master cylinder, so that both master cylinders supply a pressure direct to the rear brakes, but could I bleed them could I heck. This is almost standard issue on rally and drift cars with both systems being used, so how do they do it?

15th Dec and my Xmas pressy came early with the good news from the Hagley & DLCC CompSec that I can have an entry to their 18th August Curbro' sprint, which allows me to do Scam Dam on the Saturday. I just found out also on the 18th August is a Javelin sprint at Blyton, even nearer than Curbro' never been to Blyton before, or done a Javelin event, more un-trodden territory, will decide nearer the time. Blyton has another advantage as I'm not going south before heading up north to Scotland on Sunday night!

Christmas was spent working on the GTM trying yet again to bleed its rear brakes, all very frustrating so as a way of relief found out where all the wires from my Toyota column switchgear goes to and what its bits do, as the wires had been chopped off short I extended them by adding coloured wire that matched the GTM and Mini wiring diagram colours I have, much easier to check with the diagram that blue with a white stripe is headlamp main beam, than trying to work out the Toyota equivalent colours. Christmas, boxing day and the following Sunday were spent soldering on bullet connectors and joining up the column switch wiring, some bits of the Toyota column switch are completely different to the old BL Mini-Metro metro switches that the GTM drawing was made for, so I'm just going to have to power up things like the wiper motor wire by wire to sort out what does what to connect it.

John Bunting

Course de Côte Ayent-Anzère 2018

At long last I managed to get back out to Switzerland in July, along with club member Nick James who has a chalet out there. The reason was for the Swiss Hillclimb Championship round at Ayent-Anzère and I needed my hillclimb 'fix' in the absence of Llys y Fran. The climb is 3500m long with a height difference of 319m, an average gradient of 9.1% and in places the quick boys top out at well over 200kph. On the Saturday the club boys get to have a run out with two practice and two timed runs and it is the combined time that counts for results. On the same day the National boys get 3 practice runs, then have 3 race runs on the Sunday with best two times to count. Overall, about 250 cars compete.

Cars in the club category are modified road cars, lots of Golfs and Clios, along with various Honda, BMW, Citroen, Peugeot etc models. Surprisingly, given the number in UK motorsport, not a single Ford in the club category.



Fastest on Saturday Opel Kadett GTE



5th on Saturday VW Golf Gti 8 valve

On Sunday all sorts of cars came out to play, everything from an old Talbot-Lago, through Alpine 110's and Escort Mk2s to sports racers and single seaters. Some of the saloon cars were relatively standard like the series for Toyota GT86s but many sprouted astonishing aero systems and had power to go with it. Fastest overall, though, was always going to come from the sports racers or single seaters and one man was way out in front on the day. Eric Berguerand (see front cover) broke the course record by 2/10ths on his second timed run, then absolutely demolished it on his last run, taking a further 8/10ths off. His average speed was 145kph.



Talbot-Lago on the hill



Crazy winged Evo 10th overall



But not as fast as this one 7th overall



The victor relaxes with his family

It is well worth a trip to the continent to see how the other half live when it comes to motorsport. I wonder how long it will be until we see a hillclimb in the UK run over a decent distance on the public highway and attracting the sort of cars these events do.

Neil Samuel

Join us at Supercar Fest...

We would like to advise you of a new event taking place at Shelsley Walsh on Saturday 20th July 2019, which may be of interest to your members.

Supercar Fest is a supercar themed summer festival featuring both modern day and classic supercars. The event will include a full day of track action, a supercar paddock, a number of motorsport demonstration runs, a classic & sports car show, concours, trade stands, live music and great food & drink. Camping in the Orchard next to the paddock is also available so why not make a club weekend out of it! The 1-day event in this beautiful part of the English countryside is also a great destination for a 'drive out' for your club members.

Please let me know asap if you are interested in attending this:



Open to All
W.A.M.C
Affiliated Clubs



FIRST AID TRAINING



**Motorsport First Aid Training to Take Place, Sunday
24th February 2019 @ Ynysddu RFC NP11 7JG 6pm.**

Maximum 5 Persons Per Club, Unless Agreed.

Please Contact- Wayne Aldridge wayne_gmc@hotmail.co.uk