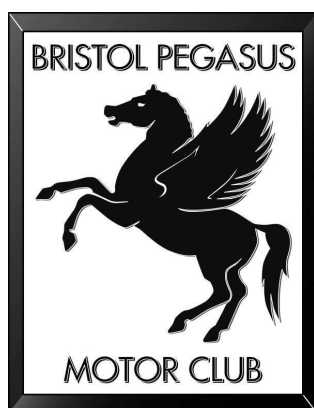


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# Backfire

## October 2005

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**The Magazine of the**  
**Bristol Pegasus**  
**Motor Club**

2005 Autotest – New Club Member Brad Snow in Suzuki Ignus  
Photo Kieron Winter

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## **Events for October**

**Monday 10<sup>th</sup> - Club Night Wheatsheaf 8:30pm**

**GUEST SPEAKER**

**Monday 10th October 8.30pm**

**Steve Turvey**



International co-driver, Castle Combe racer and of INTERPRO will be coming to speak at The Wheatsheaf, Winterbourne High Street.

**All Welcome.**

## **Saturday 15<sup>th</sup> - Pegasus Sprint Castle Combe Circuit**

Entries for the Pegasus sprint at Castle Combe have been filling up quickly – the entry list closed on October 1<sup>st</sup>. **As always we need lots of marshals – if you can help please contact Andy Moss on 0117 9912702 (W) or 0117 9041841 (H).**

## **Friday 21<sup>st</sup> - Navigation Scatter**

The October Navigation scatter is a joint event between Bristol MC and Bristol Pegasus. Paul Parker and Mark Chater from Bristol are organising. No start details were available at the time of going to print – If details are available before the newsletter is posted they will be included on an insert and published on the club website. Otherwise contact Paul by e-mail [britishsprint@paulparker.f9.co.uk](mailto:britishsprint@paulparker.f9.co.uk) or call Andy Moss on 0117 9041841 nearer the event.

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](mailto:john_e_f_corfield@hotmail.com)

**Download the electronic version of backfire in pdf format at :-  
[www.bristolpegasus.com/backfire](http://www.bristolpegasus.com/backfire)**

As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) Fax (0870)139-2108

**Website WWW.BRISTOLPEGASUS.COM**



**Clubmans Championship 2005 up to the Two Club Sprint  
Prepared by Chris Goodchild**

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
22.54	Paul Bird	1	7	No
22.31	Matt Marples	2	7	No
18.45	Alan Spencer	3	5	Yes
18.15	Martin Baker	4	5	Yes
17.89	Dave Cutcliffe	5	4	No
17.10	Chris Goodchild	6	4	Yes
14.43	Mark Astin	7	4	No
13.32	Andy Moss	8	8	Yes
12.72	Trevor Hartland	9	3	No
12.29	Kieron Winter	10	3	Yes
11.81	Pete Devall	11	3	No
10.63	Allen Harris	12	3	Yes
10.61	Mark Roberts	13	2	Yes
10.45	Nick Wood	14	2	Yes
10.44	Paul Perkin	15	2	No
10.33	Ross Browne	16	2	No
10.14	Nick Cook	17	3	No
10.01	Johnathan Milne	18	2	Yes
9.62	David Adams	19	2	No
9.43	Judith Bird	20	3	No

**Marshals Championship 2005 up to the July Treasure Hunt  
Prepared by Chris Goodchild**

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
6	John Corfield	1	4
5	Mal Allen	2	3
4	Bob Hart	3	2
4	Dick Craddy	3	2
4	Kieron Winter	3	3
4	Martin Baker	3	3
3	Cherry Robinson	7	2
3	Donny Allen	7	2
3	Lewis Bird	7	2
3	Nick Wood	7	2
3	Tim Murray	7	2



## BPMC Fantasy F1 2005

*Positions after Belgian GP*

*By Tim Murray*

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1=	Ken Robson	Alonso	Fisichella	Renault	McLaren	1431
1=	Mark Williams	Alonso	Fisichella	Renault	McLaren	1431
1=	Martyn Davies	Alonso	Fisichella	Renault	McLaren	1431
1=	Mike Marsden	Alonso	Fisichella	Renault	McLaren	1431
1=	Tim Murray	Alonso	Fisichella	Renault	McLaren	1431
6	Andrew & Simon Moss	Alonso	Trulli	Renault	McLaren	1424
7=	Elisabeth Lewis	Fisichella	Raikkonen	Renault	McLaren	1409
7=	Helen Davies	Fisichella	Raikkonen	Renault	McLaren	1409
7=	Jonathan Prestidge	Fisichella	Raikkonen	Renault	McLaren	1409
10	Pete Stowe	Alonso	Fisichella	Williams	McLaren	1228
11	Dick Craddy	Alonso	Coulthard	Williams	McLaren	1187
12	Paul Wiese	M Schumacher	Albers	Renault	McLaren	1171
13=	Kieron Winter	Fisichella	Webber	Renault	McLaren	1156
13=	Simon Tidmus	Button	Trulli	Renault	McLaren	1156
13=	Tony Thorp	Fisichella	Webber	Renault	McLaren	1156
16	Alison Emsley	Barrichello	Massa	Renault	McLaren	1150
17	John Page	Webber	Coulthard	Renault	McLaren	1115
18	Simon Child	Raikkonen	Coulthard	McLaren	Red Bull	1079
19	Audrey King	Webber	Villeneuve	Renault	McLaren	1068
20	Paul Adams	Alonso	Heidfeld	Renault	Red Bull	1031
21	Bruce Graham	Barrichello	Fisichella	Williams	McLaren	1016
22	Mary Craddy	Webber	Raikkonen	Renault	Red Bull	1002
23	Lewis Bird	Barrichello	Button	McLaren	Toyota	999
24	Paul Bird	M Schumacher	Karthikeyan	Williams	McLaren	981
25	Tom King	M Schumacher	Fisichella	McLaren	Sauber	971
26	Mark Elvin	Fisichella	Montoya	Renault	Williams	968
27	Paul Draper	Button	Fisichella	Williams	McLaren	960
28	Arthur Tankins	Barrichello	Raikkonen	Williams	Red Bull	862
29	Chris Lewis	Barrichello	Karthikeyan	Renault	Williams	855
30	Bob Hart	Webber	Montoya	Renault	Red Bull	848
31=	Chris Goodchild	Barrichello	Fisichella	Renault	Red Bull	846
31=	Louella Williams	Barrichello	Fisichella	Renault	Red Bull	846
33	Martin Baker	M Schumacher	Karthikeyan	Renault	Red Bull	811
34	Judith Bird	Button	Fisichella	Renault	Red Bull	790
35	Alan Spencer	Fisichella	Webber	Renault	Red Bull	783
36	Fiona Goodchild	M Schumacher	Coulthard	Williams	Toyota	740
37	Liz Moss	Fisichella	R Schumacher	Ferrari	Jordan	717
38	Martin Emsley	Fisichella	Albers	Ferrari	Red Bull	634
39	Mal Allen	Friesacher	Albers	Ferrari	Williams	606
40	Maureen Wiese	Coulthard	Friesacher	Ferrari	Sauber	568
41	Steven Spencer	Sato	Monteiro	Williams	Toyota	545
42	Donny Allen	Fisichella	Coulthard	BAR	Sauber	493

