



WINDSCREEN

The Magazine of Swansea Motor Club



Yes, it's a Yaris at the Ayent Anzere hillclimb in Switzerland (photo copyright Neil Samuel)

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Editors Intro

Welcome to another edition of your club magazine. I apologise that you are only now seeing this. I prepared it in February 2020 but didn't send it out before going off on a skiing holiday. When we got back Covid had become all the news – in fact we were in an Italian ski resort on the first day after they shut all the schools out there. Unfortunately this got forgotten in all the excitement or boredom depending on your point of view.

I am issuing it now so that we can move on to other SMC related news and have left the original date on it for reference.

Sadly it contains obituaries to Welsh motorsport luminaries Jeff Churchill and Denis Cardell who passed away in late 2019 and early 2020 before the original publishing date. Happily, many of us had seen both of them fairly recently at one of the excellent Inter Club Motorsport quizzes organised by the indomitable Marie duCrocq Slip.

My thanks to regular contributors John Bunting out in Nigeria and Ken Davies (a bit closer). As ever a reminder that if you have anything to contribute I am happy to receive copy, otherwise I may have to make up some stories!!

Stay safe

Neil

UK edition of 9geria news

Arrived back in the UK for my summer season on the 11th August, getting into Northants by lunchtime. I quickly fettled and loaded the Jedi in the trailer along with all my bits and pieces in the Landy ready for an early morning off to Blyton for a shake down with Triple M. The trailer was hooked up at 5.30 on Monday and got to Blyton at 7.50, had a full day until 4.30 and used enough fuel for at least 3 weekends racing, so plenty of seat time. With cameras mounted on the roll hoop to see what the front and rear suspension was doing, along with testing tyre temperatures and pressure to get the optimum settings, a day well spent and cheaper than Curbro' for a day's track hire without TripleM. I had a cunning plan having had a chance to learn the track at Blyton, I would do a Javelin sprint the following Sunday.

The rest of the week was spent fettling the car ready for next weekend's action, installing the dining table in my defender with hinges and legs I had made here in Kano with a bit of faced plywood bought in B&Q, the table folds away when not in use leaving me with a clear loading area in the back of Nora.

Friday afternoon a slow journey north to go to Scammonden Dam, pouring down with rain and my wipers packed up when I reached Huddersfield, looking like a grim weekend. Parked up overnight on Saddleworth Moor, a bleak old place but did not see any ghosts. Next morning the sun was shining and the clouds clearing when I rolled down to the dam gates, waiting for somebody to come and unlock I climbed over the stile to have a scout around for the best parking space so I would not have to unhook my trailer.

A great little club event with 2 practice and 8 timed runs, ended up 2nd in class and 3rd ftd, felt much better than after my April Wiscombe crash fest! then pack away for the hour's drive to Blyton for Sunday.

Before my test day I had not been to Blyton or done a Javelin event, apart from not knowing the ropes the sign on was straight forward and having filled in the scrutineering questionnaire and was pleasantly surprised having heard that they did not actually check cars, found the scrutee looking at my car pretty much as the MUK scrutee would have done. Where they were more relaxed was in helmets and clothing with most drivers of modded road cars wearing normal civvy clothes and a bike helmet.

Very slick running, up to the start line stick and look at the countdown clock, when it gets to zero and go, 1 practice and 6 timed runs. Sadly my cunning plan was foiled as they used a different track layout to my test day and part way through the afternoon I was getting a misfire around 9500rpm, not even into the power band. I suspected a wheel speed sensor fault causing the ecu to go into "limp home mode" but could not find any obvious fault between runs, so just stuck it out in the highest possible gears till the end of the day. On Monday morning I took all the bodywork off and trace wiring from the front wheel speed sensor back to the ecu and found a Japanese bullet connector a bit loose, so peeled back the insulating sleeves and soldered the 2 halves together, no more "wahala" from that place again!

While sleeping in Nora my air bed, which is many years old decided to retire leaving me on a bare board and very uncomfortable, so decided to buy foam and make a mattress. So that was another job to do, along with replacing my wiper motor, before the next weekend; some remaining foam was made into a shaped backrest for relaxing when reading, or listening to music when camped up. I also made and fitted a bracket for my paddle shift throttle blipper, so all my actuators are fitted, wired up and connected to air valves.

