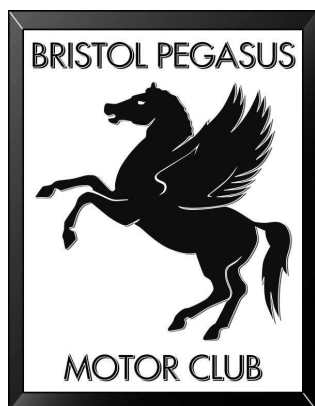

Backfire

April 2005



The Magazine of the

Bristol Pegasus Motor Club

Photo : Paul Draper in the Ford Ka - 2004 Production Car Trial at Lower Grove Farm - Enter this years event – Details inside

Sunday 3rd April - Karting

Once again our thanks will be going to Paul Draper for his help in organising this event. There will be little time when you receive April's Backfire so please put the date in your diary now and contact Paul directly for earlier info (01454 619163).

Monday 11th April - Club Night

Back in February, Reg Palmer's talk was postponed at the last minute when he was taken ill with Flu. We now welcome Reg to the April club night to give his talk. Reg raced for several years in Classic Saloons. He will talk about some of the cars, which included Jaguars and a Ford Mustang, some of the other characters out racing and some of his escapades. There will be some video footage of the racing and his scrapbooks of pictures and race reports.

Sunday 17th April - Production Car Trial

Something a little different for competitive types this month - we've organised a Production Car Trial with Bristol MC to be held at Lower Grove Farm in Dundry on April 17th. The venue looks superb for an event of this type and should offer a challenge for most.

So what is a Production Car Trial? Well, simply it's a Trial that you can do in a Production Car. Entries will need a vehicle, a driver and a navigator/bouncer - whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery.

Anyone who has seen more specialist events like the Fedden Trial or Allen Trial and gazed on in awe whilst thinking "how on earth do they get up/across/through something like that!" may now be thinking "there's no way my car would be suitable". Worried about ground clearance, losing the sump or suspension damage? To put those minds at rest, rather than the woodland the Fedden Trial uses or the often heavily rutted tracks used in Classic Trials such as the Allen Trail, the venue is a grassy field.

There are a few ruts, rest assured that anything deep enough to cause damage will be marked.

If you fancy having a go but are lacking a suitable vehicle, get in touch and we'll try to pair up any would-be bouncers with drivers as far as possible. If you'd like to be involved but can't find a driver (or still have concerns about damaging your pride and joy), you could always come along and marshal!

For further details and an entry form visit the club website or phone Andy Moss on 0117 9041841.

Saturday 30th April - Italian Car Day (Bristol)

We'll be confirming the detailed arrangements soon with those who have volunteered themselves and/or their vehicles for the day. John Corfield will be in touch straight after the next Committee/Club Meeting due on 11th April. It's just a matter of confirming arrival times and the best way into the area (adjacent to Bristol City Centre) as it's a 'park-up and enjoy what's there' kind of day.

Monday 2nd May - Wessex Sprint

It's the last few days for entries with the closing date being Tuesday 12th April and although it's undoubtedly very well subscribed it's always worth a check. The entry fee is £81 and the entries secretary is Mrs C Morgan (01275 790855). As always the only way to get to see the action is to marshal - if you wish to come along please contact Bob Hart on 0117 9362587 (W) or 0117 9409772 (H) - no experience necessary as plenty of advice and experienced marshals will be on hand.

Monday 9th May - Treasure Hunt

A late change has seen the organisers for this first Treasure Hunt of 2005 swap with those for the August event but have no fear it will go ahead without fail so mark your diaries accordingly. Final details will be in the May Backfire but if you need to know something sooner contact John Corfield or Chris Goodchild. We're suggesting to organisers of the Treasure Hunts that the driving lasts from 7:30 until 9:30 due to loss of evening light and because, unlike the Navigation events (Fridays), it's not followed by the weekend break. Hopefully this may entice a few more entrants.

Monday 16th May – Club Night

Monday 30th May - Llandow Sprint

Keep your eyes peeled for the regs - should be out soon. Remember to check our website regularly.

Invitations

8th May - Curborough Sprint

We've had our usual invitation to Nottingham Sports Car Club's sprint at Curborough (near Lichfield). John Corfield has a couple of sets of regs or download them from www.gosprinting.co.uk.

15th May - BMC Solo

Just a reminder that we will get an invitation to this event if BMC find a venue. We'll keep you posted of course.

*Download the electronic version of backfire in pdf format at :-
www.bristolpegasus.com/backfire*

Details of Events on these pages are compiled by Competition
Secretary John Corfield.

For further information contact John on
Telephone 0117 9870763 e-mail john_e_f_corfield@hotmail.com

As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley
Stoke, Bristol, BS32 8BP backfire@bristolpegasus.com Fax (0870)139-2108 - Club
Website WWW.BRISTOLPEGASUS.COM

Navigation Exercise – 18th March

By Tim Murray

Serendipity. This is not a word you come across every day. According to the OED it means 'the faculty of making happy and unexpected discoveries by accident'. Quite so, but what has this to do with the March Navigation Exercise? Very little, as the only unexpected (and definitely not happy) discovery made on it was that fog had suddenly descended in between the arrival of the three competing crews at the start lay-by between Latteridge and Iron Acton, and their departure into the night after an hour or so plotting.

Serendipity Dog. Anyone remember Serendipity Dog? He was a character in a long-forgotten '60s BBC TV children's programme called Tom Tom, a programme mainly remembered (by me anyway) for their dramatic re-enactments of the previous weekend's Grand Prix using slot cars. In the days when TV coverage of F1 happened once every blue moon this programme was essential viewing to find out what had happened (I kid you not!). I expect these days Bernie would demand an appropriate fee for anything like that.

So does Serendipity Dog have anything to do with the March Navigation Exercise? Well, sort of. For some reason his name popped into my mind as I was setting it, so I used him as the star of one of the questions – the crews had to work out his movements from the Battle of Lansdown monument to one of the route check questions – but never thought that any of the young persons who made up the competing crews would actually know who he was, but I was wrong. Martin Baker must be older than he looks . . .

Anyway, our three crews coped with the activities of Serendipity Dog and Corby the Crow, plus the omission of a vital instruction about the start of the herringbone (my fault), plus having to use roads not shown on the map, and groped their way through the fog to the White Hart at Littelton. Here it was found that David and Chris had won their second event on the trot, finishing ahead of Andy and Martin, whilst Matt and Mark had chosen to use the Novice route card, incurring a penalty of 25% of their score for so doing.

Everyone claimed to have enjoyed it (the fools! they'll only have to put up with similar rubbish next year) but it would have been nicer if the entry had been a bit healthier.

Results

1.	David Evans/Chris Goodchild (Land Rover Defender)	183 pts
2.	Andy Moss/Martin Baker (Ford Mondeo)	178 pts
3.	Matt Marples/Mark Astin (Peugeot 205)	133½ pts

So how much power does your car deliver ?

