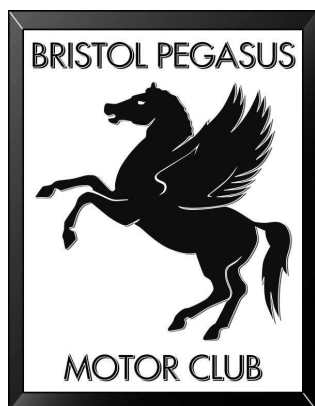


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# Backfire

## September 2005

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

Pete Goodman and Bill Farrow on track at the 2005 Pegasus Castle  
Combe Day – Photo John Gaisford

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## ***Events for September***

### ***Monday 12<sup>th</sup> - Club Night Wheatsheaf 8:30pm***

Reg Palmer will be bringing along a promotional video from the Classic Saloon Car Club. This features some excellent footage of the close racing from the Saloons from the early years of the Club. Pete Stowe also has a short film produced by BOAC covering the 1967 BOAC 500 sports cars race at Brands Hatch, featuring Chaparral, Ferrari, Porsche, Lola, etc.

### ***Sunday 25<sup>th</sup> – Autotest Rolls-Royce – Patchway***

Entry forms will be available from the BPMC website and will be sent to entrants from recent years. If you don't have access to the website they should be available at the September Club night or contact John Corfield for a paper copy ( contact details at the bottom of the page ).

The location, as usual, will be in the Rolls-Royce main car park. Gipsy Patch Lane (B4057), Patchway, Bristol. **At the time of going to press there is building work going on at Rolls-Royce meaning the venue is not 100% confirmed – if you intend to turn up on the day you will need to check the website nearer the date or contact John before the event to confirm.**

The usual format of the event is Scrutineering starts at 9:30am, the tests start at 10:15am, and the event normally finishes around lunch time.

If you don't intend entering please think about coming along to marshal.

## ***Events for October***

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

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

The regs will be available from the website and at the club night. If you have entered in recent years you will receive a copy by post. Alternatively if you can't download them then give John Corfield a call.

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

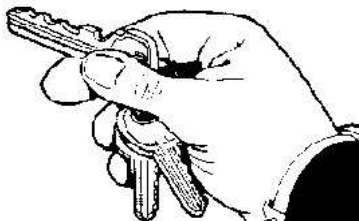
Details of Events on these pages are compiled by Competition  
Secretary John Corfield.

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*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](http://WWW.BRISTOLPEGASUS.COM)**



## **Chairman's Chat**

### **By Kieron Winter**

In the last edition of Backfire, in the news from the MSA, there were details of forthcoming workshops. These workshops are designed to help clubs in promotion of themselves to their members, to potential new members and local communities.

Several members of the Committee intend to take part in the workshop, but the MSA have opened these up to any club member.

Promotion of the club is something that we have tried to improve upon over the past few years. Pete Stowe has done an excellent job of keeping the local press aware of the club's activities and reference is always made to the web site which is maintained and updated by Andy Moss. Many people have made very favourable comments on the web site, how it contains much useful information and a history of the clubs activities. John Corfield has organised a club stand at Castle Combe Action Days, the Italian Car Day and the Frenchay & Bristol Classic Car shows. This helps to publicise the club and let people know what we are up to. Despite these activities, I am sure that there is much that we can learn from the MSA workshop. If you intend to go to the workshop at Cirencester, please note that there is a change of venue. The new venue is the Royal Agricultural College, it seems the owner of the original venue changed their minds about hosting the event as they decided that they did not want their car park filled with cars during a weekday evening !

The MSA also host annual training days each year. Every other year the Clerks of the Course (Bob Hart, Martin Baker and Ian Hall) attend a training day. They are now joined by Martin Emsley who is undertaking training to get his Speed Events Clerk of the Course licence. Martin has been involved in assisting at Llandow, Bristol's Castle Combe and the Two Club Sprint at Colerne, he gets to undertake many of the different roles and shadows some of the other Officials on duty to get a full understanding of what makes an event run.

The other training days are held for non-licensed officials, such as the Secretary, Club Stewards etc. These days focus on particular themes, give an opportunity to explain any new regulations and look at future government legislation that may affect motorsport.

Other training days are organised by the Regional Associations and in fact the Club has run it's own training days. This year we did a training day on Sprint marshalling. This was a classroom based day, but next year we are hoping to have a practical day, with the opportunity to do some fire training. These days are supported financially by the Motorsport Training Trust, which I learnt is funded by the fines imposed at MSA events. So if you forget your licence and have to had over a fine to the MSA Steward, your money goes into the fund for future training. I would hazard a guess that most of the money comes from those racing drivers who like to bash and barge their way to the front of a race and the fathers of young kart racers who often seem to appear in the MSA judicial matters !