## ***The Goodwood Revival by Martin Emsley***



A complete, thrilling, assault on the senses, I am still reeling. It is a couple of years since I last visited the Goodwood Revival meeting, my joy is simply seeing wonderful historic cars running and being driven with verve and enthusiasm. Cars have never been built to sit in museums or

garages, immobile and gathering dust. This is especially true for racing machinery, and if one gets damaged, well that is somewhat expected, a shame but. It is perceived values, greed and money that has turned cars into an investment instead of the mode of transportation for which they were conceived, and to satisfy man's eternal competitive quests.

The other thrill for me is craftsmanship, I have no love of over restored Ferraris and suchlike, when created, by craftsmen's hands in the 60's the bodies were 'rough' and functional; sufficient for a seasons racing and covering sublime mechanicals. They were not the blemish free, perfect paint finishes seen today. It is also the craftsmanship of driving these older machines which I enjoy so much, seeing the skilled driver control abundant power through narrow tyres, drifting and working the wheel and throttle, dancing around a bend in harmony with the machine, it is a ballet and a symphony.

So for me racing is good and practice just as fine, simply seeing these lovely old cars being given a workout very pleasing to eyes, ears and nose!!

Andy, Keiron and I were amazed by the number of people for the Friday practice, no wonder it is now ticket only. Where once it was easy to saunter up to the barrier at the chicane folk are now three or four deep. So it obviously appeals to many folk, more so I guess with the increasing cost and decline in entertainment of watching modern racing. We indulged in that fine pastime of 'lottery win' what would you take home if money were no object?

Andy was pulled towards one of the 'genuine' Ford GT40s, I cannot recall Keiron's preference and I wanted a P51 Mustang (world war 2 fighter) to go with my car. Incidentally out in Florida they run a Mustang & Mustang show for cars



and fighters, would love to see that. Anything with a V8 gets me excited and seeing the Mustang, Falcons and Galaxies rumbling around was superb, but then again so were the McLaren M1s, GT40's, Astons, Jaguars and any 60's Ferrari.....and so on. I do think the folk who run the early sixties, spindly, formula cars must be a bit short of imagination, they were dangerous enough in their day, not the safest way to spend a weekend methinks.



A real thrill was seeing 'Babs' run, something I had not previously managed, a great treat. And don't forget the planes; Spitfire, Mustang, Thunderbolt, Curtis Hawk. The day was very windy, gusty, and biting despite the sunshine, the two Mustangs put on a brilliant bit of synchronised

aerobatics, it could not have been easy. One new ruling means people have to be moved off the banking along the flight line and we could see some serious problems with the logistics of this when more people are present. I fear soon there will not be the flying display at the Revival. Sally B; the B17 Flying Fortress put on a fantastic display, this too being affected by a bureaucratic cock-up. Classed with a 747 for insurance purposes, it is prohibitively expensive to operate, therefore this was one of only a handful of flights before she is grounded and hopefully the blunder sorted.

The balmy evening saw a Vickers Vimy (replica?) take off and the Thunderbolt being thrown around the sky as the sun began to descend. A walk around the 'accessible' (non- GRRC) paddock disappointed a bit due to the 'modern' equipment fitted to the cars, especially banks of electronic instruments. The Alan Mann MK1 Escort was an example of how tastefully and well it could be done.

We left late and stopped en-route for an evening meal at a pub which rather bizarrely had run out of bitter! We also discussed at some length the possibility of staging The Bristol Pegasus Historic Festival. Some of the concepts and ideas that were expressed being really exciting, watch this space.



Pictures By Martin Emsley

# **MG Car Club / Bristol Pegasus MC Autotest 25<sup>th</sup> September 2005**

Photos and Report  
By Kieron Winter



There were 16 entries for the Autotest held at the Rolls-Royce Car Park, with entries from MGCC, Bristol MC and well as Bristol Pegasus. One car was lost during Scrutineering, it was one of the pre-war MG's, when the Scrutineer was giving the wheels a good shake, the Owner noticed the chassis had cracked all the way through and the bodywork was holding it together ! He decided that subjecting it to an Autotest was not on, so bagged a drive in an MGB.

Just as the event was about to begin, one of our members turned up in his MG Metro. It was Howard Johnston in his 6R4. Howard then opened up the back of the car exposing the engine and immediately drew an interested crowd. In the end Clerk of the Course, John Delafield, had to come over and ask the drivers if they would mind actually starting the event. Howard decided not to enter the 6R4, with clutches at £800 a time, you can see why.



