



# WINDSCREEN

The Magazine of Swansea Motor Club



**November 2013**

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## Editors Intro

Welcome to another edition of Windscreen.

Since our last update the club has run our second hillclimb of the year but sadly lost another great friend Terry Sanger. I am indebted to Ken Davies for the obituaries contained herein.

Llys y Fran was blessed with half decent weather in that it didn't actually rain during the competitive portion of the event, though it did precipitate upon the hardy souls who helped put up and dismantle the course. We had 56 starters and, with everything running smoothly, were able to give the competitors two practice runs, two race runs, a top ten run-off and a fun run and still finish by 4.30pm. What the entry lacked in numbers it more than made up for in quality and variety, engine capacity ranging from 600cc in the Jedi of Paul Knapp to 4600cc in the Mustang of Alex Peters. FTD was fought out between SMC's own Andy Dunbar in his Westfield, Andy Phelps in the Locost, Mike Manning in the 4wd Puma and Stuart Hill in his Westfield, all four going under 46 seconds. Andy D took the honours again, as he had at the May event.

As ever, we rely on a small band of helpers to clear the track after the event and I must record my thanks again to those who stayed on to pack up.

The weather was also reasonably kind to us for our combined Barbecue and car show though a few drops of rain caused a flurry of activity to protect soft top cars. Our cover photo depicts our President and Membership Sec fighting with the hood of Steve's Peugeot.

Neil

## Llys y Fran July Hillclimb

After several poor summers, the early weeks of July saw the whole of Britain under a welcome and long over due heat-wave. Sure enough though, as the date for Llys y Fran came nearer, it became apparent that the weather had broken and it looked for a time as if we would have another rainy meeting. Indeed the forecast for the day was for torrential rain through most of the country! Fortunately Pembrokeshire was on the very edge of the rain band, and although it did rain early in the morning, the rest of the day was warm and dry. There were some damp patches under the trees, but it was a day perfect for motorsport, and the feedback from the drivers was good! Due to the threat of rain, the Clerks of the Course Alun Morgan & Chris Jones wisely decided to do the first timed run before the lunch break (time for a big thank you for all the marshals and officials who helped the event run smoothly). In the event there was no further rain, so we were able to give the competitors maximum value with a fun run and a Top 10 run-off too as well as the normal 2 practice and 2 timed runs!

With championships from the HSA (Hillclimb & Sprint Association), Trident Welsh and Sevenoaks, there was a good variety of cars with some big classes in the standard classes. There were some cracking contests throughout the day with wins decided by the narrowest of margins! Although there was a date clash with the Harry Flatters on Epynt we picked up a good number of late entries from local drivers and there was a good number of marshals too! With entries from both Mike Manning and his potent Ford Puma and Andy Dunbar and his well-sorted Westfield it looked like there was going to be a real contest for FTD (Fastest Time of the Day) trophy. In the end there was a surprise in store but more of that later.

The 6 car OSP class was fiercely contested with HSA championship contender Andrew Till in a Renault Clio winning but by only 0.09 of a second from Bridgend's Robert James and his Ford Focus RS. This made Andrews' 240 mile journey back home worthwhile and he wrote the following to the club after the event:

*"I really enjoyed the event, was delighted to win the class and am very proud to have taken a new Standard Class record. In 31 years of competing I think it was one of my best wins, beating the Focus RS and taking a new record on such a challenging, demanding and satisfying hill.*

*I thought the event was run really well, we were lucky with the weather and it was a day with memories I will treasure for a long time.*

*Please pass on my thanks to all involved with the organisation and running of an event that typified everything that is so good about club motor sport."*

Regular competitor Andrew Bisping from Bristol won Class 1A in his Rover 214.

Andrew Webber from Sevenoaks, was really pleased to have won the awesome 10 car Class 1B in his 1969 Lotus Elan +2 by a margin of 0.76 seconds from the Lotus Elise of Ben Burggraaf, Ben making his first visit to LyF.

The 5 car Class 1C was won by Swansea Motor Club member Nigel Burke and his Subaru Impreza but the low tech rumble from the Ford Mustang of Alex Peters of Sevenoaks will live long in many peoples memory (Me for one).

Class 2A was won by the Westfield of Stu Hill who was another person who enjoyed himself.

Class 2B was another 5 car class and it was won by another narrow margin by Chris Howard-Harris and his Caterham Superlight by just 0.74 from Tim Pennington and his Westfield.

In Class 3B HSA championship contenders Paul Drowne and Colin Satchell shared a Peugeot 205 GTi. Paul was the 7 driver (i.e he went up first) but he beat Colin for the class win by only 0.14. Swansea Motor Club member Nick Knight, who loves all things Fiat, gave his unique Fiat 500 Abarth Assetto Corse it's debut, the name being almost as long as the car itself. (Abarth was a noted Italian tuner, Corse is Italian for speed, but I can't find a suitable translation for Assetto! Prego).