I had booked a shared test session at Curbro' on the Thursday to give me a little more seat time and prove my misfire was now cured. From Curbro I drove north to Wigan for an overnight stop, parked up outside Sainsbury's where I bought food for the weekend next morning before heading to the next M6 service station for a shower and breakfast. Then more north up to bonny Scotland for the extreme challenges of Forrestburn, where I arrived just before midday and was given a lunchtime burger and tea for helping the organisers untangle ropes used to keep spectators off the track. After the competition numbers were in place I could park tow barge and trailer in position without needing to unhook for the weekend. Both days of the event we had glorious weather in the high 20's, the locals said the best weather they had ever had, I like to think I brought it with me from Africa?? A super weekend all around but way off the pace for me, although I had quite a bit of encouragement and coaching from some of my fellow competitors, but just to put things into perspective my paddock neighbour thinks he has done at least 50 runs up the hill this year with events and club practice days. I have a lot of catching up to do.

Time to go on Sunday and Nora disgraced herself and would not crank over but as it was parked on a slight slope easily bump started. Friend John had told me he had a flat battery several times during the winter when not used for 3 weeks or so, get back and search for a slight drain taking the battery down and think about installing a leisure battery for when parked up using auxiliary sockets over a weekend.

Back to Northants and ordered an ignition switch from my local L-R spares dealer thinking that was the most likely cause of my battery drain and bought a leisure battery fitting kit with charge relay and battery monitor. Having removed the L-R instrument binnacle I found quite a few non-standard wiring connections with an extra connection onto the permanent live connection on the ignition switch that had the current drain. I have no idea where the extra connection goes as everything still worked when I disconnected it. In Nora's previous life (with Forestry Commission or Water Board?) there had been quite a few extra's fitted in the rear of her utility body, even some sort of roof vent that was later closed up, so next year when I buy and install the leisure battery all the extra connections that are useful will be connected to it, anything not useful will be stripped out, so all that remains connected to the standard battery will be normal requirement L-R wiring.

Friday afternoon all loaded and trundling up to Wigan again for the 3 Sisters sprint, after sunny Scotland it could best be described as a fluid weekend, they got all the racing cars to park up in number order in the starting lane, so all the wet tyres, jacks and kit had to be carried to the covered area alongside the start line, no luxury of working out of the back of the trailer! Saturday practice was delayed 1-1/2 hours as the rain was so heavy, the kind marshals even brought me an umbrella as I was already strapped in ready to go when the heavens opened. When the rain eased it was time to fit wets before the 1st practise, so learning the track on un-driven wets was ummm interesting! But gently does it and keep on the black bits.

Both days we had intermittent rain and only once did I have a dry run, the track was either just starting to dry out, or just getting wet again every time I got into my car,

3 Sisters is a fun track with good facilities, well worth the visit, and I was surprised to be given a whisky glass for coming 3rd in class on Sunday.

More car cleaning after a wet weekend plus the usual fettle to get everything ready to go on Friday, no camping in Nora this time, as Mrs B likes to come to Wiscombe, so stayed in my favourite B+B just the other side of Honiton. Don't know if my April off played on my mind but could not get up to speed as I expected, not even close to my PB, but enjoyed the outing. I think young Ben Bonfield demoralised the class with his 40s 1st practice run straight out of the box on Saturday, both Ben and dad had a super weekend coming 1st and 2nd in class, did they really need to put a GSXr engine in it to go faster??

Back to Northants to clean, disconnect the battery and put the Jedi away to bed for the end of the year and then to Heathrow on Tuesday afternoon for my night flight via Addis and into Kano the next afternoon. At work just after 5.30 on Thursday, ready to catch up on paper work and start positioning the preparation mixer tanks received a couple of days before I started my holiday.

Feeling a bit rough on Saturday and much worse on Sunday when the malaria hit me, luckily I always have a course of malaria tablets, so started taking them for the next 3 days.