By Bob Bull

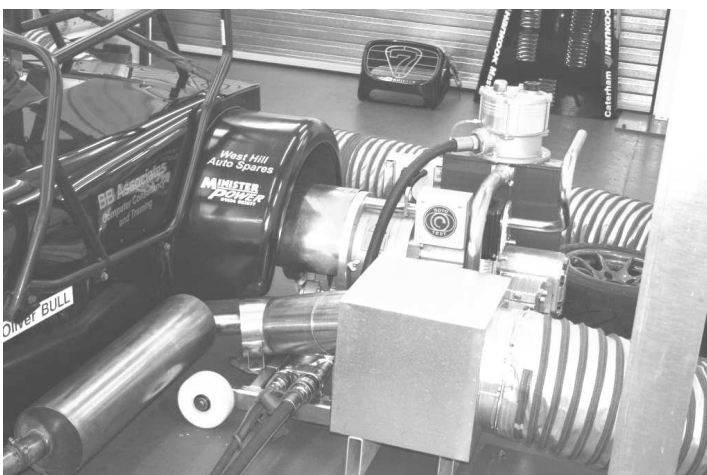
I am sure many enthusiastic car owners wonder just how much power they have available at the road. Manufacturers' engine power and torque figures are all very well, but some transmissions sap power more than others and 4 wheel drive takes the most. Clearly rolling road setups can give the numbers but are large, expensive and fairly brutal devices. Another type of equipment has been installed at Minister Racing Engines ¹. The Minister-Power Assurance service allows them to check the real output from both race and road vehicles.

Much of Minister's work is for Caterham Sevens and engines are routinely Dyno checked and sealed for race series. However the ability to check power at the wheels at the start and midway through the season gives owners the chance to know that the engine and indeed transmission are still delivering the power to compete. The advantage of being able to check power without engine removal is a significant time and cost saving service. As the equipment bolts to the hub there is no tyre slip or distortion, it is safer at high speed (up to 200mph) and avoids tyre wear and damage. The Caterham being a particularly light weight car (as are many racers) struggles to get power onto rolling roads, a problem which clearly does not occur with equipment bolted directly to the driven hubs.

The process involved allows for checking in any gear giving the ability to check ratios for drag, you can also input vehicle information and the management program will calculate theoretical top speed and rolling resistance coefficient. It is also possible to set a power level and adjust engine parameters to achieve maximum efficiency. Ambient conditions are also monitored to normalise results and allow for winter/summer weather conditions.

Enough of the blurb, what does it actually give you?

To find out I booked in my Caterham R400 racer currently in Eurocup spec with a catalytic converter for a pre-season check. I picked a great day to tow up to Chatham from Bristol, snow, rain the lot. When I arrived I had to wash the car before I was happy to hand it over for testing, I guess salt is the only way of keeping the roads clear! Minister made me feel welcome with a hot coffee (very gratefully received in this weather) and helped me get the car into the test bay.



The set up is fairly straight forward; the car is aligned with fans for airflow at the front of the car and then jacked to remove the wheels before bolting on the drive adapters. An exhaust extractor is lined up and the jack removed, leaving the car loaded as on the road i.e. through the rear hubs on the power testing equipment. As can be seen on the third graph getting everything up to full operating pressure is very important.



Engine control is through the ECU and this is connected to the power meter control PC and the ECU monitor/dash replacement PC.

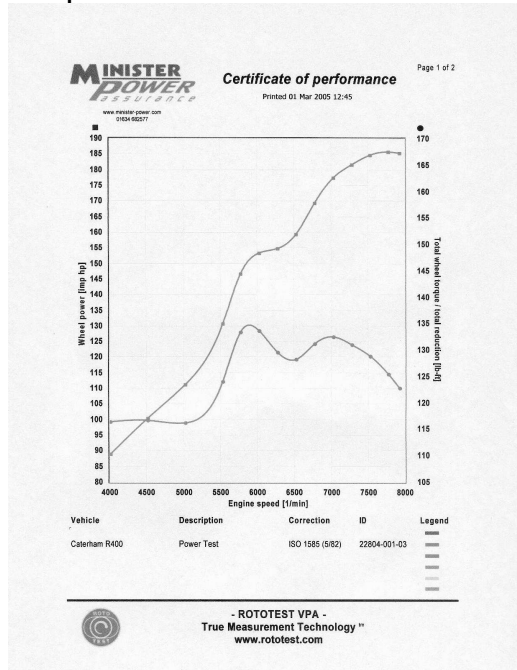
The first phase is concerned with warming everything up, engine water and oil, also gearbox and differential oil.

Phase two involves running the engine to 4000 rpm and then the power meter control software controls the revs up to 8000 rpm (race engine settings for this car) and readings are taken at steps to plot the graphs below.

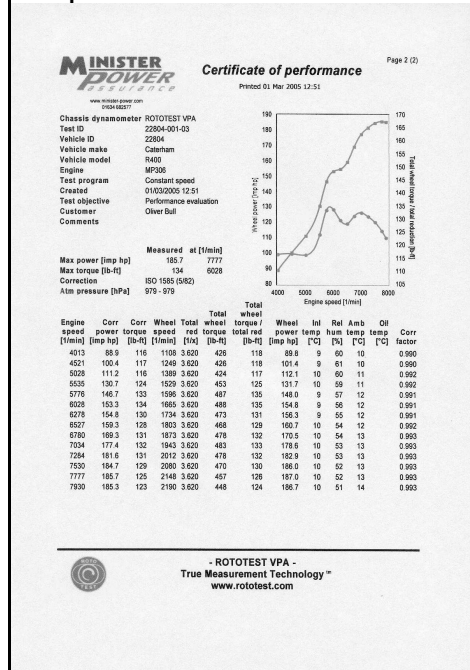


Typical Output

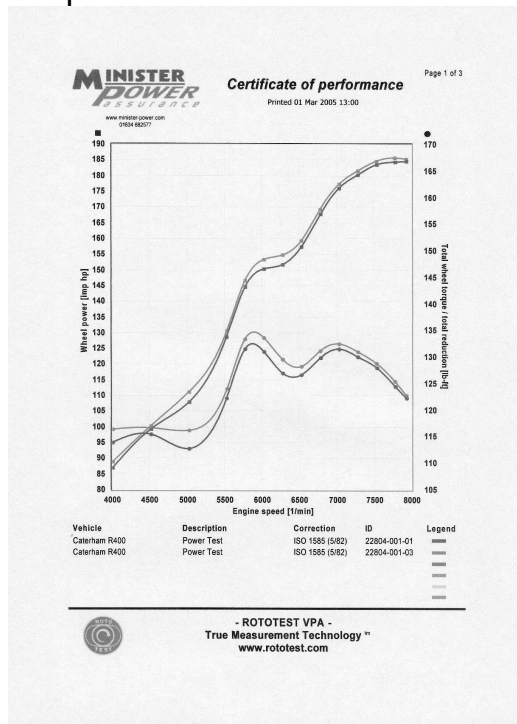
Graph1



Graph2



Graph3



Graph 1 Shows the power and torque curves

Graph2 shows the numbers behind the curves.