So if you would like to get involved more in motorsport, then there is plenty of support out there to help. We have many club members who have experience that they can offer, on the job training and formal training are all available. If you are interested then let me know. If you think there is any training that we don't do that we should, then again let me know.



## **BPMC Fantasy F1 2005**

### **Positions after Hungarian GP**

**By Tim Murray**

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Andrew & Simon Moss	Alonso	Trulli	Renault	McLaren	1134
2=	Ken Robson	Alonso	Fisichella	Renault	McLaren	1124
2=	Mark Williams	Alonso	Fisichella	Renault	McLaren	1124
2=	Martyn Davies	Alonso	Fisichella	Renault	McLaren	1124
2=	Mike Marsden	Alonso	Fisichella	Renault	McLaren	1124
2=	Tim Murray	Alonso	Fisichella	Renault	McLaren	1124
7=	Elisabeth Lewis	Fisichella	Raikkonen	Renault	McLaren	1084
7=	Helen Davies	Fisichella	Raikkonen	Renault	McLaren	1084
7=	Jonathan Prestidge	Fisichella	Raikkonen	Renault	McLaren	1084
10	Paul Wiese	M Schumacher	Albers	Renault	McLaren	970
11	Pete Stowe	Alonso	Fisichella	Williams	McLaren	966
12	Dick Craddy	Alonso	Coulthard	Williams	McLaren	952
13	Alison Emsley	Barrichello	Massa	Renault	McLaren	930
14=	Kieron Winter	Fisichella	Webber	Renault	McLaren	904
14=	Tony Thorp	Fisichella	Webber	Renault	McLaren	904
16	Simon Tidmus	Button	Trulli	Renault	McLaren	895
17	John Page	Webber	Coulthard	Renault	McLaren	890
18	Paul Adams	Alonso	Heidfeld	Renault	Red Bull	858
19	Simon Child	Raikkonen	Coulthard	McLaren	Red Bull	843
20	Audrey King	Webber	Villeneuve	Renault	McLaren	831
21	Paul Bird	M Schumacher	Karthikeyan	Williams	McLaren	819
22	Bruce Graham	Barrichello	Fisichella	Williams	McLaren	809
23=	Mary Craddy	Webber	Raikkonen	Renault	Red Bull	791
23=	Tom King	M Schumacher	Fisichella	McLaren	Sauber	791
25	Lewis Bird	Barrichello	Button	McLaren	Toyota	784
26	Mark Elvin	Fisichella	Montoya	Renault	Williams	751
27	Paul Draper	Button	Fisichella	Williams	McLaren	727
28	Chris Lewis	Barrichello	Karthikeyan	Renault	Williams	707
29	Martin Baker	M Schumacher	Karthikeyan	Renault	Red Bull	700
30	Arthur Tankins	Barrichello	Raikkonen	Williams	Red Bull	696
31=	Chris Goodchild	Barrichello	Fisichella	Renault	Red Bull	690
31=	Louella Williams	Barrichello	Fisichella	Renault	Red Bull	690
33	Bob Hart	Webber	Montoya	Renault	Red Bull	666
34	Fiona Goodchild	M Schumacher	Coulthard	Williams	Toyota	659
35	Alan Spencer	Fisichella	Webber	Renault	Red Bull	627
36	Liz Moss	Fisichella	R Schumacher	Ferrari	Jordan	618
37	Judith Bird	Button	Fisichella	Renault	Red Bull	608
38	Martin Emsley	Fisichella	Albers	Ferrari	Red Bull	551
39	Mal Allen	Friesacher	Albers	Ferrari	Williams	544
40	Maureen Wiese	Coulthard	Friesacher	Ferrari	Sauber	509
41	Steven Spencer	Sato	Monteiro	Williams	Toyota	450
42	Donny Allen	Fisichella	Coulthard	BAR	Sauber	367