That's all for now, good to have caught up with all the people I met and know

John Bunting – our correspondent in Nigeria

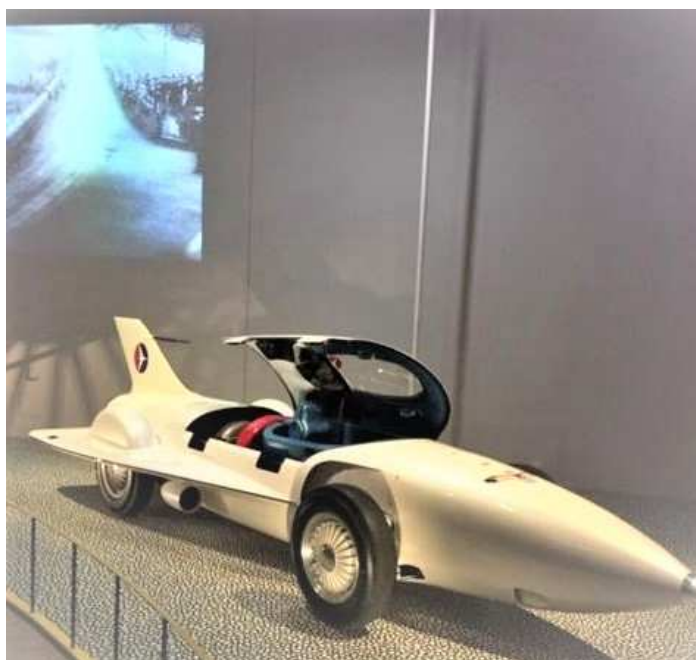
Cars – at the V & A Museum?

How do you spend a free afternoon in rainy London? Currently, that's an easy question to answer especially if you're close to the Cromwell Road where the delightfully epochal V & A Museum is celebrating the automobile's iconic – and often controversial – status in today's world with a modern and imaginative exhibition entitled, *Cars: Accelerating the Modern World*.

As the era of the electric car approaches rapidly, together with the considerable influence it will have on shaping the world, it's appropriate to look back over the automobile's relatively short 130-year history, during which it's become one of the most loved, contested and influential of global innovations. In addition, the automobile has revolutionized manufacturing, transformed how we move and permanently changed our cities, environment, economies and even society itself!

This tasteful and discerning exposition traces the evolution of the motorcar, its multifarious uses and the progress of automated mass-manufacture, much of which originally emanated from the USA. Take a bow Ford and Chrysler! Typically, the V & A has ensured that this is not a collection of dusty exhibits linked by indiscernible text peppered by technical gobbledegook. This contemporary exhibition is the sum of many parts, logically arranged so that visitors follow a trail that passes through a series of exhibits, many of which are unique. All are defined by clear narrative supplemented in many cases with informative videos.

Motor Sport in all its forms is well represented as is the car's sometimes quirky contribution to global exploration and adventure. Visitors can enjoy this homage to the motor car until 19th April 2020 and a typical stroll-through automobile history takes around 2-hours. Open daily from 10.00 to 17.45, admission to the Museum is free, but entry to this exhibition costs £18.00 with a range of family and concessionary rates available. Children under 11 go free. For more information Visit: - www.vam.ac.uk



Jeff Churchill 1943 – 2019



Often described as the Welsh Roger Clark in the 1960s and 70s, Jeff was a prolific competition driver from the moment he competed in his first event, showing a prodigious and versatile talent behind the wheel, but although he competed in road rallying, he was far happier on gravel.

Born in Penarth July 1943, the family relocated to Tonypanyd, in the Rhondda valley, where his father Bill ran a successful scrap business. There, Jeff started riding a motorcycle before graduating to a BMW Isetta bubble car! He cut his teeth in an open-ended motorsport apprenticeship that encompassed all disciplines of the sport but although he became well-known within Ford's hallowed Boreham corridors, his stellar rally performances never resulted in a seat with the Blue Oval works team. Jeff and Gloria were regular visitors to SMC on a Wednesday evening and Jeff Ace was one of his first navigators from among the many friends he had in the club.