Graph 3 shows the improvement in power and torque achieved when the oil and water are fully up to temperature. The blue graph is the first run to 8000 rpm and the red graph is the third run.

Minister provides a number of services to clubs and individuals.

¹ Minister Racing Engines located in Chatham, Kent has a history of motor sport engine tuning. They have supplied engines to an array of motor racing legends in their early years, among them Roberto Moreno, Ayrton Senna, Mika Hakkinen, Nigel Mansell, Mika Salo, Alain Menu, Anthony Reid, Andy Wallace, Pedro de la Rosa, Tom Chilton, Colin Turkington, Matthew Wilson, Jonathan Cocker, etc.

More details can be found at <http://www.minister-power.com>

At the March club night some film was shown of former Club chairman Norman Kell competing on the Lands End Trial in an Austin A40 borrowed from Clevedon Austin dealers, Binding & Payne, Ltd. This is Norman's account of the event, from 1960 Backfire.

EASTER AMONG THE GOAT TRACKS (or the 40th Lands End Trial - April 1960)

Having had a taste of the Lands End Trial in 1957 with Eddie Searle, in an MGA, when the event was potted, owing to petrol rationing, I'd often thought it would be fun to have a bash at the full course. Binding and Payne were prepared to lend me an A40, and Geoff Sheppard and Reg Everson agreed to come for the laugh. This was as much as we could expect, since I'm virtually a novice at scrambling up goat tracks, and it was asking a bit much of a standard saloon of 948 c.c. with three up.

We received our route card - a week before the event! - and it appeared such a leisurely amble through Somerset, Devon and Cornwall that we thought it would make a holiday from the tight schedules we are accustomed to in rallies. Our ideas about the fun (and the bashing) proved right, but as for the leisurely amble - how wrong can you get? The night section did nothing to change our ideas; Reg got us up to Kenilworth, and we started from there at 10.40 p.m. on Good Friday, as number 235! (of 284 entries, including 153 motor-cycles).

The first control was the Railway Inn at Patchway, where we arrived shortly after midnight, to find Mr. and Mrs. Jay, serving refreshments, with our friends from the B.M.C. & L.C.C. as marshals, Bob Ackerman, Bob Woods and Mr. and Mrs. Howells among them. Eventually, we departed for Taunton for a very early breakfast, and we pulled in to a lay-by near Walford Cross in order to avoid being too early. This treated us to a view of the three Trojans in the race, which crept by in convoy with a dignity in keeping with their 48-odd years. One of these, driven by a Mr. Scrogge, has been a regular M.C.C. trials performer for countless years, and although it has never been seen to reach 5 m.p.h. on the observed sections, rarely fails to reach the top, thanks to its chain-driven, one-piece back axle.

I have never found it so difficult to keep awake as on the road to Minehead after breakfast, but we finally reached the first hill at Luccombe. This proved no more than an appetiser, but it woke me up - especially when I discovered that the hand brake would not wind up any more and we were slipping back on a 1-in-4 gradient. Rapid adjustments followed when we reached the top, and this gave us an excuse to dice up Porlock and down Countisbury to Lynton for the next climb. Reg took the opportunity to practice with his cine-camera, and it was this which tempted me to try and pass a potent looking special on Porlock's right-hander. Unfortunately for Reg, we were travelling mostly sideways, and anyway the man in the special saw me too soon and put his hoof down.

The timed stop-and-restart test in Station Lane, Lynton, I had met twice before, so there could be no excuses here. The flag marshal had had plenty of practice too, and we had the happy experience of going very rapidly through the drills as if we had rehearsed it together. Actually, this event proved exceptional as a model of efficient and helpful marshalling, and a marked contrast to some of the indifferent service experienced in rallies of restricted and national status. The fact that these people have been doing this sort of thing for a long time accounts for a lot, no doubt, but it nevertheless added much to the enjoyment of the event.

The next climb was Beggar's Roost, which I was quite sure would prove our undoing, but, thanks to the antics of Geoff and Reg, whose earlier experiments had established the natural frequency of the rear suspension, we made a remarkably good start in the mud, and quickly reached the thick carpet of big stones which extends up most of this hill. It was here that Eddie's M.G.A. had buried itself to the axle, so I chose the 'minimum depth' route, keeping tight in to the right hander, and, to my surprise we reached the top with a fair amount of clattering from underneath and the loss of our reversing light.

In our moment of triumph, we rightly attributed this to one of the larger pieces of masonry, but we would have done well to ponder on the lack of ground clearance with tyres at 7 p.s.i. and two bouncers energetically 'having a go'. However, we inflated the tyres again - the easy way,' from an air bottle - while Reg, having been too busy on the climb to use the camera, decided to record the view.

By the time we reached Darracott, via a couple of easier hills, about 10 a.m., the weather and countryside were both magnificent, which was just as well, because we encountered a two-hour delay here. When we first joined the queue, we caught only a glimpse of earlier competitors among the trees (going backwards !) and a sequence of noises which became familiar - wheel spin, clanking, deathly 'ush (sooner or later) broken by the drone of a tractor.

We concluded that this was a 'stopper', and learned from the locals that Friday had been very wet here. Eventually we were able to see the start, with a Rapier failing to leave it on about 1-in-3 ½ on soft ground. I decided the trick was impossible, and promptly attached our tow-rope in readiness. However, we did see a Dellow and a VW haul themselves out of sight, but the man in front, in a Sprite, decided that if he couldn't get up, he'd dig as many holes as he could for us.

Our best chance was to avoid the cut-up ground and use the firmer edge lined by spectators. The ignored my warning wave and those nearest the start had to move a bit sharpish when they realised I meant it, and we reached the first bend with sufficient speed to carry us through a sea of mud to the rock bed beyond. I was astonished then to find us entering a hairpin bend too fast, but told myself that this was impossible, and put my foot down. A series of gullies produced loud bangs from beneath, but I could literally feel the crew willing the car up and we took the remaining four of five hairpin bends flat out and in very high spirits. These fell more steeply than the hill,

however, when we stopped to blow up the tyres and were greeted by a pool of petrol from a split tank.

We sealed the tank with chewing-gum and pressed on, only to find that we were out of petrol in a hundred yards. This might have accounted for our apparent success with the gum, we thought, but we bunged in the spare gallon as this was the only way to find out. It seemed to be hanging together and our chief concern now was one of preservation, climbing the next hill seeming only a formality. We had our excitement at the top, though, avoiding a deep rut on the inside approach to a right hand hairpin which brought us within three yards of the brink still going straight on, and stopping was out of the question. I shall always remember the face of one spectator - which said "It's later than you think, mate!" - before he ran. At one time. I thought he was right, too! Despite these antics the gum came adrift.

Desperate measures were called for; I suddenly thought of soap, and we had some! This got us up the next hill close by, and fortunately it was the last before Bude. So we still had a clean sheet with seven of the twelve hills and three of the four tests behind us.

