



WINDSCREEN

The Magazine of Swansea Motor Club



David Thomas - OOOps

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CHAIRMAN'S CHAT.

Christmas comes but once a year, so the joke goes, but this year could well be a white one. Good for the youngsters and Christmas card covers. Not so good if you live on a steep hill. Those of you who know where I am will know the road resembles the Cresta Run when it snows. The only problem is the Cresta Run doesn't have a T-junction at the bottom of it. So after looking at the snow and the ice underneath, we have been stuck without a car for two days. That's when you realise how much you depend on a car and just how much society has grown to depend on personal transport.

Since the last Windscreen, we have had the last Autotest of the year, laid on by 'Traffic-Cone Samuel.' The last time I saw that many cones in one place, I was gracefully spinning through some unmarked roadwork's in a Cooper S!

Despite a cold and frosty start to the day, the sun did do it's best to warm things up as the morning progressed.

The six tests were a good test of memory as well as driving skill. It's a pity more didn't take up the chance to have a go. Huw even entered a car he considering buying! The only fault he could find with it was a built in hatred of cones. The car kept running them over at every opportunity it could!

We had our first Christmas party at Dunvant RFC and our first experience of the club caterer. The food was very good, and everyone seemed to enjoy it. Our previous caterer was missed but family and work pressures meant that Chris had to turn down our request for a buffet. Santa's sack went down well, although there were some long faces evident until their numbers were called out and they had the chance for a quick delve into Santa's goody bag. I would like to thank all those of you who brought along the goodies for the sack; it was a lot of fun.

Last but not least, I would like to take the opportunity to wish you all and your families, a very Merry Christmas and a Happy and prosperous New Year for 2011.

Mike Jones

Roobarb, Roobarb, Roobarb

2010 was a good year for team Dunbar (Andy and daughter Debbie) or as sometimes known team 'Roobarb'.

Lots of changes were made to our Westfield for 2010, but probably most notable was the higher powered engine, now 300bhp and the 6 speed sequential Quaife 60G box with the Geartronics pneumatic paddleshift system.

The start of the year was a bit rocky when the bellhousing shattered whilst setting up at Llandow, resulting in the main gearbox shaft snapping, the propshaft then acting as a moulinex ripping through fuel lines, chassis and bodywork, but thankfully stopping short of the only pair of legs I have got. 5 weeks out of competition was a big loss, but with the wallet quite a bit lighter and the engine / gearbox raised an inch or so the season began in earnest.

For myself looking back now things went pretty well. Overall winner of the Welsh Hillclimb and Sprint championship, second in class in both the HSA and the Midland Speed Championships and most consistent performer in the Midland Speed for the second year running. 5th overall in the very competitive Loton Park Championship was quite pleasing as a few rounds had been missed with absence due to 'pitcrew' illness. Putting championships positions aside though what mattered most was making step changes in performance, for example getting below 30 secs at Shelsley Walsh, into 52 secs at Loton park and FTD at Epynt were memorable achievements. A few class records fell along the way. Dabbled with a very enjoyable couple of rounds of the Gurston Hillclimb Championship winning the class on both occasions entered but a packed programme hindered doing more.



Dad Andy gives daughter Debbie a few words of wisdom

Debbie likewise was very pleased. For the second year running she was the best lady in the Welsh Hillclimb and Sprint Championship. Entering the Loton Park hillclimb Championship was a big step forward and she came 3rd overall in the novice section, a

very creditable result. For those of you familiar with that hill, you will recognise that getting down to 54 secs at the end of season British Hillclimb round at Loton to come second in a class of 9 very experienced lads was something to be proud of. She makes it look easy, have a view at 'youtube'.



So what of 2011. For the car the only change has been a new set of nitron shocks and springs, tweaked from last years design. Force racing cars will do the set up in January. The hills have more appeal than sprints but we will try and find a good mix of events. New years resolution for Andy remains the same as last....lose a few pounds..at least. (I'll never be as slim as Mr Meek!). Debbie has been producing promotional video's although not quite sure if it's to attract motorsport sponsors or hairdressing salons...time will tell. One thing we do know, we'll give it a go and have lots of fun along the way. Best wishes to all for 2011.
See you soon.

Andy Dunbar

2010 Hillclimbing and Sprinting

Success can be measured in many different ways, personally I judge the success of a season by how little damage and repairs have been necessary. Using these criteria, it has been a good one. 25 Events in total, most of which were dry and the Subaru STi performed nearly faultlessly. Gearbox gremlins reared their ugly face at Pembrey resulting in a frantic search for a replacement gearbox. This is the downside of June crammed with events and little space to juggle Championship minimum rounds. With a replacement box sourced in Devon and hastily fitted, business as usual was resumed.