Two tests were laid out at a time and it was the best two of three runs to count. The first two tests were carried out in sunshine and then during the second run a few spots of rain began to fall. John Corfield and myself, being Colerne marshals of old, had come prepared and got on

the full wet weather gear. Within a few minutes the heavens emptied and the event halted as the other marshals bolted for cover. The final two tests were held on soaking tarmac, but the rain had stopped. This meant that it was easier on the tyres when perfecting hand brake turns.

There was some spirited driving, mainly from Russell Morgan in his K-series engined Midget. New member Brad Snow was also throwing his Suzuki Ignis around and on more than one occasion got it onto three wheels. Matt Marples was out in his rally spec Peugeot 205 having a very smooth drive and Henry Barker was out in his less modified version. Ken Robson was out in his Saab Estate car which looked huge up a against the MG PA and PB. Ken was getting the hang of Autotesting and giving it hand brake turns by the end of the event, well it was his boss who would be paying for the tyres! Making up the remainder of Class 2 was Jim Lott who we know from his marshalling duties at our Sprints and Bristol members Roger English in one his many Minis and Martin Cox in the venerable Triumph Dolomite. Matt won the award for best Bristol Pegasus member with second overall and Brad Snow got third overall in his first event with the Club. Congratulations to all



drivers for coming to support the event.

Thanks must also go to the band of marshals and main organiser John Delafield who helped run a very smooth event.



## Results

Class 1	Club	Car	Total	Class Pos.	Overall Pos.	Consistency (sec)
Mike Hawke	MG	J2	465.1	1	10	1.9
Chris Lewis	MG	TD	467.7	2	12	2.6
Derek Moore	MG	PA	532.4	3	14	3.1
Chris Herod	MG	PB	544.4	4	16	5.5
<b>Class 2</b>						
Matthew Marples	BPMC	Peugeot 205	386.3	1	2	1.4
Brad Snow	BPMC	Suzuki Ignus Sport	387.4	2	3	2.3
Roger English	BMC	Mini	412.2	3	6	1.4
Henry Barker	BPMC	Peugeot 205 GTI	413.0	4	7	3.2
Jim Lott	MG	MG Metro	467.4	5	11	3.4
Ken Robson	BPMC	Big Saab	511.0	6	13	8.5
Martin Cox	BMC	Dolomite	532.7	7	15	3.7
<b>Class 3</b>						
Russell Morgan	MG	Midget (LSD)	369.7	1	1	1.7
<b>Class 4</b>						
Dave Mothersdill	MG	MGB	400.8	1	4	3.5
Nigel Stuckey	MG	MGB	411.6	2	5	4.3
Neil Lock	MG	MGB GT	414.8	3	8	3.2
Phil Archer	MG	Midget	448.9	4	9	1.9

The consistency score shows the average difference in seconds between the two times for each test.

## Awards

FTD & Fastest MG  
1st in Class 1  
Fastest BPMC  
1st in Class 2  
2nd in Class 2  
1st in Class 4

Russell Morgan  
Mike Hawke  
Matthew Marples  
Brad Snow  
Roger English  
Dave Mothersdill

Many thanks to John Corfield, Sam Brown, Stephen Holford, Richard Lucking, Anthony Marsden and Mike Mainpiese for marshalling. Thanks also to Kieron Winter (club steward). Secretary of the Meeting John Delafield



# **Bristol Two Club Sprint – Colerne - 29<sup>th</sup> August 2005**

**2005 SBD Motorsport British Sprint  
Championship**

## **Dawson's maiden win as Eyles secures 2005 title**

**Report by Steve Wilkinson**

**Picture By Andy Moss**



There was a late summer feel to the Bristol Two Clubs sprint at Colerne on August Bank Holiday Monday. There were a couple of 'guest' drivers making an appearance; Andy Platt was co-driving Jane Farthing's Force whilst Dave Cutcliffe was second man in the Kevin Lealan Formula Vauxhall Lotus. Andy Platt did enough in the qualification runs to clinch the coveted Foundation Cup but was well wide of the mark when it came to getting into the Top Twelve.

In the qualification runs the Series Production classes were first. Barrie Dare took the 1400 class from fellow Suzuki driver Bruce Graham. Rob Clarke's Elise was too quick for the rest in the 1800 class as Mark Roberts and Jonathan Milne gave chase. The 2.6 litre class went to Toby Harris in the turbocharged Puma who was light years ahead of the opposition. In the over 2.6 litre class Barry Squibb beat son Jamie in the family Evo 6 RS as the pair finished 1-2. Neal Coles (Striker) and David Jackson (Superlight) took the two Road Going Kit Car classes before we ventured into the Mod Prod classes. Darren Roberts (Mini) took the 1400 class, whilst in the 1800 class it was the ever cheerful Nick Wood in the Alfa Sud who was the class act. In the 2.6 litre class Mike McBride took the honours but was slower than the Road Going Mitsubishi of Barry Squibb! John Sampson bludgeoned the opposition in the Mod Prod Kit Car class as he took a class record. In the Sports Libres Ian Cameron (Mallock), Dick Hulbert (SBD/Westfield) and Colin Early (Darrian) all took class wins before we moved into the Racing Car classes.

Tom Potter took the 600cc class in the Jedi Mk4 whilst in the well supported 1100 class it was Jane Farthing who took the class and set a new Ladies Record to boot. In the 1600 class Scott Pillinger just nicked the win and the class record off Steve Broughton whilst the remaining cars were amalgamated into just one class. Roy Dawson was top dog but Tony Wiltshire's second place ahead of Tony Eyles was a great prelude to the run-off.