## 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).

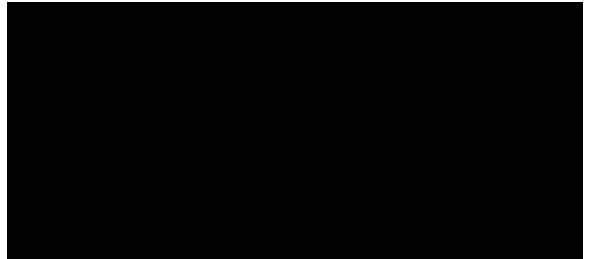
**Date:** 24<sup>th</sup> November 2005

**Time:** 7 p.m

**Format:** Endurance Race over 2.5 hours

**Teams:** 5 drivers per team

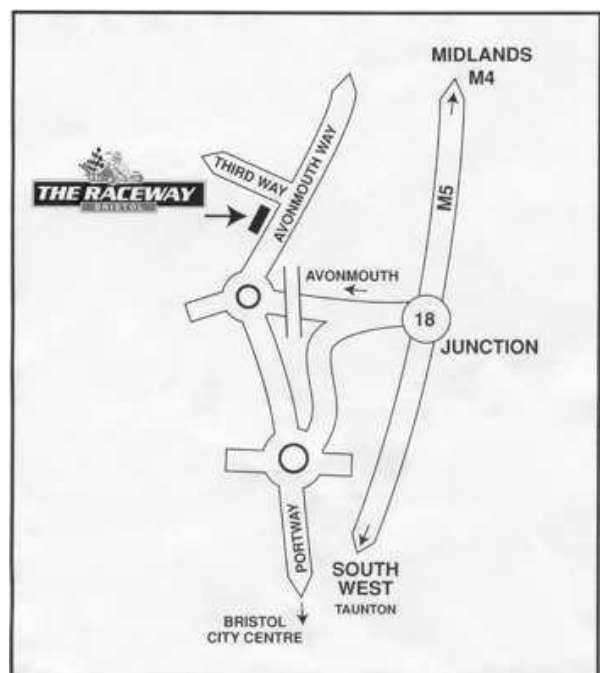
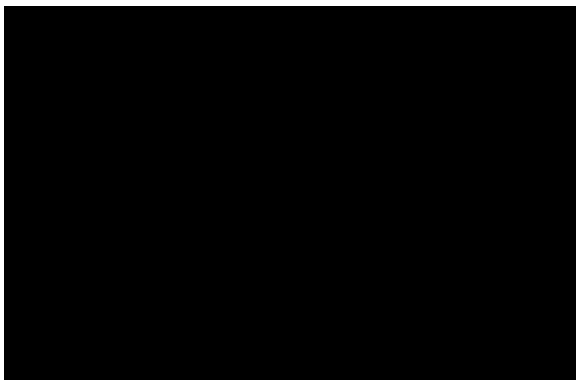
**Cost:** £30 per driver



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



**BPMC Castle Combe  
Day 2005**

Photos courtesy of John  
Gaisford photographic

**Alan Spencer  
in Mini**



**Chris Goodchild  
in Westfield**

**Martin Baker in  
Seat Leon**



**Mike McBride in  
Mitsubishi EVO**



**Richie Devall  
in Ginetta**

**Andy Moss  
in Westfield**



## ***Charity Update***

**We have received the certificate printed below for monies raised by the club during the first half of 2005 – Well done to all involved !**



St Peter's Hospice

*This Certificate is presented to*

***The Pegasus Motor Club***

*for an outstanding contribution in raising*

**£ 791.96**

*for St Peter's Hospice*

Date **July 2005**

Signed **Pat Davis.**

*PR & Fundraising Director*

Registered Charity No. 269177





***From the Club Archives  
Autotesting in the Gypsy Patch car park in the early 1960's***



Tom Jones'  
Triumph TR2

A Morris 10  
(with an Avro Ashton in  
the background)



Photo by Tom King



Norman Kell's  
Time Trialler II



## **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 barbecue. The following article was first published in the August 2005 issue of Retro Cars Magazine, and will be reproduced in two parts by permission of the Editor. If you have not checked out the magazine it is well worth a read.**

How's this for sideways thinking? Terry Sanger reasoned his racer would go faster if the tiny little Austin 7 engine had four inlet ports and two exhaust ports, rather than the four exhaust and two inlet ports with which it was designed. Easy, make the camshaft turn in the opposite direction so it reversed the valve operation and switch over the manifolding. If the 750 Motor Club had given marks for style, he would probably have got 10 out of 10, but instead they outlawed the engine.

That was a long time ago - over 40 years to be precise - but it's a good way to introduce the bearded engineer turned racer from the West Country who rattles off story after story, usually announced by the words "you'll like this". Like the rally winning Bentley saloon with two navigators that also got outlawed, the motorcycle grand prix in Morocco that ended in a Mediterranean cruise, the welding wire cure for overheating disc brakes, and designing floating callipers for Zephyr MkIV rear discs. Or the time he launched his home-built F5000 Harrier into the lake at Mallory Park.

He flips through a '70s book on the big engine, single-seat racing formula with the words "I get more pages in this than anyone else because I had more accidents." Then, after another "you'll like this", tells how his F5000, this time a Lola, lost its front end and then catapulted into the Armco (Mallory again) pushing his feet between the rails.

