



WINDSCREEN

The Magazine of Swansea Motor Club



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Editors Intro

SMC members have been busy over the past few months, representing the club as competitor, marshals, timekeepers and event organizers. We assisted HERO with their Summer Trial by marshalling a test at Llandow, provided timing services to Brecon MC for the Epynt hillclimbs, ran our own event at Llys y Fran and provided a significant number of cars in the local events – SMC members accounted for a quarter of the entry on the Saturday Epynt.

Our second hillclimb of the year took place at Llys Y Fran. After a low entry in May we had a bumper 83 cars for July. With that size entry things needed to go well to keep the event on track. Great weather helped and thanks to the efforts of all involved the day was the slickest I have ever seen. We ran two practice runs, two race runs and a Top Ten runoff and finished before 4.30pm - a superb achievement. Read more about it in Rob's article inside.

We also continued our social programme with the barbeque in July (thanks to Ken Bowman for his chef skills) and a pub run in August with a cracking route put together by Huw Richards. In September we were delighted to visit the new Mumbles lifeboat station, over 30 members, friends and family enjoying the tour and commentary from Sid Wilkins.

I even managed to get out and compete myself at Epynt, first time in about 4 years but the thrill is still there.

Remember if you want to contribute to Windscreen I will happily concoct a story around some basic details from you so don't be afraid to get in touch

Neil

Record Breakers

It was a record breaking day at Llys y Fran on July 20th, with sunshine and the temperature in the 20's and an 83 driver entry, contributing to seeing 9 class records broken, which itself may be a record! However as it was the first really warm meeting since the track surface upgrades in 2013, it shouldn't have really been a surprise that there was such a rash of record breaking runs!

Most of the classes were well supported, and although sadly there wasn't any single seaters or Super Sports/Libre cars entered, they weren't really missed!

In the OSP class, Swansea MC Member Nick Walker (Mazda MX5) was 2nd in the class, but was only by .25 from the class winner Gordon Hick! In Class 1A Huw Turner unfortunately only got one timed run in with his Mini and lost out to be 3rd and last in the class.

Class 1B was dominated by the Fiat Uno of Swansea MC Member Liam Morris who was 1.5 seconds quicker than the Ford Pumas of fellow Swansea MC Members Stephen Strasdin & Dave Boneham.

In Class 1C Swansea MC Member Nigel Burke in his Scooby Do was over 6 seconds faster than the visiting Porker 944 turbo of Brian Marshall of the HSA!

There were no Swansea MC Members in Classes 2A, 2B, 3A & 3B. However the well-populated Class 2B was full of Westfield's who were coming back to us for the first time after a few years absence.

Adrian Clinton-Watkins in his Westfield GGR was the clear winner, although the Caterham Superlight of Chris Howard-Harris ran him close!

In Class 3B, dominated by French cars, visiting driver Dean Gammon from the HSA needed no egging on in his Peugeot 106. Shaun Clifford (Double driving Deans' 106) was 2nd and Wynne Morgan was 3rd in his Renault Clio Cup, the only non-Peugeot in the class!

In Class 3D Adam & Charlotte Phelps & David Campion upheld Swansea MC honours. Adam did his best against a mini horde of Westfield's and was 2nd fastest with a time of 44.59 secs. But he was unable to match Tim Nunn & his Westfield SE who set a new class record on his 2nd time run with a time of 43.04 which was good enough to set FTD, but more of that later!

In Class 4A Swansea member Kevin Cole was unable to take his timed runs in his usually quick & reliable motor-bike powered Imp, which left the class to be fought out between old & new style Minis. Daniel Owen instead stepped up to win the class with a set of quick times in his Mini Vtec ahead of Martyn Ferris and Ryan Owen to make it a Swansea 1-2



Liam Morris



Daniel Owen

In the Classic Car Classes 6A saw a welcome return of the big Healey of Huw Edwards, who was joined by the Austin Healey Sprite of Dave Lambourne. Huw won the class but let's hope he & Dave can inspire a few more of their friends to join us in 2015 which will be the 20th anniversary of our first event at Llys y Fran! Huw was also the fastest of all the Classics, although Eifion Jones took 6C with his Lotus Excel. In Class HRC Peter Jones also lit up the scene with his rumbling TR7 V8!

There was plenty of competition in the Rally Car Classes, although Chris Burge was on his own in the up to 1600 cc Road Rally Class in his unique Daihatsu Cuore (well I can't remember when we've had another). There was plenty of entries in the over 1600 cc Road Rally Class where SMC member Tony Barber and his VW Golf GTi had a big fight against a welcome number of entries from Teifi Valley MC members making the bulk of the 6 car entry. However they were all trumped by local driver

Martin Harris from Llandysul who set a new Class record time of 50.60 secs in his Peugeot 205! Wyn Owens from Teifi Valley was 2nd with Tony taking 3rd in class!