### **Top Twelve Run-Off**

First runner was Dave Cutcliffe in the FVL. The King of Colerne was soon into the swing of things but was overly cautious after a spin earlier in the day. Roy Sims was next and he set a cracking pace as he went sub 72 seconds. Matt Oliver then slithered round someway off his earlier pace. John Sampson shook the Control Tower's foundations as he blasted off the line and rumbled to a sub 74 second time. Peter



Howgate had qualified well but threw away his advantage with a spin exiting the tricky 2B chicane. Once the Ralt had been retrieved it was Steve Broughton next and the little OMS fairly rocketed off the line and into an impressive lead. Simon Ashby couldn't

match the pace of the championship sponsor and slotted into second. Kevin Lealan then slipped into the lead despite the FVL being somewhat overworked and bouncing a couple of cones! David Sims was Red Flagged as the marshals were still 'on track' replacing the scattered cones. He cruised back to the start and once the course was clear hammered off. He was a little too enthusiastic and went spinning off which meant more course



rebuilding and a re-run for Tony Eyles who was released from the line a little too quickly. Tony however is the consummate sprinter and took it all in his stride. When the hammer went down the Force was flying and he was the first in the run-off to go sub 68 seconds. However his lead was short-lived as Tony Wiltshire, who had out-qualified the 2004 champion, then went sub 66! The final runner was Roy Dawson and when he got the green light the Scot was soon on his way to a cracking time shading out Tony Wiltshire by less than two tenths.



Back to the beginning and it was Dave Cutcliffe to the line. This time 'lofty' was in hard charging mode but it all went pear-shaped when, after his co-driver's off course excursion, he discovered all was not well so he trickled back to the paddock. Roy Sims then failed to improve on his first run time partly due to the side-pod becoming loose. Matt Oliver was back in the groove moving up to seventh; however this would become ninth as his time was bettered. John Sampson again picked up the extra Category

Record point as he lowered the record. Peter Howgate had to be more conservative in his approach but still went sub 75 seconds which would be good enough for tenth. Steve Broughton then shaved a few hundredths off to reinforce his fifth place slot. Simon Ashby did improve but again by not enough to move up the leader board and he would finish sixth. Kevin Lealan should have been next but the FVL was just not up to it so he stood down. His first run time was however good enough for a career best fourth place. Next was Dave Sims and with the side-pod removed the aerodynamics were going to be questionable. In fact the lack of down force made the car almost undriveable and the youngster trundled in twelfth. With over a second deficit to make up Tony Eyles was down in third! Could he salvage some Pride? In fact he could do more than that he suddenly went up a notch and put in a stunning 65.07! As he said afterwards 'I don't know where that came from!' Tony Wiltshire was unable to respond in fact he was slower so fell to third. Could Roy Dawson find some extra pace? You bet! The Scot was still tentative through the initial corners but hammered it up and over the brow of the main straight toping out at 165mph. Through turn four he feathered the throttle and just managed to get it through the tedious Turn 7 complex. Round the sweeping Turn 9 and across the line in a staggering 63.98 for a new Category Record and an extra point!



## **Terry Sanger**

### **By Paul Davies**

**As many club members will know Terry Sanger has been an honorary member of our club for several years. As well as giving us the benefit of his driving skills as instructor at our Castle Combe Day, Terry has provided us with some very entertaining club night talks, as well as hosting us at his home for a memorable summer barbeque. The following is the second part of an article which was first published in the August 2005 issue of Retro Cars Magazine, and is reproduced in by permission of the Editor. If you have not checked out the magazine it is well worth a read.**



Sanger raced the V8 Falcon in British saloon car events, often at the same meetings as racing the Formula 5000, and took it into Europe along with the GT40. The big American saloon took some wins and many top places, while the GT40 tackled all the classic European sports car races but was not too reliable. On the Targa Florio, the gearbox selected fourth and fifth at the same time as Terry hammered down a Sicilian mountain to a hair pin bend, With rear wheels locked, the car ended up in the undergrowth.

"It was very hot and a group of Canadian spectators gave me water which saved my life, but the Italians were tearing bits of fibre glass off the car for Souvenirs. I was hitting them hard to keep them away," he recounts.

The BRM - in fact an H16 Grand Prix car with a Ford V8 - was the first of several F5000s, mostly Lolas except the self-built Harrier, which didn't get off to a good start.

"First time out at Mallory Park (again!) I clashed with Keith Holland as we kept out of the way of Frank Gardner, Brian Redman and Mike Hailwood." he says. "Keith tried to take a short cut on the grass and ran over the top of me. The starter ring gear of his Chevy cut a groove in my helmet, he lost both front wheels and I lost a rear, then we both went into the lake backwards."

Fortunately, Fred Saunders, one of the F5000 drivers, was a deep sea diver and was happy to go into the cold lake (it was March) to attach a rope to the cars. But it was a case of start-again with the Harrier.

An ex-Gardner Lola came Sanger's way and, yet again, met a sticky end at Mallory. On this occasion an impact with the Armco fencing tore off the front suspension. The car bounced off and shot over the road with Terry holding his legs up to stop them

scraping on the tarmac. Then it slammed back into the Armco with the driver's legs between the rails. 'That hurt. I didn't walk for a few days,' says Terry.

Suggest he had an attraction for accidents though, and Sanger defends his record: "When you think about those days, I was a survivor," he says. "Formula 5000 claimed a lot of lives, and most of the Lola drivers ended up with what we called the Lola limp."

Despite what it may sound like, Sanger was a successful driver. After the F5000 period came a Chevrolet Camaro - when the Falcon ran out of homologation for international events - and through the '70s and into the '80s he had numerous one-off drives. For three years he raced an historic Healey Silverstone. which he transformed with Cosworth YB Turbo pistons in the pre-war Riley engine.