Having come all the way from Sutton & Cheam James Hunt (yes, he has heard them all) was on his own in Class 3C with his classic BMW 2002.

Class 3D was a Locost benefit and Andy Phelps was another 7 driver to win his class from fellow HSA contender John Phelps. Swansea MC member David Champion was 3<sup>rd</sup>.

Andy Dunbar was on his own in Class 3E, in more sense than one, with his first timed run of 44.50 being good enough to take FTD from the surprisingly quick Locost of Andy Phelps by 0.44 with Mike Manning pushed back to 3<sup>rd</sup> fastest only a further 0.26 behind Adam. Andy was also the best Swansea Motor Club member and therefore eligible for the Paul Bentley Trophy which is awarded by Chris Jones as a tribute to Paul, his late brother.

Class 4A was a Swansea MC benefit with Kevin Cole sharing the car with son Nathan up against the Mini Vtec of Daniel Owen. Kevins' first timed run was good enough to win the class but Nathan was only 2.83 secs behind on his first visit to Llys y Fran.

Classes 4B, 5A and 7B were single cars classes with Mike Manning (Puma), Paul Knapp (Jedi), & Wyn Lewis (Proton) out for a days' motorsport. As was John Lilly with his Vindicator Electric Car.

Classes 6A & 6C saw Eifion Jones (Lotus Excel) faster than Huw Edwards (Austin Healey 3000). However Huw was well happy and wrote and told us he hopes to get some more AH members to come next time.

Class 7D saw late entries from the Ford Escorts of Graham & Sue Hollis. Graham gave his usual display of excellent car control, with Sue not too far behind and quick enough to take the Fastest Lady Award.

However the prize (if they existed) for the narrowest winning margin, or the David v Goliath award for the greatest giant killing act, would have gone to Nia Jones and her Mini Cooper S, who won the Historic Rally Car Class by just 0.08 of a second from the Triumph TR8 of Peter Jones! Nias' dad Huw must have been very proud.

The Top Ten Run off was won by Andy Dunbar who completed a clean sweep of awards by just 0.14 from Mike Manning with Colin Satchell 3rd

So there was a good days sport with some new Class records, but not as many as you'd think! (see the link on [www.swanmoco.co.uk](http://www.swanmoco.co.uk)). Neil Watkins scored a hit with the times scoreboard by keeping the radio link from the timekeepers open, and gathered a bunch of groupies to listen to the times coming over live!

So it was a mainly dry day, but as we came back towards Swansea we were hit by a huge cloud burst, which reminded us of just how lucky we had been!

**Please can everyone one note the 2014 dates are Sunday May 11th and Sunday July 20<sup>th</sup> . We need as much help as possible in the Office as well as on the hill, so please put those dates in your diary now!**

#### Swansea Motor Club Members Times re Paul Bentley Trophy

Pos	Driver	Class	Car	cc	time	When Set
1	Andy Dunbar	3E	Westfield Sei	1998	44.50	1st Timed Run
2	Kevin Cole	4A	Imp Spaceframe	1070	46.91	1st Timed Run
3	Christian Evans	3B	VW Golf Gti	1984	48.25	2nd Timed Run
4	Nigel Burke	1C	Subaru Impreza	1990T	48.56	1st Timed Run
5	Nathan Cole	4A	Imp Spaceframe	1070	49.75	2nd Timed Run
6	Tony Barber	3B	Mk1 VW Golf 8V	1998	49.95	2nd Timed Run
7	Ken James	2B	Loco/Hornet	1997	50.41	1st Timed Run
8	David Champion	3D	Locost SMU 001	1380	51.76	2nd Timed Run
9	Daniel Owen	4A	Mini Vtec	1595	52.01	2nd Timed Run
10	Nick Knight	3B	Abarth Assetto Corse	1368T	53.27	1st Timed Run
11	Liam Morris	1B	Fiat Uno	1372T	54.83	1st Timed Run
12	Stephen Strasdin	1B	Ford Puma	1679	56.12	2nd Timed Run
13	Graeme Procter	OSP	Skoda Fabia VRS	1896TD	58.24	2nd Timed Run
14	Nick Walker	1B	Ford Racing Puma	1700	59.70	2nd Timed Run
15	Luke Jenkins	OSP	Rover 25	1396	59.84	2nd Timed Run
16	David Boneham	1B	Ford Racing Puma	1700	68.02	2nd Timed Run

## Terry Sanger 1934 - 2013

Swansea Motor Club lost a good friend when charismatic racer of the 60's and 70's Terry Sanger sadly passed away at his Letterston home on 14<sup>th</sup> August aged 79 following a brief illness. Terry had become an almost permanent fixture at the club's Llys-y-Fran hillclimb as one of our club stewards, a role he eminently qualified for as he'd forgotten more about motor sport than most of us will ever know. He had also regaled us with one of his renowned talks chronicling his adventures. I'd attended three of these talks held in separate locations and never heard Terry actually finish one due to his powers of total recall, meticulous attention to detail, audience participation and uproarious laughter!