Colin Davies was on his own in up to 1600c.c Stage Rally Cars, but set a new Class record time of 51.35 secs!

However there was plenty of action in the giant 11 car over 1600cc Stage Rally Car Class, with plenty of mouth-watering sideways motoring in prospect! In amongst the serried ranks of Mk2 Ford Escorts there was a welcome return of Mike Griffiths who says he has been re-building a Mk3 Gilbern Invader from the remains of his old Mk1 Escort that he bent around 'that tree'. As expected, Mike has made an excellent job of it and it was nice to see him again and his new car. (Since Mikes unfortunate accident we have increased the safety precautions around the tree and ramped up the medical cover so that we hope the arboreal car magnet has been turned off!). Mike improved his times throughout the day.

Tony Palfrey (Peugeot 205) and Andrew Raistrick (Renault Clio Cup) were the other non -Escort entries. Andrew needed to borrow a trailer and asked Mike Manning if he could borrow his. A deal was struck and Mike double drove the car! Also double driving were Gareth & Lloyd Bettinson in Gareths Escort. It wasn't meant to be like that as Lloyd had entered his own car, but when that broke down, Gareth was 'persuaded' to agree to share the car (Once it was cleared by the Clerk of the Course of course). In both cases it was Mike & Lloyd who were quicker than the cars owners! Oops!

Amongst the Ford Escorts it seemed to be the Llewellyn family v the Hollis family with Ben & dad Dai double driving their car and Sue & Graham as usual with one each, in a battle that was as much about sideways driving as it was about the times! As usual Dai went first to set a time for Ben to match or beat. Graham set the fastest time in the Class on his second run in his hi-tech Mk2. Dai's first run was good enough to be 2nd fastest. Peter Barrett was 3rd but only a few 10ths faster than Ben Llewellyn who was 4th with Mike Griffiths an excellent 5th on his debut with his new car. Sadly we only give awards for the first 3 finishers!



Dai Llewellyn



Mike Griffiths

As ever we had a very welcome 22 car entry from the Lotus 7 club, all with their unique numbers. They certainly know how to help the organizers as they are all ready on time, and run through in the correct order. Running in 7 classes, there was competition throughout in all the classes. In L7-1 Steffan Eldred beat Robert Jacobs by 4/10ths. In the 7 car L7-2 class Alan Bowler was the clear winner. In L7-3 Oliver Wright won by 2 seconds having pulled out all the stops in a storming 2nd timed run, setting a new Class record time at the same time! As the class numbers rose so the times came down and in Class L7-4 dual member Jeremy Davies upheld Swansea MC pride, and ran the class winner Mike Sankey very close, Mike setting a new Class record time in the process! Also in L7-4 Lyn Gilbert broke one of the longest lasting records, when she set a new record for the 'Fastest time by a Lady Driver' with a time of 47.09 secs!

In the 6 car L7-5 class Stuart Miller was fastest, with another new Class record time! In the super modified Class L7-6 Simon Rogers, who lives just outside Carmarthen, set the fastest time of all the Caterhams in his first run, setting another new Class record time of 43.14 secs! At that time Simon was quicker than Tim Nunn in his Westfield SE and had provisional FTD. However Tim Nunn then stormed up the hill on his 2nd run stopping the clocks at 43.04 secs!

Simon may have been watching the timing board at the top of the hill, which was run efficiently as ever by Neil Watkins, and having seen Tims' time, he set off on his 2nd run, apparently determined to accept the challenge, but sadly it wasn't to be! (As can be seen on Youtube) Simon saw his chance disappear when he got too sideways on the last corner before the finish, and hit the corner marker with a hefty sounding whack! Tim Nunn was therefore happy to receive the FTD Trophy!



Simon Rogers



Tim Nunn FTD

However before the awards were made, with the weather holding and without any significant holdups throughout the day, there was the question of the Top Ten run off! Simon Rogers had some consolation in turning the tables on Tim, Simon being faster by 0.28 sec with Stu Hill in 3rd place. Adam Phelps upheld Swansea MC honour by finishing in 5th place.

At the awards, an exultant Tim Nunn commented that this was the first FTD award for him and he thanked the organizers and marshals for ensuring everyone could enjoy themselves on the hill! He also paid tribute to Simon Rogers, 'He made it very difficult for me!'

So all in all a wonderful day! Later our Chairman Huw Richards thanked everyone for raising their game to meet the challenge. However as the awards were being made the hill setup team were busy breaking down the hill and putting things away until next year, which will be the 20th anniversary of our first hillclimb at Llys y Fran!