Sanger is one of those people that unless you are as old as the person writing this - you can be excused for never having heard about. But, if you've ever drooled over pictures of '60s racing, you'll certainly have seen the 'Fraud Cortina' with the 4.7 litre Mustang V8. Sanger didn't build it (that's down to a chap by the name of Terry Drury) but he made it driveable, raced it, won with it, and brought ground effect aerodynamics into tin-top racing at the same time. Thirty years later ("you'll like this") he got a gold medal from the Japanese Minister of Sport for his performances in an equally outlandish Mini that you may have heard about.

Cars were not Terry Sanger's first love. As an apprentice at Bristol Aero Engines in the early '50s he couldn't afford four wheels, and so entertained himself with a string of bikes, racing vintage machines at local tracks before getting caught in the craze of building sports car specials from pre-war Austin 7's.

"But I was still riding bikes on the road, and had some terrible accidents," Terry tells us.

"I went straight through a Bedford coach, filled with a ladies' darts team, that turned across me on the A4 road near Bath on a BSA and couldn't walk for year."

While he learned engineering at Bristol, he raced bikes and 750 specials, and bought and sold vehicles - including an early passion for old fire engines - which were fettled in a garage he set up. A meeting with Leslie Pennell, a former riding mechanic for WO Bentley, got him interested in the make, and a 1927 3-litre, long wheelbase saloon became an unlikely car for rallies.

"We had a second navigator on the back seat who would plot the route on the maps and pass them to the man sitting alongside me," he says. "With 21 inch wheels we never got stuck in the snow like the TR2s. but eventually the rally organisers decided that cars older than 15 years couldn't take part."

Terry bought a Triumph TR2 from Bristol sports car dealer John Dangerfield, and it formed the unlikely transport for a trip to the Moroccan motorcycle grand prix.

"There was a piece in Motorcycle News that said entries were needed for the event, so I wrote to them asking if they would be interested in an entry from the West of England Chump, knowing full-well they would think I meant Champ," Terry recalls.

The Moroccans took the bait, start money was negotiated, and Terry and Maurice 'Boris' Hawthorne - who was to ride his Manx Norton in the race - set out with the bike on the back. They also took supplies: "Boris's mum thought we might be hungry and made a large rhubarb tart, which we fixed under the dashboard so we could slide it out when we wanted a slice."

A failed wheel bearing in southern Spain slowed the duo only slightly, but because they had not looked up the word 'Casablanca' in Arabic, and only had a school atlas, they got lost in Morocco. Maurice eventually finished second in the race, but the start and prize money was in local currency and useless outside Africa.

Thinking sideways again, Sanger headed for the docks in Tangier and bought two first class tickets on a cruise-ship. The luxury berths came with a private swimming pool, which was drained to take the TR and bike.

Terry and Maurice left the cruise at Nice, just in time to arrive in Monaco for that year's Grand Prix, where their paddock rebuild of a Formula 3 engine for a friend (who came from Birmingham, but entered as a Dutchman to get more start money) earned enough funds to get home.

Back in England, Terry moved more into car racing as well as developing his own engineering business. An AC Ace sports car, complete with a broken chassis that seemed to improve the handling, was fast, and so was a Morgan, once crankshaft problems had been solved by brazing a lubrication tube to the outside of the crankshaft webs. At about the same time the car found speed and reliability the Lotus Elan arrived to decimate the opposition.

Terry went to work for fledgling sports car manufacturer Marcos, his 14-months stint culminating in developing the suspension for the Volvo 1800cc-powered version of the car. Part of his job was to build and race cars to promote the make, although he

always entered privately. Sometimes he found Marsh had sold the car before he could get to the track. A fastback version of the wood-framed, plywood-skinned car with 1600cc Martin Ford engine was super-quick, but met its fate at (of course!) Mallory Park.

"I got pole position but as I finished qualifying the flywheel came off and burst out of the bell housing," Terry explains. ..It was chopping the car apart, I couldn't reach the pedals because I had to keep my legs out the way, and we shot over the bank with me choking on sawdust."

But his problems didn't end with the near destruction of the Marcos. On the way home to Wiltshire in snow the (borrowed) van and trailer was in an accident. "There was no back or front on the van, the trailer was a write-off, and the racer was mashed to pieces. It was financial disaster," he says.

Soon afterwards he tested the Marcos 1800 prior to its appearance at the London Motor Show. "We had to go to an airfield near Bath because I'd fallen out with the owner of Castle Combe circuit, and of course I span it backwards into a fence", Terry recalls. "Fortunately the Marcos had an outside filler cap which broke the barbed wire so the whole car wasn't scratched."