He became synonymous for racing a V8 powered Lotus Cortina shod with outrageously wide wheels and tyres which propelled him to 14 race wins and three Championships in 1967 however, the iconic V8 Cortina was merely a part of the burly and bearded Bristolian's successful career in motor racing during which he successfully drove Sports, GT, F5000 and Saloons; he competed in the British Saloon Car Championship with a Ford Falcon followed by Chevrolet Camaro. Terry spent almost ten years as an independent privateer, eking a living on the international tour during the 60's & 70's.

Terry's interest in racing was first ignited by a visit to an early Silverstone Grand Prix when the circuit was designated with oil drums and spectators moved freely among the competitors. As a result, he intended to make his competition debut at Castle Combe, driving a modified Ford 5cwt van, but was quickly commandeered into marshaling and one of his many evocative tales was of meeting Stirling Moss, who conveniently crashed his Cooper-JAP at Quarry corner, just where Terry had been stationed!

As an engineering apprentice employed by the globally renowned Bristol Aircraft Engines Terry supplemented his modest income by trading in motorcars. He recalled, "I had so many cars at one time that I parked them in the BAE staff car park but had to shuffle them around every 24 hours to avoid suspicion. I kept a detailed map and inventory to tell me where each car was parked!"

Limited finance meant that Terry began competing on motorcycles before moving to four wheels. He was renowned for possessing instinctive engineering, analytical and diagnostic skills alongside those of being a fast, versatile and reliable race driver, competing in many of the classic endurance events of the era including Monza, Nurburgring, Spa and the Targa Florio. He used his extensive engineering talents to good effect, building a successful engineering consultancy.

Terry's eclectic portfolio of competition steeds included, AC Ace, Morgan+4, Marcos, Lotus & V8 Cortina's, Ford Falcon Sprint, Chevrolet Camaro and F5000 with BRM/Ford V8, Lola and the unique F5000 Harrier that he designed and built with Tony Hilder. His racing prowess in the GT40 resulted in his peers later electing him a Member of the British Racing Drivers Club in 1973.

An unpretentious and modest man, Terry possessed a lively self-deprecating sense of humour which belied his bearded and somewhat fearsome persona. He was respected throughout motor racing as an innovative and creative engineer of the old school and a 'racer' through and through. One of that small band of people you'd want at your side when the going got tough. He had the knack of being able to uncomplicate complex engineering theory so that mere mortals such as I could understand.

Terry's funeral service in Pembrokeshire was 'standing room only' whilst mourners enjoyed humorous eulogies recalling Terry's adventures, supported by a montage of evocative photographs from the Sanger family archive and accompanied by appropriate music from Fleetwood Mac and Adge Cutler and the Wurzels. Swansea Motor Club was represented by Robert & Marion Allender, Alun Morgan and your writer. Motorsport will be the poorer with his passing.

*Ken Davies*





**Terry Sanger and the fearsome V8 Cortina at Brands Hatch**

## **David Gilmore Lloyd**

Sadly, Swansea Motor Club lost another of its members when Dave Lloyd passed away suddenly at the end of April, just ten days after the death of his long-term partner Pam Evans. He had been a loyal member of the club for over 50 years and was one of the first people I met when I joined in the mid-sixties. He always took the time to talk to a couple of enthusiastic youngsters new to motorsport when we turned up to a Wednesday club night at Fairwood airport.

Dave was born into a motoring family; Lloyds Garage of Blackpill, situated in a prime location alongside the seafront on the Mumbles road near the bottom of the Mayals. So following school it was natural that Dave would follow the family tradition and go into the motor trade, finished his apprenticeship and became a respected automobile engineer.

Among my earliest memories of Dave is him competing in a Swansea Motor Club autocross at Fairwood driving the Lloyd's Garage Bedford van, complete with sliding front doors and full harness seat belt as in those days regulations were far more relaxed and SMC autocrosses operated on a 'run what you bring' basis!

I also remember him driving an indecently quick Morris 1000 on the road complete with a high revving engine tuned to Formula Junior standard which would produce a distinctive 'crackle' on the over-run. Later he had a white MGB roadster which he drove with great gusto in autotests.

In the seventies he became a workshop manager for Lex Mead at their large dealership in Carmarthen road and during this time took a sabbatical to travel around the world, before returning to pick-up where he'd left off.

Dave enjoyed motorsport, especially the preparation side and helped Mike Jones engineer the Mallock sports racing car that Mike successfully drove with Fred Wheeler in hill climbs and sprints and then, with Mike, provided engineering support to myself when we competed in the Roversport MG Maestro Championship in the late eighties.