Rob Allender

Many thanks to Drew Buckley for the photos contained in this report.

Your Club Needs You!

The July event highlighted that, with a few exceptions like Huw Richards & Neil Watkins, the main movers on the SMC committee and Llys y Fran set-up teams are getting older, and some new younger members are needed to step up to make sure that Llys y Fran can reach its next anniversary in good heart!

A lot of the work prior to the event is admin work ie devising the Regulations & entry forms, getting the permits from the MSA, then contacting the relevant clubs. After sending / emailing the entry forms out, incoming entries are gathered by Steve Lloyd who checks and numbers them, and a week before the event the passes & Final Instructions are sent out. Certainly it would be ideal if someone could shadow one or both those functions, with a view to taking over one or both after having gained some insight of the roles.

Setting up the hill is another vital task with several distinct phases which only require a few hours input on any one day. Having done a pre-season check on the equipment (such as tyre bundles at Llys y Fran) which can be a bit messy (so best not to wear your Sunday best): the major part of setting up the hill usually takes place on the Friday before the event. This will involve some humping and dumping of tyres and tyre bundles and staking out the orange fencing around the spectator enclosure and stapling the MSA safety signs! Some stuff can be left in place between the May & July events, but the orange fencing needs to be broken down and stored after every event. After the July event everything needs to be taken away & stored. Bodies are needed for any or all of these phases. So if you are a competitor at the moment whose car is sorted and wants to help, you can do it!

That normally leaves the timing gear & display which is usually set up on the Saturday afternoon. Trainees are needed for all the other roles too, including Timekeepers, Scrutineers & Clerk of the Course roles. These are long term roles but will have specific MSA training modules to work through, but these are vital roles in the running of the event.

So if you are a marshal, driver or just a Social member, don't be shy, especially at the AGM and step forward! If you are interested contact Huw, Neil Samuel or any member of the team.

Rob Allender

Beats Rollercoasters.....

I probably shouldn't have said anything but a couple of years ago Eddy Jordan and David Coulthard were shown at the British GP having a go at wing-walking with the Breitling display team and I commented "wouldn't mind a go at that". Then last year the Breitling team displayed at the Swansea Air Show and I again commented on it. My better half was obviously listening and promptly bought me a wing-walking experience for my 60th birthday (after multiplying the value of my insurance policy).

With the weather not brilliant last year I did not get the opportunity to use it but in July this year we headed for RFC Rendcomb airfield, North of Cirencester.

All too soon I was being strapped to the top wing of one of the Breitling Boeing Stearman planes and we were bumping across the grass airfield. Pilot Dave Barrell took it easy on me initially with some straightforward passes over the family members watching – straightforward in that we were only about twenty feet off the deck and had to pull up quite sharply to clear the hangars! Once he was happy that I wasn't screaming to return to earth the turns got steeper so that eventually the wingtips were almost vertical – that gives you a whole new view of the ground! Also he dived down towards the ground, pulled up then went over the top and down again very steeply which certainly focussed my mind as you feel yourself straining against the straps.

All too soon the experience was over. Was it fun? Oh yes, if you like rollercoasters this beats them hands down. Was it scary? Not really, you just trust those straps. Would I do it again? Definitely.

Neil Samuel



Alun Rees

Welsh motorsport lost one of its greats in May with the death of Alun Rees, his funeral took place at Christ Church in Carmarthen on Friday, June 6th.

He first came to prominence in the Welsh road rally scene in the 1960s, his skill at the wheel bringing success, followed by similarly successful drives in special stage events in a Mini Cooper S and a Hillman Avenger.

He took part in the World Cup Rally in 1970, a 16,000-mile trek through Europe and South America, where he teamed up with fellow West Walian Washington James and Neath navigator Hywel Thomas in a Hillman Hunter.

The trio finished in an amazing 15th place from an entry of 100 cars featuring the top drivers of the time.

Thousands of fans welcomed them back in Carmarthen on their subsequent return.

He competed less frequently after that, but is still recalled as one of the legends of the sport in Wales.

Anthony Jones reports and provides his recollections of Alun:

Angela and I attended Alun's funeral yesterday in Carmarthen, the church was 'packed'. We met Alun Morgan there too.

Hywel Thomas came down from North Wales to give a tribute, especially about Alun's foot down and go driving style, and of their exploits on the World Cup rally.

Hywel is doing the timing and results for the Three Castles Rally in North Wales so had to shoot back up after the service, but we did have a brief chat.

I was a roving marshal on the Hero Irish Trial in 2004 with Alun as navigator, we had many a laugh due to his stories as a coach driver for American tourists visiting Ireland.