In this event, of course, you are competing against the club and not the other competitors. A clean sheet gains a 'gold', one failure a 'silver', and up to three a 'bronze'. Hence we needed two more climbs to get something to remember it by, and at this stage we were quite game to push it to Newquay!

We had better ideas of course, and Geoff navigated us to a village where we eventually got a 5-gallon can which we wedged in the boot. This we connected to the fuel pump with the rubber hose from the big air bottle. We were carrying a small reserve bottle fitted with the foot pump hose, and just to add to the fun it promptly blew itself off. Having chopped off the split end, and refitted it to the pump, it refused to pass air! We didn't pursue this matter, however, as we reckoned that we had to reach Bude, 15 miles away, in 19 minutes to stay in the race. We stopped just long enough to claim an official delay for Darracott, and pressed on without lunch. So much for the gentle amble - but Geoff did manage to grab some fruit pies and some lemonade en route to Crossleigh, where we joined another queue in the narrow approach road.

This was the signal for the Gremlins to reappear; the perishin' engine refused to fire when we tried to move up with the others. We did so much priming, blowing and sucking that our joint efforts eventually flooded the thing before it came to life. Whether it was muck dislodged from the battered tank, gum, soap, dissolved rubber or an air lock I still don't know, but the contents of the pump and float chamber afterwards seemed to include most of these ingredients, and I'm surprised that it went at all. After a brief committee meeting, we decided that the sane and gentlemanly course was to retire rather than add to the congestion, and I reluctantly pulled out. We shall never know if we were right, but at least we were saved the prospect of getting a sick motor car home from Newquay in the early hours of Easter Sunday after 30 hours and 50 miles of this little lot.

BRISTOL MOTOR & CLASSIC CAR SHOW

Sun 12th June 2005

This is the biggest and best outdoor Motor Show in the South West and definitely not to be missed. Last year over 25,000 people attended making it the busiest so far and this year looks set to beat that. The reason for the success of the show is that there is something for all of the family and it is such good value for money.

Attractions include: -

- Classic Cars & Motorcycles
- Modern Sports Cars
- Specialist Cars
- Auto Jumble
- Car Manufacturer Stands
- Trade Stands
- Fun Fair
- Displays & Live Shows
- GWR Roadshow with live broadcasts

The best news of all is that all of the money raised on the day goes to **Barnardo's** which helps over 100,000 children in the UK every year. To help this a little further the Marlin Racing Club will be running a raffle with 2 track days as the prize. One at the MRC Llandow Track Day on the 25th June and the other at the Stoke Association Castle Combe Track Day on the 1st October.

This is the first year that the BPMC will be attending and entry forms are now available. Once all of the forms are completed the BPMC will send the forms to Barnardo's to register your car.

The entrant's pack containing passes, maps etc. will be sent by Barnardo's direct to your home address during May. **It is therefore essential that all entries are received by the end of April.**

During the show a judging committee will be going round looking for the best car in class, the best stand and the overall winner. So make sure you get the AutoGlym out with lots of elbow grease before the show. Even if you don't win every entrant gets a polished aluminium plaque to display as a memento of the day.

This really is a superb day out and the Harley Davidson Club Stand is worth seeing for the entry fee alone. The will be event is free to club members as the BPMC will pay the entry fee for each car and make a donation to Barnardo's at the same time.

To attend the show BPMC members should contact John Corfield and MRC members should contact Ken Robson. John Corfield will be in contact with those who have already offered their cars for the BPMC stand.



MARLIN SPORTS CARS TECHNICAL DAY 7th MAY 2005

Marlin Sports Cars Ltd. will be holding an interesting and informative Open Day on the above date for club members. Terry & Mark Matthews will help to give you an insight into the design, development and marketing of a modern kit car. The topics that will be covered are: -

Concept of a new car
Design
Donor vehicle
Development
Testing
Improvements
Finished product
Build manual
Launch
Sales & Marketing
Customer Care & Support
BPMC & MRC

In addition to this Mark will give a brief talk explaining the development of the 5EXi race car entered in the 750 Motor Club Kit Car Championship for 2005.

The itinery of the day will be as follows

10.00 – 10.30	Arrive and refreshments
10.30	Talk as above
11.30	Factory Tour
12.00	5EXi Racing Car
12.30 – 1.00	Depart for Lunch

Directions

M5 to J27, Turn right onto A361, Take exit into Tiverton, Go through Tiverton and follow signs to Bickleigh, In Bickleigh take sharp right turn signposted to Crediton, Stay on this road for 8 miles and Marlin Sports Cars will be on your left opposite Somerfield.

Please let us know if you will be attending so that we will have an idea of numbers for the refreshments. Contact Ken Robson on 01454 202688 Email: ken.robson@domino-uk.com

Website: www.marlinracing.co.uk

Marshals Training Day

Report by Kieron Winter

Last month another Speed Marshals training day was held at the Wheatsheaf. The day was organised by the three Clubs that run the Wessex Sprint, but was open to anyone to participate.

I was one of the 14 marshals taking part in the day. Bob Hart got the day underway by welcoming us, introducing the speakers and explaining the programme of events. We started with Martin Baker explaining about the organisation of an event, the Officials needed to run an event and how they all reported up to the Clerk of the Course, who was responsible for the running of the event and to make sure that the MSA rules were followed.

Paul Parker then talked about the basics of marshalling and equipment and clothing for marshalling. Dick Craddy explained the role of the Secretary, especially all the work that had to be undertaken prior to the day of the event. Lesley Hart talked about the role of Paddock marshalling and the importance of keeping the cars flowing to the start line. The final part of the morning covered the start line and the use of radios.

Following lunch we discussed the actions to be taken by marshals and then we saw a video of a car crashing at Gurston Down. We broke into teams to come up with our action plan. We later learnt that Paul Parker drove the car having the accident and a deflated tyre caused it. This was spotted just as he was leaving the start line, but it was too late to prevent it doing a sharp turn into the undergrowth, coming to rest against a tree. (I am sure that at the last marshals training day, we saw an accident on video, and again Paul drove the car. The next time I see him, I must ask him if he has any video's of him successfully completing a Hill Climb or a Sprint run!).

We finished the day by working in our teams to complete an Incident Report of another accident (not Paul this time) shown on video. It was interesting to note that people saw different things and how important it is to report only the facts, rather than offer an opinion of events.

Thanks go to Bob, Martin, Paul, Dick and Lesley for their time and effort in running the day and to the British Motor Sports Training Trust who helped to cover the cost of the room hire and refreshments.

March Club Night

Report by Kieron Winter

A night of nostalgia started with Jerry Bath showing glass slides of early Bristol built aircraft. Mike Marsden has done research on the planes shown and gave a commentary about them. I had read about the early days of the British and Colonial Aircraft Company at Filton, but I did not realise that aircraft were built in a factory in Park Row by Parnells. Jerry had slides of the aircraft and the factories in which they were built.