He had "quite a good year" in a Lotus Cortina, including some memorable long distance races: "In the rain at a Snetterton 24 Hours they put up the fastest times on the notice board - it was Jochen Rindt, me, Bruce McLaren, Jim Clark. I said 'Jesus' and went straight on at a right-hander, but as it dried out I fell down the board."

Then came the Fraud. In 1967 he took over the V8-powered Cortina built by Terry Drury ("I think it frightened him to death") and using his aero engineering contacts got it sorted. "I said to the lads 'it's going to go through the air awful quick, how do we keep it on the ground ?'

With intakes on the sides, relieving pressure, feeding air through a radiator in the back seat area and exiting through a hole in the top of the boot, Sanger 'invented' down-force. At Snetterton the car was timed at 166.6 mph. "It was demon quick," Terry says. "We only ran it for a year, but what a year."

The car was almost unbeatable, taking lap records everywhere and winning the Redex Saloon Car Championship. He sold it to sports car entrant Sid Taylor ("it was never seen again") and bought a Ford Falcon V8, one of 12 brought to England by Alan Mann. Things started to get really busy: "I'd bought the Falcon, then I was offered a drive in a Formula 5000 BRM, and at the same time Terry Drury asked me to share a GT40 sports car with him," remembers Terry.



**Part Two of this article will be in next months Backfire.**



## The Merryfield Sprint

### By Alan Spencer



A new event this year – the venue used was the RNAS Merryfield airfield; a satellite station to Yeovilton and capable of landing a 747 passenger plane if it got into trouble.

The Royal Navy AC and Burnham on Sea MC ran this new event as a replacement for the Boscombe Down Sprint.

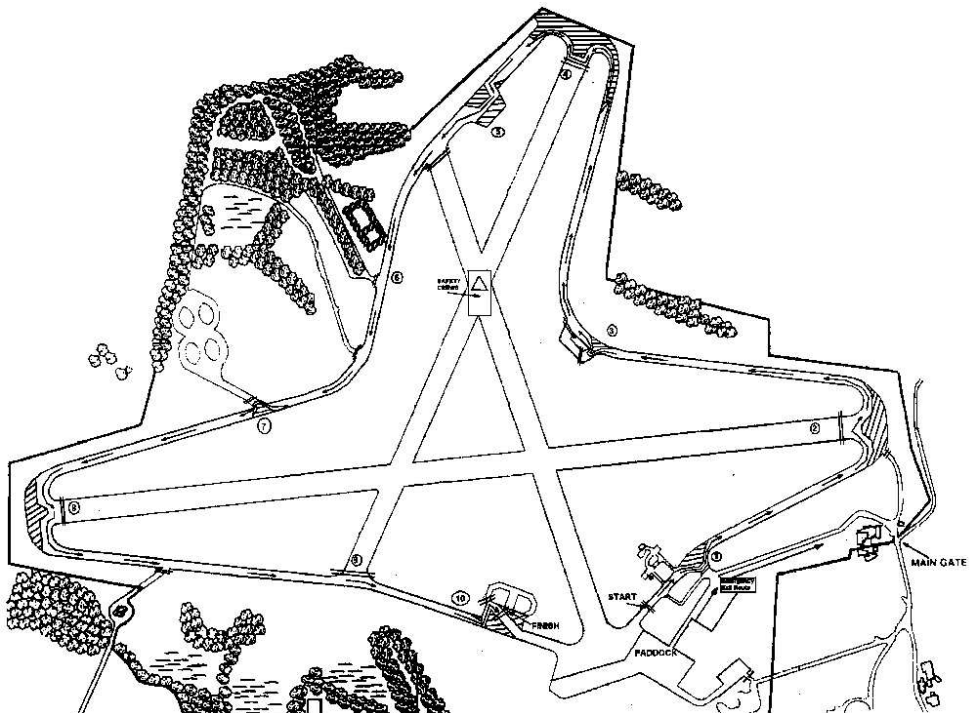
The circuit used the airfield's perimeter tracks with a sprint mileage of 3.1 miles with some 10 corners and different man made chicanes constructed of bollards. The contours of these tracks roads were both up and down throughout the course.

Try as you might to learn the best positions to set up the car to take these chicanes, it proved difficult, and on the second practice I found myself at the wrong side of the circuit to take one of the chicanes and had to divert across the track to its entrance.

Many drivers found it a daunting task to drive this new circuit, and a few of the cars engines gave up the fight, over heating or running bottom ends, whilst one car had a turbo catch fire at the end of its run.