How do you summarize such a distinguished rally career that spanned 3 decades – 1960s to 1980s – in a spectrum of cars that included Anglia, Lotus Cortina, Escort, Sierra Cosworth and latterly, a Lancia Delta Integrale and Ford RS 200? Jeff's reputation started building in 1965 on the first Tour of Epynt, in a Ford Anglia and though he didn't win, he set fastest stage time of the rally, some five seconds under 'bogey'. He would continue to feature on the daunting Mynydd Epynt's exclusive podium several times, winning in 1967 and finishing second to Barrie Malkin's Lotus Cortina in 1968. He would also drive Escort RS1800 ODA 622R to third place on the 1979 ATS Stages staged on the Mynydd.

As perennial privateer underdog, it was inevitable that Jeff would become a Welsh folk hero on international rallies, particularly the Welsh, Manx and RAC, with regular co-drivers, the redoubtable Roger Evans and equally capable John Thomas. Just two examples; in 1974 while lying close second to Billy Coleman on the Welsh, his car became hobbled by clutch slip, but despite squirting Coca-Cola into the bell housing to affect a temporary fix, he later retired in Clocaeneog Forest. He also famously beat Roger Clark's works Escort on the last Llandow stage of one memorable Welsh Rally and in 1981, used ex works Escort Mk II POO 505R for his home rally.

By this time, Jeff the entrepreneur had successfully evolved the Churchill family business into JC Van Hire and later, JC Motorsport, renting out 3 well-prepared Group 4 Ford Escorts, with Andy Dawson, Robert Droogmans and Patrick Snijers as part of JC's distinguished European clientele. John Green and Ed Morgan won the 1984 Milestone Stages and Snijers the Castrol 80 with Derek Tucker co-driving, all in JC Motorsport hire cars.

Jeff, who died in late October, remained a respected part of the Welsh motorsport scene for well over 50 years and latterly a sage and wise pundit who took a keen interest in present day rallying. He married Gloria in 1966 and we offer her and their two children Simon and Emma, a successful film maker and a designer respectively, our condolences. Jeff Churchill, the rally driver's rally driver!

Ken Davies ©



Denis Cardell 1934 – 2020

Despite being a fiercely patriotic Welshman, Denis Cardell was quick to point out that his family originated from the Scottish Borders region of the UK. He started competing in major rallies in the sixties, first co-driving for Norman Harvey in a Cooper S on the 1963 RAC Rally and again on the 1964 Monte.

Denis went on to drive and co-drive in national and international events for many years, including a Mini Cooper and Mazda on the Welsh Rally and tackling the Zanussi West Cork Rally in Brian Field's MGB V8 and later in a Rover SD1 with his son Stuart. But his extensive rally career included a wide spectrum of cars, including an Austin Allegro and Morris Marina both of which gained BMC works support.

A prominent member of SWAC – South Wales Automobile Club – Denis was involved in all aspects of motorsport, both as a competitor and organiser/official. He served several successful terms of office as chair of the Welsh Association of Motor Clubs and on the RAC Motorsport Council acting as Chairman of the rallies committee. He also applied his wise and logical counsel as an RAC and FIA steward, respected by competitors and organisers alike. His 9 to 5 job was businessman and entrepreneur.

Socially, Denis was a smooth bon viveur and in the 1970s helped create MESS, an acronym for Motor Enthusiasts Sporting Society. Although MESS's mirthful and uproarious dinners were few and far between, they took place at the best hotels, with motorsport's 'who's who' as guests. Throughout the sometimes-marathon black-tie event, anyone could be appointed speaker or joke-teller if passed the infamous femur-shaped baton! Additionally, Denis was a member of the illustrious ECF – Ecurie Cod Fillet – and a regular attendee of their gatherings.

Sadly, Denis's devoted wife Dee passed away two years ago but despite failing health, Denis's indomitable spirit saw him attend many motorsport functions from his rural home in Brecon and he was a welcome participant at October's Interclub Quiz at Taffs Wells Rugby Club back in October.

We offer our sincere condolences to Denis's family and many friends within the sport.