We then moved on 50 years or so to show a video made from 8mm films taken by the later Norman Kell. The films showed Norman and other club members taking part in trials in the 1960's. Some of the roads around Lynton and North Devon were recognised by many of those watching (we even had a section of in-car camera work), but when the films moved up to Derbyshire it was only Classic Triallists, Mal Allen and Alan Spencer who could identify the locations. It was interesting just to see the cars that were out and about competing in those days and how quiet the roads were in those days !

'His Dad would have been proud'

Overheard at the Marshals Training day on Saturday 12th March.

The day started at 9.30am. At 9.45am Lewis Bird asked; 'when does the bar open'

P.S. Lewis then tried to explain that he wanted an Orange juice!



'A chance meeting with Fangio at La Rascasse, Monaco - March 2005'

100 YEARS OF AUSTIN

UK motoring pioneer joins Porsche, Bugatti and Ford

2005 celebrates 100 years since Herbert Austin founded the Austin Motor Company at Longbridge. On March 1st he was honoured by the European Automotive Hall of Fame. He will be remembered alongside other industry legends such as Henry Ford, Karl Benz, Ettore Bugatti, Alec Issigonis and Armand Peugeot.



Each year, during the Geneva Motor Show, the European Hall of Fame honours technical, managerial and entrepreneurial achievements in the industry. In 2005 Herbert Austin joins with Vincenzo Lancia, Pierre Lefauchaux and Ferdinand 'Ferry' Porsche.

The European Automotive Hall of Fame has a permanent home at the Palexpo in Geneva. The presentation will take place at a celebration dinner, attended by over 300 senior automotive executives, following the opening day of the motor show.

Austin was one of the founding fathers of the British motor industry. He was born in Little Missenden, Buckinghamshire in 1866. At the age of 16 he went to Melbourne, Australia, where he worked as an engineer before returning to Birmingham, England in 1889 to supervise Frederick York Wolseley's sheep shearing equipment factory.

The two later started making cars, and Austin started his own company a century ago, this year at Longbridge. Austin Motor produced 120 Endcliffe Phaetons. The 25bhp car (right, with Austin at the wheel) cost just £6.

His business ingenuity and dream to build cars saw the company export cars all over the world. Notable products made at Longbridge include the Austin Seven (top), which was unveiled in 1922. The Seven set the standard for a European small car that was inexpensive and met the needs of the family.

By 1926 annual production was 14,000. The car was built until 1939, when Austin's Longbridge factory was turned into a manufacturing base for military vehicles, equipment and aircraft – the Hurricane fighter, Stirling and Lancaster bombers being the most famous. During the war, the Longbridge factory tripled its size to 22,000 employees. He was knighted for his contributions to the war effort but Austin died in 1941.



An event is being held at Longbridge to celebrate and commemorate the founding of the Austin Motor Company and 100 years of continuous motor vehicle production, during the weekend starting Friday 8 to 10 July 2005. It will be the largest ever gathering of Longbridge built motor vehicles and is to be held on Cofton Park, opposite the factory in South Birmingham. Visit www.austinmotor.co.uk for more information.



Clubman's Championship 2005

**Up to the March Nav Ex -
Prepared By Chris Goodchild**



TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
10.57	Mark Astin	1	3	No
10.57	Matt Marples	1	3	No
9.62	Chris Goodchild	3	2	No
9.62	David Adams	3	2	No
6.52	Martin Baker	5	2	No
4.38	Andy Moss	6	2	No
4.00	Howard Johnstone	7	1	No
4.00	Paul Bird	7	1	No
3.86	Dave Cutcliffe	9	1	No
1.71	Ken Robson	10	1	No
1.00	Andy Robinson	11	1	No
1.00	Mark Williams	11	1	No

Marshall's Championship

Up to the March Nav Ex - Prepared By Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
2	Andy Rigler	1	1
2	Dick Craddy	1	1
2	Tim Murray	1	1





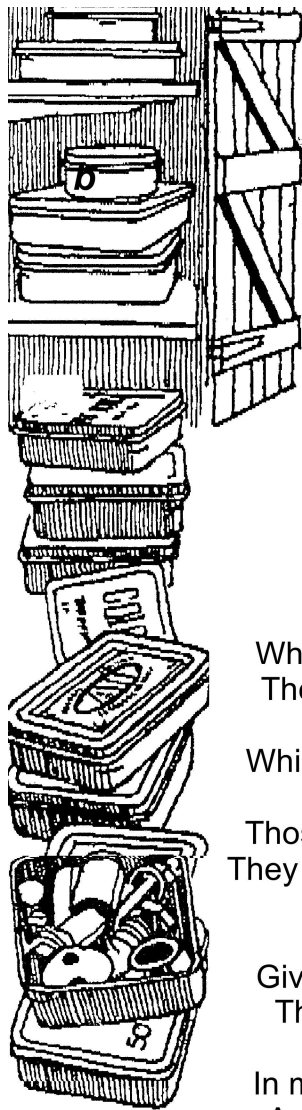
Positions after Malaysian GP

Results Prepared By Tim Murray

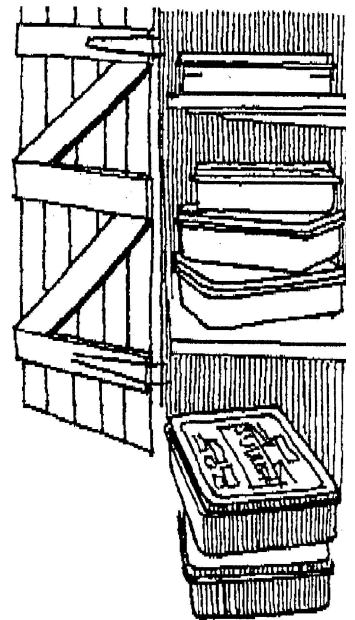
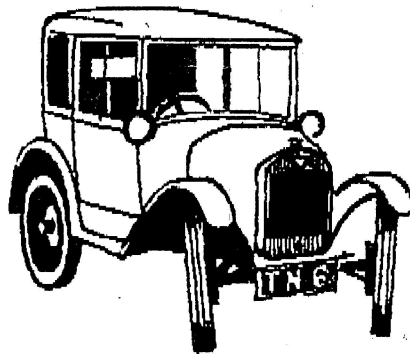


Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1=	Ken Robson	Alonso	Fisichella	Renault	McLaren	222
1=	Mark Williams	Alonso	Fisichella	Renault	McLaren	222
1=	Martyn Davies	Alonso	Fisichella	Renault	McLaren	222
1=	Mike Marsden	Alonso	Fisichella	Renault	McLaren	222
1=	Tim Murray	Alonso	Fisichella	Renault	McLaren	222
6	Andrew & Simon Moss	Alonso	Trulli	Renault	McLaren	211
7	Paul Adams	Alonso	Heidfeld	Renault	Red Bull	205
8	Mark Elvin	Fisichella	Montoya	Renault	Williams	191
9=	Chris Goodchild	Barrichello	Fisichella	Renault	Red Bull	180
9=	Louella Williams	Barrichello	Fisichella	Renault	Red Bull	180
11	Pete Stowe	Alonso	Fisichella	Williams	McLaren	174
12=	Dick Craddy	Alonso	Coulthard	Williams	McLaren	166
12=	Kieron Winter	Fisichella	Webber	Renault	McLaren	166
12=	Tony Thorp	Fisichella	Webber	Renault	McLaren	166
15=	Alison Emsley	Barrichello	Massa	Renault	McLaren	164
15=	Elisabeth Lewis	Fisichella	Raikkonen	Renault	McLaren	164
15=	Helen Davies	Fisichella	Raikkonen	Renault	McLaren	164
15=	Jonathan Prestidge	Fisichella	Raikkonen	Renault	McLaren	164
19	Chris Lewis	Barrichello	Karthikeyan	Renault	Williams	161
20	Alan Spencer	Fisichella	Webber	Renault	Red Bull	159
21=	Bob Hart	Webber	Montoya	Renault	Red Bull	158
21=	John Page	Webber	Coulthard	Renault	McLaren	158
23	Judith Bird	Button	Fisichella	Renault	Red Bull	147
24	Simon Tidmus	Button	Trulli	Renault	McLaren	143
25	Bruce Graham	Barrichello	Fisichella	Williams	McLaren	139
26	Paul Wiese	M Schumacher	Albers	Renault	McLaren	138
27	Mary Craddy	Webber	Raikkonen	Renault	Red Bull	134
28	Audrey King	Webber	Villeneuve	Renault	McLaren	131
29	Martin Emsley	Fisichella	Albers	Ferrari	Redbull	114
30	Arthur Tankins	Barrichello	Raikkonen	Williams	Red Bull	107
31	Paul Draper	Button	Fisichella	Williams	McLaren	106
32	Fiona Goodchild	M Schumacher	Coulthard	Williams	Toyota	103
33	Liz Moss	Fisichella	R Schumacher	Ferrari	Jordan	101
34	Simon Child	Raikkonen	Coulthard	McLaren	Red Bull	98
35	Lewis Bird	Barrichello	Button	McLaren	Toyota	94
36	Tom King	M Schumacher	Fisichella	McLaren	Sauber	93
37	Paul Bird	M Schumacher	Karthikeyan	Williams	McLaren	89
38	Maureen Wiese	Coulthard	Friesacher	Ferrari	Sauber	84
39	Steven Spencer		Monteiro	Williams	Toyota	76





Baccy Tins By Tinnitus



Whatever became of the tobacco tin that I could keep my whatsits in ?
The weed inside gave me no thrills, but I used the tin for storing drills;
Smokers now are into fags, or tobacco sold in plastic bags
Which cannot store a screw or fuse or that useful thingy I'd hate to lose.

Those plastic boxes are second best, doomed as a soldering iron rest -
They don't last like the tin ones did, and you're bound to lose the wretched
lid

Give me a tin to store that widget, that BA spanner made for a midget,
The rivet, bolt and tube of glue, the mesh for filtering petrol through.

In my Bruno tin, mag. points - less spark, auto jumble from Loton Park,
And some castle nuts I got on loan, from a chap I met at Silverstone.
In a Gold Leaf tin is an emery strip and a split link minus its little clip,
A patch, a valve and a flat head nail, and a bulb in case one of mine should
fail.

In an Erinmore tin is a tiny pawl, and a ball race bearing less one ball,
The frayed end of a throttle cable, and a bolt from the leg of the picnic table;
In a Players tin, all nice and snug, are nine odd washers and a sparking
plug,
A shim, a key, a little shackle, and a part of what might be fishing tackle.

Another one that's full of treasure is a large round tin, once Parsons
Pleasure

With a punch, a die and smallish jet, and a thing I haven't identified yet
I have so many taps and pins that I'm always running out of tins,
It's not that I'm a frugal bloke - the problem is that I don't smoke!





Letters To The Editor

9-3-05

Dear Andy

Received my backfire today and am pleased to get the form for the fantasy f1 entry.

As you can see I've enclosed a form and also for my wife Audrey.

The races this year would appear to be a bit different and hopefully less of a one way ticket for Ferrari. I am sure they will make a better effort than last Sunday as the season goes on.

I have also noted the 60th anniversary in July, I would like to attend but I may be recovering from a hip replacement and my mobility may be reduced.

The nostalgia evening on the 14th would bring back memories to me but I guess there are still one or two members can identify people.

Sorry to hear for Nigel Bigwood's death, I used to enjoy marshalling in his company.

Regards to one and all and look forward to our Fantasy results as the year goes by.

Yours sincerely

Tom and Audrey King.

Club Night Venue



The Wheatsheaf

From M32 J1

Take the A4174 ring road towards Downend. 200 metres further on, turn left at traffic lights (signposted to Winterbourne). Follow the B4058 for approximately 2 miles. You will find the Wheatsheaf Inn on the right hand side of the road.

From M5 J16 (Almondsbury)

Take the A38 towards Bristol After 200 metres take the first left at the roundabout. Keeping in the outside lane to go straight ahead at the traffic lights.

Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, approximately 400m from the turning.

WHAT DO YOU KNOW?

I was a member of a quiz team in a Cornish pub recently that was humiliated. We were confident we'd easily beat the sleepy locals ... and finished 25th out of 26 teams (and even that was with a mild amount of cheating). We swotted up, went back the next month and came 5th. Big improvement? Not really because it was a slow night and only 6 teams entered.

Motorsport questions came up quite often, as they seem to do on *Who Wants To Be A Millionaire?* and *The Weakest Link*, so to hone your skills in case you are planning to enter the surprisingly cut-throat quiz world, I'm turning over the rest of this page for one issue to that fine body, Ecurie Cod Fillet, for an extended version of the usual quiz. So eyes down and no cheating.