Bristol Pegasus Members were represented by myself, Cherry Robinson and Nick Wood in the Alfa, Bernie Humphrey with his Escort, with Bill Farrow as backup crew, a first outing for Bernie this year. Brendon Jones was out with his turbo Escort and Phillip Montgomery Smith in his rapid Fisher Fury and also a few others ( sorry if you did not get a mention.)

In my class "A1" - basically road going shopping 1400cc cars – I was up against the Suzuki Swifts namely Bruce Graham and Barrie Dare, as well as a new member in our class, a Geoff Taylor, joining us in another Swift bought to contest this class from Exeter. Fastest time in class was Bruce with a 183.04 and myself last in class on a 210.01



F.T.D went to Max Liverton in his Force 8 with a 155.04 – Barry Squibb in that "very modified" shopping EVO managed a 160.44. Bernie in Escort did 184.76, Cherry managed to do a 206.28 and Nick came in on his first run with a 186.81. Brendon

Jones achieved a staggering 170.35 and finally Phillip Montgomery Smith with the Fury put in a 160.15.

The organisers did have a few hiccups running the event, mainly with timing – having only three clocks meant only three cars could be out on the circuit at anyone time – it is their first go and hopefully this will be sorted out by next years event.

It was more like a rally airfield stage than a sprint, as the course is hard to remember and you have to drive blind and fast, but I am sure with lots of power it is a very good venue.

See you all next year !

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## In The Workshop



In the first of a new feature we take a look at some of the more practical aspects of running and maintaining a car. We start by looking at Mig Welding. Over the next few months we will print advice on buying and using a Mig welder.

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

### Buying a MIG Welder - things to consider

You tend to get what you pay for with MIG welders, with the specification of the cheaper welders being compromised to reduce price. We'll take a look at some of those compromises on this page to help you make a more informed decision.



#### Live wire feed

It's fairly unlikely that you'll find a welder with a live wire feed these days unless you are looking at the very bottom end of the market.

A live wire feed means the welding wire is always live, so while you are positioning your welding torch with your welding mask up the wire can strike an arc and burn your retinas. For safety reasons as well as ease of use we would recommend that you avoid live wire feed welders.

#### Gasless welders

It is possible to buy welding wire with a coating that shields the weld as it burns off, thus dispensing with the need for a gas bottle. This can considerably reduce the up front price of the welder.

The downside is the coating produces a very bright light and a great deal of smoke, making it more difficult to see what you are welding. It is also much more difficult to make a neat weld with this type of wire, which would make gasless MIGs a challenging choice for beginners.





### **Bottled gas**

It is possible to buy very small bottles of gas from DIY stores. These are suitable only if you plan to do a very small amount of welding, for example I shall probably buy a couple of bottles of argon for a little aluminium welding.

The small bottles are often poorly regulated and can work out very expensive for any more than a small amount of welding. If you are buying a welder with the intention of restoring a car, then make sure it is capable of taking a full sized bottle with regulator, and make sure the regulator has a pressure gauge so you can tell when the bottle is about to run out.

### **How many amps?**

It really depends what you plan to weld. I use a 155 amp welder which can comfortably cope with 3mm sheet steel (the manufacturer suggests 6mm).

Car chassis steel rarely exceeds 2mm, and body steel is normally 1mm, so a lighter duty welder should be sufficient for automotive welding.

A sensible minimum amperage for car welding would be about 130 amps.



### **Price**

You should expect to pay between £200 and £300 for a reasonably good welder. Generally you get what you pay for. Cheaper welders will tend to be less robust, and may be more tricky to use than more expensive welders due to things like poorer wire speed control.

### **Next Month**

Welding Safety

This guide was written by Malcom Vardy and may be found on the web at <http://www.mig-welding.co.uk>. Reproduced by permission of the author.

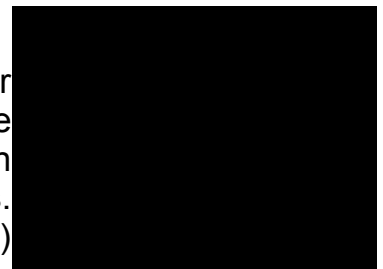
All practical advice given in this section is given in good faith, but members should ensure they are satisfied with their own abilities and follow suitable safety procedures when tackling practical work.

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## **Did you know ?**

The word "botch" is derived from the surname of the engineer Thomas Bouch who designed the first rail bridge over the estuary of the river Tay. The bridge collapsed as a train crossed during a storm in 1869 resulting in the loss of 75 lives. This is why the rail bridge over the river Forth (started in 1882) became such a substantial structure.