Ken Davies © With thanks to Huw Davies for additional information & images



Neil's Christmas Quiz 2019 Answers

Formula 1

1. Which British driver is credited with assisting Niki Lauda from his burning Ferrari in 1976? Guy Edwards
Bonus – name one of the other 3 drivers who assisted. Brett Lunger, Harald Ertl, Arturio Merzario
2. Who holds the record for the fastest ever qualifying lap at a Grand Prix? Kimi Raikkonen
Bonus – who did he take it from? Juan Pablo Montoya

3. Who is the youngest F1 GP winner? Max Verstappen
Bonus – who did he take it from? Sebastian Vettel
4. Who is the oldest F1 champion? Juan Manuel Fangio
Bonus – name any other of the top 5. Giuseppe Farina, Jack Brabham, Graham Hill, Nigel Mansell
5. Who is the only woman to have finished in the points at a F1 GP? Lella Lombardi
Bonus – name one of the other 4 women to have entered a GP. Maria Teresa de Filippis, Desire Wilson, Divina Galica, Giovanna Amati

Rallying

6. Who won the 1973 Scottish Rally? Roger Clark / Jim Porter
Bonus – what else was memorable about it? Escort RS1600's filled the top ten positions
7. Who were the sisters who contested British Rally Championship events in the mid 90's? Stephanie and Rachael Simmonite
Bonus – what other form of motorsport were they very successful at? Off-road racing / rallying
8. Which legend drove a Skoda Felicia Kit Car to 3rd overall on the 1996 Network Q RAC Rally? Stig Blomqvist
Bonus – what was the nationality of the driver who finished 2nd? Japanese – Masao Kamioka
9. What happened to Ari Vatanen on the 1982 Fram Welsh Rally? Excluded after taking the wrong route on a stage on Epynt
Bonus – who won the event? Bjorn Waldegard / Phil Short
10. Who won the 1977 Boucles de Spa? Tony Pond
Who was his female co-driver in the earlier years of his career? Frances Cobb

Sports Car Racing

11. Which female rally driver won her class at the Le Mans 24 Hour race in 1975? Michele Mouton
Bonus – name any other female class winner at Le Mans. Odette Siko, Suzanne Largeot, Marie-Claude Beaumont, Christine Beckers, Anne-Charlotte Verney, Yvette Fontaine, Marie Laurent, Christine Dacremont, Marianne Hoepfner
12. Which British driver had a huge accident at the 1999 Le Mans 24 Hours when his Mercedes CLR took off? Peter Dumbreck
Bonus – who was his better known team mate who had suffered two similar incidents in qualifying and warm-up for the race? Mark Webber
13. Which British driver won the 1991 Le Mans 24 Hours? Johnny Herbert
Bonus – name one of the other two drivers who shared the car. Volker Weidler, Bertrand Gachot
14. In which year was the FIA Sportscar World Championship cancelled before the first race because of a lack of entries? 1993
Bonus – name the British driver who shared the last FIA Sportscar World Championship title in 1992? Derek Warwick
15. Which F1 champion won the 2019 FIA World Endurance Championship? Fernando Alonso
Bonus – name the other F1 champion who had a few outings in the same championship. Jenson Button

All Sorts

16. Which rally driver contested 6 rounds of the 1984 British Touring Car Championship in a Rover Vitesse taking pole on his first outing then winning his second race outright? Tony Pond
Bonus – who won the series that year in a similar car? Andy Rouse
17. Which woman won the NHRA Top Fuel Championship in 2017? Brittany Force
Bonus – name any other female Championship winner in the NHRA's 4 major categories (Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle)? Shirley Muldowney(TF), Erica Enders(PS), Angelle Sampey(PSM)
18. Who won the 2019 British Hillclimb Championship? Wallace Menzies
Bonus – who won the 2019 Welsh Sprint and Hillclimb title? Gary Morgan
19. Who is the 2019 British Historic Rally Champion? Simon Webster
Bonus – who is the 2019 Welsh Historic Rally Champion? Mike Simpson
20. Which manufacturer holds the hill record at the Goodwood Festival of Speed? Volkswagen
Bonus – which other hillclimb record did it take in 2018? Pikes Peak