Stuart Turner



COD FILLET QUIZ

- Who won the first Gordon Bennett race Parish-Innsbruck 1902?
- Which Ford cars were the first fitted with MacPherson strut suspension?
- When were double white lines introduced?
- What ingenious contribution to the motor car was invented by Commander Lumley Robinson?
- The Triumph Dolomite of 1937 was masterminded by whom?
- What was the type number of the 6 wheel Tyrrell?
- Who produced the first 'Sebring Sprite'?
- Which works Austin Healey driver was known as the 'BISHOP'?
- Where in the UK is the oldest Hill Climb?
- The BRDC International Trophy of 1956 was the debut of which racing car?
- Which make of British car won at Le Mans in 1934?
- How many times did Shekhar Mehta win the Safari rally?
- Which Grand Prix did Tony Brooks win twice in succession?
- Name the last American to win the British GP.
- How many BRDC Gold Stars were given to Stirling Moss?
- Columbo, the gifted Italian designer of Alfa 158 Ferrari V12's had a very notable failure, what?
- Who wrote 'Amateur Racing Driver'?
- Which Turkish born designer of FWD British cars had a number 10 Meccano set as a retirement present?
- For which team did Roger Clark have his first works drive?
- Who's biography is the book 'Flying on the ground'?
- Which British sports car was known as 'The last of the Square Riggers'?
- Who designed the 1936 Supercharged 16 cyl GP Auto Union?
- Who holds the British record for continuous editorship of a motoring paper?
- What do they call the fastest newcomer at the Indy 500?
- What make of car was an HK500?
- What is the name of the first official Ferrari importer into the UK?
- Who was the mechanic who prepared the Rob Walker cars for Stirling Moss to drive?
- Which race was the first to carry the title, Grand Prix?
- Name the coachbuilder with the Christian name Battista?
- When were flag signals first used by race marshals?
- The British Grand Prix of 1971 was the first to incorporate a sponsor's name. Which?
- What is the new name for Poddington airfield?
- Which car is reputed to have had the original term GT model?
- How many times did J.M. Fangio win the British Grand Prix?
- Who was the 'Windmill' owner and winner of a Coupe des Alpes?
- What is the current name of the 'Brooklands Gazette'?
- Which make of car was placed first in the 1932 RAC Rally?
- What nationality was Carlos Pace?
- Which Ferrari works driver won a Coupe des Alpes?
- Lancastrian Derek Bennett designed and built which sports cars?
- Sandro Munari won the Monte Carlo 3 times in which car?
- What did the Jaguar Mk 10 and the Scorpion tank have in common?
- In November 1896, the first Brighton Run commemorated what?
- Which designer was involved with the Ford GT40 and the Jowett Javelin?
- Targa Florio, Sicily. Name the last Englishman to win this race?
- Who was the first man to break the 250pmh barrier on land?
- The Coventry Climax 1.5 litre GP engine had initials FWMV. What did FWMV stand for?
- What is the wheel clamp called in the USA?
- Name the first South African to win the World F1 Championship.
- Which car manufacturer made the first production 5 cylinder car?

ANSWERS ON PAGE iv

Are you who we need?

Have you ever been involved in discussions about the regulations for motor sport or wondered at the wording of rules in the Blue Book (the *MSA Competitors' Yearbook*)? If so, we need you.

The Motor Sports Council (the sporting commission of the MSA), is supported by specialist committees. With members comprising people actively involved in one or more motor sport disciplines, these committees set the regulations.

We are seeking nominations to attend specialist committee meetings in 2006. If you can spare two or three days during the year (the committees usually meet in the afternoons at Motor Sports House, near Heathrow airport), then we need your input to support British motor sport. You can be any age but because there are few women on these committees, we would particularly welcome nominations from females.

The committees which may have vacancies in 2006 are: Autotest [1 place], Historic [2], Kart Sporting [1], Off Road [2], Race [1], Rallies [2] and Trials [1].

If you wish to be considered, please ask your motor club or Regional Association to nominate you. Each nomination should be supported by a brief curriculum vita, showing your motor sport achievements and relevant qualifications; your name, address and telephone number(s); and a letter from your motor club or Regional Association formally proposing you.

Please send all nominations to Andrea Wren at Motor Sports House, Riverside Park, Colnbrook SL3 0HG by the end of June 2005 at the latest.

Award of Merit for surgeon

His Royal Highness Prince Michael of Kent has presented Mr Kenneth Walker, who has dedicated more than 40 years to leading improvements and changes in medical services in British motor sport, with the MSA's Prince Michael Award of Merit.

The Prince Michael Award of Merit is the MSA's most prestigious individual award and only given out when 'a meritorious service to British motor sport' is judged to have been served.

Walker, an eminent orthopaedic consultant surgeon, has been a volunteer motor sport medic in Britain since the 1960s. In that time, he has been largely responsible

for major advancements in medical facilities at British motor sport venues and the improved training of event doctors.

He said: "I was instantly hooked by motor sport but horrified at the lack of medical facilities and the fact that people could quite regularly perish or be seriously injured. There wasn't even a medical vehicle and whereas today we have all kinds of specialist equipment and drugs on hand, back then there was just a bag of salt water and a grass bank. I asked myself why and looked into trackside structure. For example, we couldn't put out fires so looked at how to put them out or have the fuel contained. Marshals wore very ineffective aluminium fire suits that gave them a minute to do the job before they flaked out. A lot of things were quite obviously bad and had to be changed."

Walker has also been largely responsible for major improvements in medical facilities at circuits and on events, with the setting up of regular inspections. He helped shape training programmes for rescue teams and medics and worked closely with 2002 Prince Michael Award of Merit winner, Tony Reynolds, the President of British Motor Sports for the Disabled, in opening up the sport to disabled competitors.

British Off Road Championship

Dates and venues have been announced for the 2005 MSA Hi-Q British Off Road Championship. It runs over 5 rounds starting on the 16th–17th April in Radnor Forest, then at Ellesmere in Shropshire on the 4th–5th June. The BORC then returns to the Castle O'er in Scotland on the 2nd–3rd July, then Tunbridge Wells on the 10th–11th September with the final round at Driffield, East Yorkshire on the 29th–30th October. The 'British' off road championship goes back to 1989, when the All Wheel Drive Club ran a one-day, one off event at Long Valley called the Parkfield British Championship, which was won by Andy Sargent. The following year the 'British' had become a full championship with 10 rounds run by the All Wheel Drive Club. Over the next few years as the championship expanded, several other clubs ran rounds, the first, being the Cornwall & Devon Land Rover Club, making it a truly national championship. By the 1998 season a grouping of the championship organisers had taken over the organisation of the Championship, in 2001 the Marchers Motorsport Management club took over running the BORC and have continued to run the championship today. Bruce Tigwell holds the record for the number of British Championship wins, with 5. His first 'British' being in 1991, the in 92, 93, 94 and 95, current British Champion Richard Kershaw has now won the title for 3 years in a row. Paul Coat is the only other driver to have won the title more than once, with two wins, in 98 and 2000. The 2005 championship looks set to be full and exciting, with already double the numbers of drivers registered for the championship than last year. For further information check the Championships web site at; www.BritishOffRoadChampionship.co.uk



SHELSLEY SPECIAL

£30.00. ISBN 1 84425090 3.

Over the past 12 months, Simon Taylor has been working on the definitive history of Shelsley Walsh. It features more than 250 photos and will be published in April. The first 200 copies, signed by Taylor and Sir Stirling Moss, will be available from the Midland Automobile Club at its May 14–15 meeting. Tel: 01886 812211 to order a copy.

LE MANS 1955: THE CRASH THAT CHANGED THE FACE OF MOTOR RACING

**Christopher Hilton,
Breedon Books, £19.95.
ISBN 1 85983 441 8.**

Neubauer blamed Hawthorn's 'lack of discipline'. Jaguar, naturally, said it was Macklin's fault. And John Watson later surmises that, ultimately, 'Levegh', who crashed into the back of Macklin's Healey, was out of his depth and should not really have been in a 300SLR at Le Mans in 1955. Through a host of interviews, plus research at Le Mans and in the Mercedes archive at Stuttgart, the author painstakingly sifts the evidence to recreate the events leading up to the worst crash in motor racing history that killed 80 spectators when the fiery engine and front axle of

Levegh's SLR ploughed into the crowd. A haunting document with chilling pictures. Do we need it? We are probably no nearer to the truth of what happened that fateful day, but, lest we forget, motor racing began to get safer after this.