Scottish poet, William Topaz McGonagall, had this to say about the incident: "So the train mov'd slowly along the Bridge of Tay, Until it was about midway, Then the central girders with a crash gave way, And down went the train and passengers into the Tay!".





## ONE OF THE GOOD GUYS

**A**n inevitable role – although maybe an unwanted one – for any national body like the MSA is to be an Aunt Sally for people to chuck things at, a pressure valve if you like because no sport as complicated as ours will ever be free of issues that arouse emotions. It's just a pity that 'regular channels' such as lobbying Council and committee members (not least those on the Regional Association which has a direct link from clubs to the Board) aren't followed instead of emoting on the internet. Waffling on in chat rooms without more direct action is about as constructive as standing on street corners waving placards against a government...and then not bothering to vote in elections.

But our motorsport world is a veritable sea of tranquility compared with many other sports, most far simpler than ours, and I reckon it's the work put in by the people at Colnbrook that makes the difference. As I keep telling that nice man from the Inland Revenue, I don't work at Colnbrook but I go there often enough – the awesome architecture in the area exerts some magnetic pull over me – to have a reasonable idea of what goes on.

I was reminded of the role of the staff a few weeks ago when at

the funeral of Chris Belton who was at the MSA some years ago before going on to the BRSCC and then RoverSport. While he was at Belgrave Square, which is where the MSA was based when it was having to slum it, he was President for some years of the FIA Calendar Commission, dealing amongst other things with F1 dates. That must have been like trying to do So Doffu (or whatever the new craze is called) in a lion's cage. Blindfold. But Chris coped with the cheerfulness for which he became renowned.

During his MSA spell he also played a significant part in getting historic rallying going at a time when not everyone was euphoric, in effect by slinging the Blue Book to one side to make things happen. Incidentally, if you've only recently joined a club I should perhaps explain that the Blue Book is our sport's equivalent of the Da Vinci Code, although slightly less penetrable.

As if helping historics wasn't enough, Chris Belton at long range even helped win the land access battle earlier this year because he was the first chairman of LARA – the present incumbent cheerfully acknowledges that the work Chris did in the early days helped forge the strength of the organisation today.

FIA...historics...LARA. Chris also had a spell as Secretary of the BRSCC and was later on its Board – his good humour often defused situations that really called for a UN peace-keeping force. And then there were his days with RoverSport where he was equally on the ball. A dry administrator then? Don't you believe it. He was even learning to play the ukelele. 'Nuff said?

Chris was one of the Good Guys. I hope this doesn't read like an obituary for him – he would have laughed at the very idea. Instead just consider it a mild tribute to the many people with similar qualities, including Regional Association and club officials, who soldier away – often unthanked – to make our sport function as well as it does. The sport owes them.



### COD FILLET QUIZ

1. What did Ron Goldbourne and Stuart Turner win when in a TR2 they won the Bolton Rally in 1958?
2. Which racing driver was sometimes known as The Gay Cavalier?
3. Who were the drivers of the first-ever British car to win the Monte Carlo Rally?
4. Name the Irish Karting Champion in 1973 and winner of the Duckhams and Texaco Irish championships in 1978?

**ANSWERS ON PAGE iv**



## Workshop venue change

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As detailed in the last issue of *Wheels*, on behalf of the MSA, Stuart Turner (Member of the Motor Sports Council) and Allan Dean-Lewis (MSA Head of External Affairs) will be running a series of nationwide workshops to help clubs and associations promote themselves both to their members, to potential new members and to their local communities.

The venue for the first workshop on Wednesday 21 September has changed to the Royal Agricultural College, Stroud Road, Cirencester GL7 6JS. It will start at 20.00 and finish around 22.00. There is no need to book a place – just turn up.

Full information about all the workshops is on page iv and at [www.msauk.org](http://www.msauk.org).

## Obituary – Chris Belton

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We are saddened by the sudden death on 13 July of Chris Belton, formerly Rally & Regional Executive at the RACMSA until January 1989. For many club members, Chris was the ‘face’ of the organisation through his regular attendance at Regional Association meetings. Donations on-line in his memory may be

made in favour of The Stroke Association at [www.stroke.org.uk/donations/in\\_memoriam.html](http://www.stroke.org.uk/donations/in_memoriam.html)

## Golden Jubilee

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Chelmsford Motor Club will be celebrating its 50th anniversary next year, 2006. It is planning to hold a dinner dance in Chelmsford during March and would like as many past and present members as possible to attend.