One incident I recall, Alun knew a short cut in the west so up this road we went which got narrower and narrower until the wheels of our Rover 25 were on both verges! How he ever got a coach down that road!!

Eventually we came to a road closed sign!! We carried on to find the road was being resurfaced and had a huge pile of gravel in the middle, only in Ireland would they start the bulldozer and take the pile down a touch then wave us on, the Rover 'squirmed' terribly about 6ft in the air!!

A great time with a true and lovely gentleman, we also met him on a Minis to Monte run with Paul Loveridge. On that event he showed off his foot flat and go style on the Alpine passes, amazing!

Tony Jones

Epynt Hillclimb

SMC have provided timing services to Brecon MC for the Epynt hillclimb weekend for the past few years with Tony Parker as the Timekeeper and Rob Allender / myself acting as assistants. This year was to be the same but there were a couple of complications – Rob was due in hospital the week before the events and I wanted to contest at least one of them. A chat with Tony and Brecon Clerk of the Course Martin Leonard resolved the issue. As I would not be a named official I could enter the event and, if Rob was unable to make it, could assist Tony between runs.

My son James also wanted another crack at Epynt, having done his first ever event there a few years ago, and we put entries in for the Saturday event. After some discussion we decided to double enter his Honda CRX in standard production, figuring that his standard UK spec (manual roof, no air con) 1600cc car would be torquier and quicker than my Japanese spec (transtop electric roof, air con) 1500cc version. One thing we did do was take the wheels off my car and put them on his so that we would benefit from the nice new Toyo T1R tyres I had fitted.

On the Friday before the event Julie and I headed up to Epynt to help Tony set up his timing gear, including walking up the hill reeling out 1600m of cable.

Early on Saturday my trusty service crew, Steve Lloyd, picked me up and we headed for Epynt with a few tools and the wheels in his Yeti. En route we met up with James, who had come up from Cardiff in

the car, and set up in the paddock. Scrutineering and signing on was just a formality and as I was car 1 with James 71 even creating the numbers was easy. After checking with Tony that all was OK with the timing gear it was time for first practice. I was first car up the hill and quite pleased with an opening time of 79.08 compared to James' 80.40 and the other class members Gordon Hick on 83.80 and Viv Joy on 85.40. I had thought Gordon might be quicker with the 2 litre turbo diesel torque of his Seat Altea but perhaps the weight of the car was too much. Viv was an unknown quantity in his Mazda MX5.

What was different from previous years was that we did not return to the paddock via the loop past the German Village but were held at a parking area at the top, then returned down the hill in a batch. This meant a bit of a scramble to change over with James, swapping helmet and gloves, so he could go straight in to the next batch.

Meanwhile I dived into the timing hut and set about putting the times into a spreadsheet on the laptop, continuing with that until my next run.

On the second practice run I found over a second to set 78.00 but James found over 2 seconds for a 78.23 – getting interesting. Gordon and Viv were still well behind us but closer to each other with 83.55 and 83.75 respectively.

After a lunch halt it was time for the race runs. I decided James was a bit close for comfort and thought I could find a bit more time out of the second chicane by cutting the corner and putting the right side wheels on the grass. The only problem is there is a big step from the tarmac to the grass and there was an almighty crash from the underside of the car as it bottomed out and immediately I could hear some rattling from the exhaust heat-shield. But the time was better at 77.39. James returned after his run with a 79.08, complaining of making a mess of the run and about the noises from the car! Gordon had managed 82.11 but Viv had gained a chunk at 80.12.

Last run and I was far too cautious at that chicane, with a very slow exit, to record 78.67. James managed 78.27, Gordon dropped to 82.35 and Viv to 80.17 so the class win was mine.

To finish the day there was a fun run for anyone who wanted it. James and I both thought we would have one for fun so he went first but slowed to 80.16 whilst I managed a neat run with no heroics at the chicane but a bit more commitment in the braking area for the last corner to post my best time of the day at 77.32.

All in all a good day out with the daddy taking the spoils from the young pretender, plenty of banter around that topic, but a bit of work to do a few days later to straighten out the heat-shield and re-attach it properly.

Neil Samuel

Odds and

Rob Allender celebrated his 65th birthday in the first week of August with a buffet meal at the Bay View on Oystermouth Road. Several club members including Huw Richards, Steve Lloyd, Ken Davies and Mike & Sally Jones joined Rob and other friends so his milestone was well and truly celebrated!

Cover picture shows SMC members at the Singleton show with Neil Watkins' RS2000, Eirian Jones' Subaru and Steve Lloyd's Morris Minor amongst the vehicles on display.

Pictures in the LyF report all provided by Drew Buckley Photography - See swanmoco.co.uk for a link to Drew's gallery of the event

..... Ends