By this time Dave was working on his own account from premises in Gower road and it didn't take long for the duo to make my Maestro reliable and quick, achieving some good results with a mediocre driver. Dave would often drive the Maestro to events accompanied by Pam, who he'd just met. I particularly remember him arriving at Goodwood in a fly-spattered MG after a particularly fast early morning run down from Swansea when the Maestro surely went faster than I later drove it on the circuit!

In 1989 Dave and Mike masterminded the preparation of a Porsche 924 for the Porsche Club race series, expertly converting the car from a standard road car I had bought. Dave would often travel to far-flung races, either with me or in his father's camper van. Over the next four years their innovation and high standard of preparation helped us achieve an almost 100% finishing record and several good results with the 924.

Dave finally sold the business in Gower Road and went on to lecture in Tycoch technical college, also maintaining a small garage at the rear of his former residence in Bryn Road where he worked on 'friends' cars and pursued his own motoring interest with a series of 'classics'. He was an original member of Swansea Historic Vehicle Register and also a keen and reliable event marshal, always supporting the Vales Rally at some distant passage or time control.

He was highly intelligent, a trusted and loyal friend and great social company, able to converse on almost any subject - including country and western music, of which he was an ardent fan and concert goer; not a widely known fact! Another well-known trait was that he didn't tolerate fools gladly!

Latterly, Dave had again travelled widely with Pam and been a tremendous support to her during a long illness. The last time I met him was April 10<sup>th</sup> when he arrived full of enthusiasm at the Village Hotel for Stuart Turner's talk. Sadly, Pam died shortly after this and Dave suffered a heart attack whilst asleep ten days later. Both were cremated at Morryston in private.

*Ken Davies*



**Dave Lloyd and the MGB at a University Autotest**



## Brian Davies

Brian Davies, who sadly passed away in May after a short illness, had been a prolific member of Swansea Motor Club during the 60's and 70's, including being committee chairman during a particularly active period for the club during the early seventies. Brian was a regular competitor in a variety of cars on the events organised by the club; autotests, rallies, autocross and speed events.

I had first met Brian in the mid-sixties through his racing activities with the Baglan Racing Team, which was based in Peter Cook's service station on the Old Baglan Road near Port Talbot. Peter, Brian and Ken Bowen raced three well-presented Mini Coopers with great success mainly at Llandow, also driving their cars on the road occasionally. Rallying then took over, first with a Mini Cooper and then a Ford Escort.

Derek 'Prof' Davies remembers navigating for Brian on several occasions including the Cilwendeg; a Motoring News Championship road rally and several Welsh Championship events including second place overall on the Virgo Galaxy rally.

At this time Brian was a technician working for Robert Kerr typewriters, he later worked for one of the first Ziebart rustproofing franchises in the Hafod before becoming a postman, principally in the Bishopston area of Swansea where he was held in high esteem by the local population that he served for over 20 years.

Brian was always renowned for his high standard of engineering and preparation which he used to good effect when he later became more interested in rallying and prepared a Mk1 Ford Cortina he 'just had lying around', developing it into an ultra-competitive stage rallying machine and achieving many successes both in the UK and Eire, where he proved a popular competitor among the indigenous and enthusiastic population. Although Brian was a reliable finisher I seem to remember a muddy farmyard in Ireland finally contributed to the Cortina's grisly demise!

Brian later prepared and developed a Toyota Corolla to the same high standard of preparation and engineering innovation; including sequential gearbox, securing many more class wins and also becoming somewhat of an 'Epynt Meister'.

Brian and wife Sue were very social individuals, making many friends especially in motor sport circles. I well remember one particular amusing and exhausting evening in the 70's when we journeyed to Worcester for the 'Miss Motor Club' competition, SMC represented by Sue Davies. Suffice to say that some of the pranks that evening are best forgotten, but I do remember the large rubber ears worn by Brian, which were his trademark at such events. However, all things considered, Swansea Motor Club acquitted itself with dignity and distinction!

Brian's funeral was held at Morryston, the cortege led into the crematorium by Brian's faithful Toyota rally car which was warmly applauded by the large group of mourners who attended; a veritable 'who's who' of Welsh motor sport together with factions from many other organisations and nationalities, confirming the high esteem in which Brian was held. Swansea Motor Club was well represented at the funeral and extends its deepest sympathy to Sue, daughter Amanda and the rest of Brian's family and friends.



**Brian Davies as he will be remembered, low flying on Epynt**

## Car Show

This year we combined our car show with the annual barbecue and several members and friends brought along some interesting vehicles.



Brian Jenkins' Alvis



Mike Jones' MGTF



Ken Davies' Porsche



Keith Turners Aristocat



Tony Jones checking out Huw Richards' recently acquired MGB