There are plenty of untold stories about Terry Sanger the racer, but hear a couple more about the engineer: "I couldn't afford vented discs on the Falcon, so I went back to my friends at Bristol (Aero Engines) and said 'how do I stop my brakes overheating?' They said 'you need a boundary layer breaker, it'll cost you 9p'."

A piece of bent welding rod was all that was required. Positioned close to the disc just after the calliper, it separated the hot air from the disc and lowered temperatures.

"At Brands everyone let me charge off because they thought my brakes wouldn't last 25 laps. They bloody well did," he says.



The Falcon had drum brakes at the rear. Our man wanted to fit discs, but the halfshafts moved when the limited-slip diff operated and so sideways movement of the disc knocked back the pads in the calliper. Terry made up a separate 'wishbone' to carry the calliper and allow it to move with the disc.

"Ford engineers saw what I'd done and asked if they could use a similar system on the rear brakes of the MkIV Zephyr," he admits.

Into the '90s, Terry was development engineer on the ERA Mini Turbo, and also assisted with the 16-valve engine developed by Jack Knight Developments. At the age of 60 he demonstrated the company's ultra lightweight ear by racing in front of the Mil mad Japanese. Which is when he got the gold gong we mentioned much earlier.

In recent years there's been a lot of driving done at Castle Combe, sorting cars for people and assisting would-be drivers in their ARDS training course, but heart problems mean no more racing licence. There has., been a lot more engineering and development work, including some of a military:m nature that would mean we'd have to kill you readers if we told you. and the car. hi: and commercial vehicle collection at his Pembrokeshire 'retirement' farmhouse !! like growing before long.

There's also the time he was selling engines for pumps and generators and had to escape from Iraq at the time of that country's war with Iran. You'd like that one, but there isn't space here.

Engineer or racer ? Here's his own Opinion: "I wanted to go motor racing, and the only way was to do it all myself."

### **Terry Sanger Fact File**

Born	04. 06. 43, Bristol
First Job	Apprentice Bristol Aero Engines
First Bike	1938 250cc BSA
First Car	1926 Jowett (followed by "dozens of Austin 7s, several Bentleys, ex-Greta
Garbo Rolls Royce, etc, etc)	
Now Owns	1952 Vincent Rapide, 1957 Ariel Square Four, 1929 Austin 7 Chummy, 1940 Scamell 6 ton Mechanical Horse and 26 ft trailer
First Race	Brands Hatch 1952 (motorcycle)

### **Racing Career**

1952	Bikes, 750 specials, 500cc Tiger
1961-64	AC Ace, Morgan Plus 4, Marcos
1964-65	Ford Lotus Cortina Mk1 in UK and Europe
1966-67	'Fraud' Cortina (4.7-litre V8), Redex Saloon Car Champion
1967-70	UK and Europe with GT40, Ford Falcon Sprint, Alfa Romeo Gtv
1969-74	Formula 5000 (BRM/4.7 Ford, Lolas and own design Harrier. Several accidents!)
1969-72	Chevrolet Camara in UK and Europe
1973-86	Various one-off drives, including Healey Silverstone Historic Sports Car events
1994	Wins with JKD 16.valve 1460cc Mini in Japan. Presented with Gold Medal for fastest saloon car at Mount Fuji track
1999-2000	2CV in Mondello 24 Hours, sprinting Lotus Cortina

## **Congratulations – Ian Hall**

After two years as finishing runner up, Ian Hall has finally clinched the K&N Performance Filters Sports/Saloon Car Championship. The championship went down to the final race of the year. Ian won the first race in his Darrian T98 GTR and got fastest lap. In the second race he was beaten by the Caterham Vauxhall of Robert Pritchard, but he got fastest lap. With a class based system and drop scores taken into account as well as fastest laps, Ian clinched the championship by two points. Ian had worked out all the permutations and knew that a 2nd place and fastest lap on the final race would clinch it for him.

This is the first time that Ian has won a BARC organised championship outright, having taken class victories in the past. Ian was very happy to win the championship, as those who have the September 29th issue of Autosport can see a big grin across his face as he crossed the finishing line !





## In The Workshop

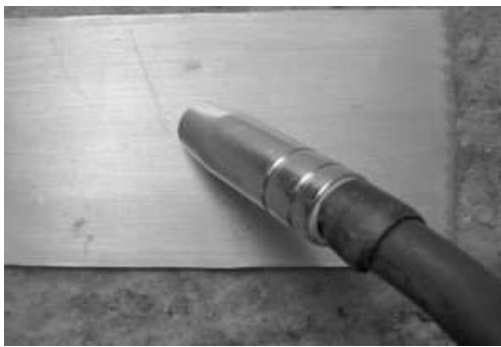
We continue our look at some of the more practical aspects of running and maintaining a car with the second part of our article on Mig Welding.

If you have some practical advice you could share with other club members why not write in ?

### Learn MIG welding - develop your technique

Mig welding is fun. And it's a lot easier than gas welding. Here are a few tips on mig welding technique for beginners.

#### Welding torch technique



First get the welding torch into the correct position. I find it easiest to hold the torch in two hands, the right hand holding the body of the torch and the left steadying the black part of the nozzle.

You'll need a full face mask rather than a hand held mask to free up the extra hand, but it's well worth the investment.

The torch in the photograph is positioned ready to weld. It's at an angle of 60 to 70 degrees from

horizontal.

#### Torch height

The tip of the welding torch should be very close to the steel to be welded, maybe 5mm to 10mm. Too close and the electrode could overheat or stick to the welding surface. Too far away and the wire would melt before it reached the steel.



#### Welding technique

The correct gun technique to weld two sheets of metal with a seam weld involves running the torch upwards just inboard of the edge of the first sheet. Next the torch is moved across the joint to the second sheet, and then downwards and back across to the first sheet where the process is repeated. The idea is to establish a weld pool, go down a little, across again and dip in to the pool to keep it going, down once more, into the pool again etc.