A new venue for me was Gurston Down, despite being in the Midland Speed Class of everything but single seaters, it was a good day out. It consists of a fast downhill start before snaking through the Carousel and a blast up to the finish. All went well until the idle control valve started to play up on the timed runs but it was a well organised venue although the 35 seconds did seem to fly by rather quickly. MIRA was revisited, I competed here in my Subaru RA so knew what

to expect, but didn't bank on the blistering May sunshine. It was very fast, with phenomenal grip thanks to a special Dunlop surface which meant it was well suited to the Subaru and a Midland Class win thrown in. The return home was via Epynt; again it was very warm though the car did feel off the pace a bit which I put down to a lack of competition, but it turned out to be a sticking dump valve. Loton Park had 6 visits, 4 x 1sts and 2 x 2nd. This is my top venue and one I never seem to tire of.

Final totals include 15 first in class awards, 3 second in class and 2 third in class which ensured the trophy shelf received a regular supply of glass and plastic.

2011 sees a couple of mods to the faithful STi, an active centre diff and a plated rear diff should see the Subaru keeping up the pressure, all I now need is something to make the driver sharper.

Andrew Meek Subaru STi V3



David Thomas' view of 2010

A bit of a change of direction for me this year. I started the year sprinting and hillclimbing and ended it rallying.

My Global GT2 is up for sale if anybody is interested, after carrying me to 2 FTD's in 2010 (Epynt and Llys y Fran) and numerous top 3 class positions. I managed a number of outings so did both LyF events, both Llandows, both Epynts, the Pembrey double header and the Wiscombe weekend. I finished the year in 5th place overall in the Welsh Championship but by then I had other things on my mind in the shape of the Mk 2 Escort pictured below.

First event was Caerwent, a very technical venue with massive kerbs.

I was in the top 20 after 2 stages & 2nd in class. After a slight off (see front cover) we bent the steering arm and the wheels were pointing 1/4 to 3 and seven miles to go to service!! That gave us a maximum and no chance of getting the time back. Finished 17th in class but I finished.



By end of season this



had given way to this

Just got back from the Malvern showground stages, a very muddy place with 80% gravel on a tarmac event?? I had no gravel tyres so ended up with cut wets on the front and slicks on the back trying to stop some of the understeer? Every corner needed the use of the handbrake.

Suffice to say numerous spins including one flat in 6th gear kept the crowds entertained but were not good for the stage times??

Once it started to dry out slightly, the clutch started to slip!! I just managed to coax the old girl around and finished the event (not last).

Planning to do as many rally's next year as the budget / Mrs will allow, concentrating on local events.

David Thomas

December Autotest

Our last autotest of the year took place on December 12th, again utilizing the bicycle training area behind the main stand at Dunvant RFC. On the day, despite the awful weather having given way to bright sunshine, the field was sadly depleted and it was just Huw Richards, Neil Rees and yours truly who appeared. A quick bit of arm-twisting saw Mrs. Samuel persuaded to have a go in the Honda CRX. Huw was not in the Astra estate this time, having obtained a Rover 25 from Neil Rees only the day before. Neil, meanwhile, had bought an old Rover 620 for the princely sum of £100 and was out to prove that autotesting is about as cheap as motorsport gets.

Six tests lay before the crews, using a different cone layout to the previous events, and there were a number of comments about the plethora of bollards on the course.

On test 1 it was Huw taking the honours, hurling the Rover around, with myself next followed by my good lady, then Neil R, finding the cones too tight for the big Rover.

Before each test we all walked the course together, which created much amusement as Neil R walked much further than anyone else as he insisted on following the lines he expected to have to take in the 620.

In fact, the order on all of the tests was the same as the first one, with Huw consistently the fastest but unfortunately not always the neatest and the event result was decided on cones hit rather than outright speed. Test 4 saw Huw hit one cone on each of his runs, then on test 5 he compounded the error with two cones on each run, handing a clear lead to Neil S, who held on through the final test to win by 4 seconds. Definitely neatest driver was Julie who produced some good times without striking a single cone all day.

Thanks to Rob Allender for timekeeping and all the other helpers on the day – Mike and Sally Jones, Marion Allender, Stephen Lloyd and Anthony Jones.

Neil Samuel



Rob handing out the times



One careful owner, not the current one



No, its not Strictly Come Dancing



Results time

Diary Dates 2011

Planned events for next year are:

Jan 5th - Darts
 Feb 2nd - Antiques Road Show
 Mar 2nd - AGM
 Apr 6th - Robolab
 May 4th - Navigation Scatter
 Jun 1st - Car Show

Jul 6th - BarBQ
 Aug 3rd - Treasure Hunt
 Sept 7th - Pub Run
 Oct 5th - Wii night
 Nov 2nd - Quiz
 Dec 7th - Xmas party

Odds and

REMEMBER

We have decided to switch our Social nights and Committee meetings around so from January 2011 Club Socials will be on the first Wednesday of the month. This means the opening event of 2011 will be the Annual Darts Tournament on 5th January.

Finally, a huge thank you to all of you who have provided articles, photos etc for Windscreen over the past year and to all my readers 'Have a very Merry Christmas and Happy New Year'. See you in 2011.

..... Ends