SCOTTISH MOTOR RACING AND DRIVERS: ONE HUNDRED YEARS OF SCOTLAND'S INVOLVEMENT WITH MOTOR RACING

**Havelock Publishing,
Graham Gauld, £40.
ISBN 0 9549167 0.**

Everyone who has been anyone in Scottish motor racing is here. For a country of only 5 million people, the country has a lively motor racing history. The 195 page hardback kicks off with introductory chapters on decades of Scottish racing before listing the drivers, cars and circuits including phantoms such as New Ingliston. Pleasingly, Gauld gives generous space to drivers who are often ignored such as Ron Flockhart, while offering comparatively less to the likes of Clark, Stewart and Coulthard who have had entire books written about them. Gripes? A few silly typos and no apostrophes. A fine effort with fascinating archive pics – colour in the middle – and the reference work for years to come.

MARSHALS POST

by the BMMC |



Cold is one of the biggest problems for marshals – particularly people starting out on their first season in motorsport. Even if you are a keen rambler, you may not be prepared for the bone chilling, finger numbing cold when you are simply standing still.

Every year you will find a handful of new marshals being taken off post to a warm medical centre, first aid hut or just a car with the heater on because they are starting to suffer the early stages of hypothermia.

Avoiding the problem is simplicity itself. Wear plenty of layers of warm clothing, have plenty of hot food and keep moving.

Remember to put natural fibres – cotton and wool – next to your skin and avoid man-made materials like nylon – unless, of

course, they are fire resistant man made materials like nomex.

Don't neglect the extremities. Freezing feet and chapped hands are murder, but don't forget your nose and ears, they don't feel as bad as cold hands and feet, but they can suffer worse from chilblains and ears are usually the first of the extremities to suffer frostbite.

Your head is most important of all. You can lose an amazing amount of heat through your head, even if you have got a full head of hair, so maybe there is a good use for that bobble hat that mum knitted or that amazing ski hat you bought in a moment of après ski euphoria.

It's worth remembering that heat losses can increase while you are standing still after exerting yourself.

Evaporation will suck out the warmth in your body if you leave your skin exposed after doing something active like running to and pushing a car.

Soup and coffee are good for the body's central heating system, so take plenty with you as you can

never guarantee that you will find catering facilities.

Last, but not least, it's up to the more experienced among you to look after the new marshals, watching the traffic as well as when you've got an incident to deal with.

So, watch out for anyone who looks as though they have inadequate clothing – light shoes or trainers instead of stout boots, no hat, lightweight waterproofs and the like. Prevent problems occurring by finding them spare clothing – but make sure you are warm enough before you lend them your spare jumper.

Be aware of the signs of the onset of hypothermia. Does the person look cold or different from when you first saw them, is their speech slow, their breathing shallow, are they confused, drowsy and slow to react; are they shivering excessively – or not at all?

If you are worried about their condition, get them off post, to somewhere warm and, preferably, where they can be checked by someone with medical or First Aid skills.

QUIZ ANSWERS

- | | | |
|--|-------------------------------|----------------------------------|
| 1. S.F. Edge | 18. Sir Alec Issigonis | 35. Shiela Van Damm |
| 2. Consul 1.5 litre and Zephyr Six, 1950 | 19. Reliant | 36. Motor Sport |
| 3. 1957 | 20. Emmerson Fittipaldi | 37. Aston Martin |
| 4. The jubilee clip | 21. H.R.G. | 38. Brazilian |
| 5. Donald Healey | 22. Dr Ferdinand Porsche | 39. Mike Hawthorn |
| 6. The P34 | 23. William Boddy | 40. Chevron |
| 7. John Sprinzel | 24. Rookie of the year | 41. Lancia Stratos |
| 8. The Reverend Rupert Jones | 25. Facel Vega | 42. The Jaguar XK engine |
| 9. Shelsley Walsh | 26. Maranello Concessionaires | 43. Speed limit raised to 12 mph |
| 10. Vanwall | 27. Alf Francis | 44. Roy Lunn |
| 11. Lagonda M45R | 28. PAU Grand Prix, 1901 | 45. Vic Elford |
| 12. Five | 29. Pininfarina | 46. Sir Malcolm Campbell |
| 13. German | 30. 1899 | 47. Feather Weight Marine Vee |
| 14. Peter Revson | 31. Woolmark GP | 48. The Denver Shoe |
| 15. Ten | 32. Santa Pod raceway | 49. Jody Scheckter |
| 16. The Bugatti GP Type 251 | 33. Lancia Aurelia GT | 50. Audi |
| 17. JP Cholmondley Tapper | 34. Once | |

Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

Three Great Events for April

Monday 11th April - Club Night

Back in February, Reg Palmer's talk was postponed at the last minute when he was taken ill with Flu. We now welcome Reg to the April club night to give his talk. Reg raced for several years in Classic Saloons. He will talk about some of the cars, which included Jaguars and a Ford Mustang, some of the other characters out racing and some of his escapades. There will be some video footage of the racing and his scrapbooks of pictures and race reports.

Sunday 17th April - Production Car Trial

Something a little different for competitive types this month - we've organised a Production Car Trial with Bristol MC to be held at Lower Grove Farm in Dundry on April 17th. The venue looks superb for an event of this type and should offer a challenge for most.

So what is a Production Car Trial? Well, simply it's a Trial that you can do in a Production Car. Entries will need a vehicle, a driver and a navigator/bouncer - whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery.

Anyone who has seen more specialist events like the Fedden Trial or Allen Trial and gazed on in awe whilst thinking "how on earth do they get up/across/through something like that!" may now be thinking "there's no way my car would be suitable". Worried about ground clearance, losing the sump or suspension damage? To put those minds at rest, rather than the woodland the Fedden Trial uses or the often heavily rutted tracks used in Classic Trials such as the Allen Trail, the venue is a grassy field.

There are a few ruts, rest assured that anything deep enough to cause damage will be marked.

If you fancy having a go but are lacking a suitable vehicle, get in touch and we'll try to pair up any would-be bouncers with drivers as far as possible. If you'd like to be involved but can't find a driver (or still have concerns about damaging your pride and joy), you could always come along and marshal!

For further details and an entry form visit the club website or phone Andy Moss on 0117 9041841.

Saturday 30th April - Italian Car Day (Bristol)

We'll be confirming the detailed arrangements soon with those who have volunteered themselves and/or their vehicles for the day. John Corfield will be in touch straight after the next Committee/Club Meeting due on 11th April. It's just a matter of confirming arrival times and the best way into the area (adjacent to Bristol City Centre) as it's a 'park-up and enjoy what's there' kind of day.