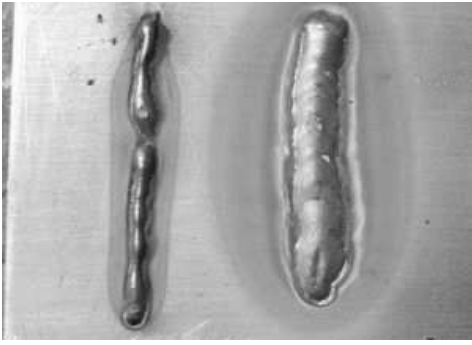
#### Welding in Progress

The weld should progress in a continuous circular motion of the gun. The process is repeated in a continuous motion with the MIG arcing on the first sheet, then dipping into the bottom of the molten weld pool, then arcing on the second sheet.

With the correct welder settings and technique there should be a nice even and continuous arcing crackle noise as you weld.

## Practising welding

The best way to learn welding is to practice. Buy some sheet steel and practice running welds. Become familiar with the feel of the welder arcing against the metal, and play around with the wire speed and amperage settings.



The weld to the left of the photograph is a typical first weld. The welding torch was moved quickly down the sheet in a linear action - not the correct thing to do.

The weld to the right of the photograph is much better. The welding torch was worked down the steel in a circular motion, dipping in and out of the weld puddle.

## Weld penetration

The underside of the sheet of metal shows the real difference between the two welds. The first weld has almost no penetration, while the second weld has penetrated right through the steel sheet. (There is more penetration in the photo than you would ideally want, but you get the idea).



Penetration is very important to weld strength. If a weld does not penetrate all the way through a joint, then the joint will only be half welded.

There is a fine balance between good weld penetration and blowing holes in the metal. It takes a little practice.

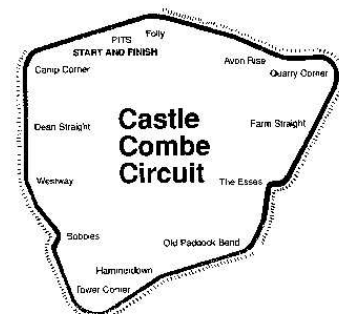
## Practice and more practice

The way to learn MIG welding is to practice running welds on a sheet of steel. Thicker sheets are easier to weld than thin ones, so it's best to practice with 1.5mm sheet (or thicker). Familiarize yourself with the feel of the welding torch during welding, and play around with the motion, wire speed and amperage. Spend a couple of hours on and off on your technique. Then you can start welding sheets of metal together.

## **Pegasus Sprint 2005 Castle Combe Circuit Saturday 15th October**

### **Urgent request for Marshals**

As always we have the difficult job of organising enough marshals for this years Pegasus Sprint.



If you fancy a day at Combe please contact Andy Moss ASAP on 0117 9041841. As usual there will be a prize draw for those who help, as well as an entertaining day out. No experience is necessary - new marshals will be teamed up with experienced crews.



## KEEP YOUR WRITS ABOUT YOU

**T**here was lots of media coverage over the summer about contracts both in F1 and football, with Courts of Appeal, European Courts of Justice and the like being mentioned. Club members are unlikely to be swept up in legal contract debates, but what about the law in general, how does that affect the sport at a time when the rush to sue doesn't seem to slow?

Well, first of course we have our own 'laws' which you agree to abide by when entering an event. If you then have a grievance over an event or a decision made on it, the formal route open to you is as laid down in the MSA Year Book. If you don't like what another *competitor* does, you have the right to lodge a protest which will be heard by the Clerk of the Course. If you don't like the Clerk's decision you can appeal to the Stewards of the Meeting, as you can if you don't like something an official does.

In either instance if you don't like what the Stewards have done – or possibly haven't done – you may appeal to the Motor Sport Council's National Court if you can show there's been an undue penalty or gross miscarriage of justice. However just because you disagree with their decision, that doesn't mean there has been a gross miscarriage of justice! Until

recently you could have gone on to appeal to the Stewards of the RAC but that's been withdrawn because the system was considered cumbersome with a never-ending sequence of appeals. I can't say I'm sorry because one of my less happy moments in motorsport was to appear before the RAC Stewards when they included the legendary Sir Hartley Shawcross; I was so scared I almost pleaded insanity.

There's one caveat to all the above and that is if the police get involved – perhaps by treating a race accident exactly like road rage. If they chose to investigate a matter then they could bring whatever charges they considered appropriate and the Crown Prosecution Service would prosecute the case. The law would take its natural course – any disciplinary action which the MSA might want to take against a licence holder would be put on hold pending the outcome or conclusion of any criminal proceeding.

But it needn't and shouldn't get to that if competitors know the rules and above all remember the *sport* part of motorsport. If you're really desperate for a trophy, many shops sell them so why not buy one? (I won't let on and you'll be too embarrassed to).

There is of course one important reason why the appeals process should be avoided and

that is our standing compared with other sports. What do tennis, golf, cricket, football and chess have in common? Correct – nobody ever leaves an event unsure who has won; it may mean the pantomime of penalty shoot-outs in soccer but at least there's a clear result. I even knew exactly where I'd finished the moment I'd flicked my last counter in the recent West Oxon Tiddleywinks Championship (seventh in class, but I'd rather not talk about it). We need the same clarity in our sport.

However, if you do end up having to take the legal route, I'm sure my lawyer will always be willing to advise. Write to him at PO Box 237, Rio de Janeiro. If you haven't had a reply in a couple of months, let me know and I'll try to speed up the extradition process.

*Stuart Turner*



### COD FILLET QUIZ

1. Who was the 'H', in MARCH?
2. On which circuit are Kimpton Bend and Church Corner?
3. Who wrote the rallying book, *Sleepless Knights*?
4. Who won the one and only Yugoslav Grand Prix in 1939?

**ANSWERS ON PAGE iv**



## Marshals training days

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The British Motor Sports Training Trust is again supporting a full programme of training days for marshals and volunteer officials in 2006. A list of events, with details of local contacts, will, in due course, be posted on the MSA website [www.msauk.org](http://www.msauk.org)

## MSA Officials seminars

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The series of MSA Officials seminars continues to follow the alternating pattern of attendance and for 2006 reverts to being open to (unlicensed) Club and Event Officials. Invitations to nominate representatives will be sent (during October) to all MSA Clubs, with further details of the programme content – which will cover all disciplines.

## Annual awards

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With the support of Alexander Forbes Motorsport Risk Management Services, the MSA will again present a Marshal of the Year award at its Night of Champions evening in January 2006. The Award recognizes excellence from any or all disciplines of motor sport.

The Alexander Forbes MSA Club of the Year Award is an opportunity for Clubs to win £1000, together with the

prestigious Alexander Forbes Trophy and other benefits. Regional Associations have been asked to submit their nominations to the MSA by 24 October 2005.

## Tobacco Advertising

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Following recent queries from MSA Stewards and Scrutineers regarding the admissibility or otherwise of tobacco advertising on competing cars, we draw your attention to regulation E 2.23. Advertising in the MSA Competitors' Yearbook 2005.

‘– Tobacco related advertising is prohibited on all competing vehicles, their support vehicles and any other form of equipment directly connected with an entrant or competitor. As an exception to this any car which can be proved by way of its history...

...to have run in a particular livery will be allowed to continue to display that livery in the same colours and original size of logos.’

It follows, therefore, that a *specific* 1970's Mark 2 Escort (for example) bearing Lombard RAC Rally and Rothmans decals *where evidence has been produced that this specific car ran in period with that livery* would be admissible by exemption. A modern car bearing current cigarette/tobacco advertising would not.

*Note: the exemption applies only to the specific car.*

## Rallye comes of age

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Rallye Sunseeker celebrates its 21st birthday as the opening

round of the UK National Rally Championship in 2006.

There will be a reunion for past winners who should contact Clerk of the Course, Rick Smith, via e-mail: [rick@xenogamy-plc.co.uk](mailto:rick@xenogamy-plc.co.uk)

## Remaining workshop dates

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As detailed in previous issues, the series of nationwide workshops to help clubs and associations promote themselves continues through October and November as below.

Each starts promptly at 20.00 and will be finished around 22.00. There is no need to book – just turn up.

*Wed 5 October*

**Holiday Inn**, London Road, Ipswich IP2 0UA

*Thu 6 October*

**Hadlow Manor Hotel**, Goose Green, Kent TN11 0JH

*Mon 10 October*

**Onchan Squash Club**, Douglas, Isle of Man IM3 1HU

*Tue 11 October*

**Bentley Hotel**, South Hykeham, Lincoln LN6 9NH

*Thu 13 October*

**Holiday Inn**, M6 Jct7, Great Barr, Birmingham B43 7BG

*Mon 31 October*

**Holiday Inn**, Runcorn, Wood Lane, Beechwood WA7 3HA

*Tue 1 November*

**Quality Hotel**, M4 Jct32, Tongwynlais, Cardiff CF15 7LD

*Wed 2 November*

**Gipsy Hill Hotel**, Gipsy Hill Lane, Exeter EX1 3RN

*Thu 3 November*

Jersey

(venue to be confirmed)

## Historic off roading!

Historic and classic motorsport seems to be the one big growth area of the sport in general of late. The sight of 'old' pre-war and newer 'classic' cars competing seems to have garbed everyone's interest, be it racing or rally. Off roading has a problem, if it's to cash in on this growth area of the sport. We don't have any real historic vehicles, 4x4 off road vehicles only date back to the late 40's, early 50's. And with the oldest 4x4 and Land Rover clubs dating back to the around the early 60's we don't have a great deal of classic history to be nostalgic about. However one club, the Lincolnshire Land Rover Club seems to have come up with what could be regarded as the first 'historic' 4x4 trial. A trial for leaf sprung Land Rover only, which means by definition all vehicles must be pre-1985, the year Land Rover made the last leaf spring vehicle. So I guess a historic event for vehicles all over 20 year old, is as close as we are going to get to true historic off roading. Let's see if it catches on and competing in classic 4x4's becomes a popular new trend in the sport.

## The use of wheel spacers

There is a growing trend to fit wheel spacers or wheel adapters to 4x4's. These give either a wider track for better on road holding or allow wheels with a different PCD to be fitted to the hub other than the wheels that were fitted as original equipment. A number of people are now entering off road events, especially road taxed vehicle trials with these products fitted. Competitors and Scrutineers are reminded of E12.8.2 (Common Regulations for Competitors) which prohibits the use of any spacer (this includes adapters) that exceed 2.5cm in thickness. Attention has also been drawn to this issue in Scrutineers News and on the MSA website.

## MERCEDES-BENZ & MILLE MIGLIA ISBN 88 7911 320 8

**Andrea Curami, Giorgio Nada Editore, 29.80 Euros.**

With Italian/English text, this book amazes with the breadth of Mercedes' involvement in the legendary Italian road race – from 1930 with SSs, then a 19-year gap, then an unbroken run up to the end of the real event in 1957. Today's retrospective runs don't feature, however. There are lots of rare illustrations in this 160-page hardback, many featuring other marques and much archive material from the Mille Miglia Museum (including a fascinating study of a W154 with vertical winglets 54 years before McLaren thought of it) and a letter begging 'Tim' Birkin to bring the Bentleys over, for a starting fee. Oh, and there's a bit about a bloke called Moss, who had quite a go in one of Mercedes' cars in 1955. Couple of minor glitches in captions, but they don't hurt and might be down to the translation. Full drivers/results table in the back.

## THE V12 ENGINE ISBN 1 84425 004 0

**Karl Ludvigsen,  
Haynes Publishing, £40**

From the first V12 in 1904 – an 18.3-litre commissioned for a racing boat and built by the Putney Motor Works – to the latest Maserati version of the

Ferrari F140, Ludvigsen covers all types of automotive applications. It's all here in this 424-page epic: from still-born prototypes, road cars, all types of motor sport designs – including Land Speed Record machines – plus the influence of aviation design. As well as extensive studies of production greats such as Lincoln, Cadillac, Rolls-Royce, Delahaye and Ferrari, Ludvigsen spotlights many one-offs and specials such as the Flying Triangle and Jim Lytle's amazing 112-litre 'Quad Al.' Select a rarity such as Hans Ledwinka's T80, with its sidevalve V12 integrated into the innovative backbone chassis, and you'll find more here than in most specialist marque studies. Throughout this hefty V12 bible is a lavish spread of rare photographs and cutaway artwork. A remarkable study which is also highly readable and superb value.

## CAR BADGES

**ISBN 1 85894 275 6**

**Published by Merrell, £12.95,  
tel. 020 7928 8880**

**[www.merrellpublishers.com](http://www.merrellpublishers.com)**

At last, a book focusing on the history behind car badges, from Ferrari's prancing horse to the three diamonds of Mitsubishi. Former C&SC editor Giles Chapman relates the stories and design evolution behind 125 automotive logos.

# MARSHALS POST

by the BMMC

KISS – Keep It Simple, Stupid! A motto that ought to be seared onto any event organiser's heart, but seldom is.

The more complex the rules, the more difficult they are to operate. The more detailed and unnecessary some of the instructions, the greater the chance of someone getting it wrong.

Take the use of safety cars as an example. At one recent international meeting in the UK there were no fewer than three different sets of safety car regulations in operation, depending on just what was out on track.

Organisers expected flag marshals to read and understand separate explanations for each system which ran to almost 1,600 words in total and were issued shortly before the first practice session along with two A4

pages of other information.

One explanation, embarrassingly enough the one for the UK safety car procedure, was more than 760 words long.

Yet, with a bit of thought, all that verbiage could have been condensed into three simple bullet points for each safety car procedure telling flag marshals what to do when the safety car goes out, as it passes their sector and when it comes in.

The explanation for each procedure needed to be no more than 25 words long, short enough to be easily understood and remembered or, alternatively, issued by the organisers as a pocket sized, large print memory jogger, encapsulated in plastic.

If no one has done that job and you are presented with a lengthy explanation which contains information that isn't relevant to you, then you just have to do the job of cutting out the unnecessary verbiage yourself.

Get out a pen, put a ring around the salient instructions, scribble down some bullet points if there is space on the page of instructions, on the relevant page of the event programme or on the notepad you always keep in the pocket of your overalls or your marshalling bag.

There is a good prospect someone, somewhere will interpret the page of instructions incorrectly in their notes.

But that's got to be better than the racing certainty of chaos reigning around the circuit as each individual flag marshal tries to extract the necessary gems from the excess of information they have been given as the safety car and its train of competitors approaches fast.

## QUIZ ANSWERS

1. Robin Herd
2. Thruxton
3. John Sprinzel
4. Tazio Nuvolari (Auto Union)



## Christmas cards

From a painting by Max Hamblen depicting Ken Wharton driving E.R.A. R4D at the "Bottom Ess" at Shelsley Walsh.

The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:

**Motorsport Safety Fund, PO Box 200, Sevenoaks TN15 8WZ, United Kingdom**



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

**GUEST SPEAKER**  
**Monday 10th October 8.30pm**  
**Steve Turvey**



International co-driver, Castle Combe racer and of INTERPRO will be coming to speak at The Wheatsheaf, Winterbourne High Street.

**All Welcome.**

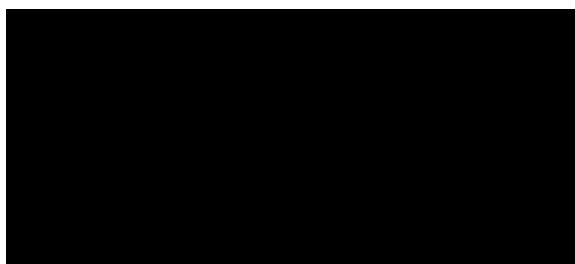
**Endurance Karting for Charity**  
**By Ken Robson**

**This is your chance to join in the fun and raise some money for St. Peters Hospice at the same time.**



The event will be held at The Raceway, Avonmouth, Bristol BS11 9YA. Full details of the track layout and directions how to get there can be found at [www.theraceway.co.uk](http://www.theraceway.co.uk).

**Date:** 24<sup>th</sup> Novembers 2005  
**Time:** 7 p.m  
**Format:** Endurance Race over 2.5 hours  
**Teams:** 5 drivers per team  
**Cost:** £30 per driver



This is your chance to be at the sharp end of your own Grand Prix Team. The circuit layout is very challenging with a flyover section similar to the Suzuka F1 circuit for those of you who have driven there. 15 minutes of qualifying will determine the grid for the start of the race with the best lap time taking pole position. Meanwhile the future Frank Williams & Ron Dennis's among you will be working out your pit strategy and driver changes for maximum effect. Then its 2.5 hours of non stop action as the best teams fight for a place on the podium at the end of the evening along with the trophies, champagne, and glory. The event can run up to 16 karts which equates to 80 drivers which if fully booked will mean that we will raise over £1250.00 for St. Peters Hospice on the night.

To book your place in club history, raise money for charity and have lots of fun please send a cheque for £30 payable to **Bristol Pegasus Motor Club** to: -  
Ken Robson, 201 Juniper Way, Bradley Stoke, Bristol, BS32 0DP