Its regular events, the East Anglian Classic, Midsummer Endurance and Preston Challenge plus the 12-Car championship, autotest, PCT and Gymkhana may be joined by a stage rally in 2006. For more information, contact Paul Barrett, Secretary, on e-mail: [paulbarrett@chelmsfordmc.co.uk](mailto:paulbarrett@chelmsfordmc.co.uk)

## Button's trophy

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Formula 1 star, Jenson Button, was presented at the Foster's British Grand Prix with the coveted Hawthorn Memorial Trophy in recognition of his outstanding performances in 2004. The B.A.R. Honda driver received the trophy from the Rt Hon Richard Caborn MP – Minister for Sports and Tourism – and Colin Hilton, Chief Executive of the MSA.

The Hawthorn Memorial Trophy is awarded annually to the most successful British or Commonwealth driver in the FIA Formula One World Championship. It was first presented by the Hawthorn family in memory of Mike

Hawthorn, who became Britain's first Formula One World Champion in 1958 but tragically died a year later.

“Jenson was one of the stars of last season and is a thoroughly deserving recipient of this trophy”, commented Hilton. “Having risen through the ranks of British motor sport, his career is a shining example of how young drivers can work their way through to reach the very top. He is a great ambassador for the sport and his country.”

## GP marshals praised

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Colin Hilton, Chief Executive of the MSA, and Richard Phillips, Managing Director, Silverstone Circuits Limited, publicly thanked all the volunteers and officials for their hard work and professionalism throughout the weekend of the Foster's British Grand Prix.

The marshals' prize draw was won by Bill Kinchella, an incident officer at Becketts, who won a trip to a European Grand Prix of his choice in 2006.

## Bike engines out

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It has been clarified by the Rallies Committee that the use of motorcycle engines is not acceptable within rallying. There are some motorcycle-engined cars currently rallying and at the present time competition car log books for such vehicles will not be withdrawn. New applications for such vehicles will be rejected.

# KARTING

Kart racing will undergo one of its biggest transformations in 2007 when a new breed of TAG (touch and go) engines enter international FIA-CIK competitions. Since the mid-sixties, direct drive (no gears) karting has relied on the ubiquitous 100cc 2-stroke engines, with a brief foray up to 135cc for the premier class in the eighties. These engines were developed to give a very wide rev range, up to 20,000 rpm, and since 2001 have been water cooled for less noise and more reliability. In the nineties various companies designed 125cc TAG engines, originally for hobby use, but these have spawned their own club, national and international championships. By far the most popular is the Rotax Max. Like all TAG classes, the karts have an electric on board starter and clutch, reducing the need for a 'pusher' or mechanic. The CIK and FIA dallied for years with regulations for 4-stroke engines to replace the 100cc, but this met with lots of resistance from the traditional kart manufacturers, and after some changes at the top of the CIK, 125cc 2-stroke engines have been agreed as the way forward. The same basic engine will be used in the premier Formula A senior class and with decreasing revs and other carburettor restrictions down through the intermediate Intercontinental A Seniors and into Junior ICA. At the same time the CIK intends to restrict the competitions to only one engine per competitor as the new engines are expected to give much longer life between rebuilds. It is probable that the new breed of engines will not enter our national championships until 2008.

# AUTOSCENE



REVIEWS FROM



## **MOTOR RACING AT CRYSTAL PALACE – LONDON'S OWN CIRCUIT ISBN 1 904788 34 3 SS Collins, Veloce Publishing, £12.99.**

The 10th in the slim hardback *Those were the days...* series, this is an affectionate look back at south London's motor racing circuit by a local enthusiast, from the early meetings of 1899–1902 to the much-missed 'retro' events of 1997–2001. Picture research is excellent. There are shots from the inaugural 1937 London Grand Prix on the pre-war two-mile circuit, which Bira won, plus the stars of the '60s – Rindt, Courage, Ickx *et al* – and the last race in 1972. Best of all are shots of Ronnie Peterson defining oversteer in his March 712M and a special page of ladies in hotpants. Text is, as ever, sparse in the form of long captions, plus a list of events, finishing with the tantalising hope that one day speed events might return to the Palace: the author is determined to make it happen. A feel-good book.

## **A MINI AND THE LAST LIEGE**

This 48 page illustrated booklet written by Mike Wood tells the remarkable story of the 1964 Liege which he and John

Wadsworth managed, against all the odds and against all expectations, to finish in a Mini Cooper. It is available at £4.95 + 50p p&p from J.M. Wood, 5 Lamb Row, Sabden, Clitheroe BB7 9DX

## **ULTIMATE PERFORMANCE CARS – FAST. FASTER. FASTEST.**

**ISBN 0 7603 2203 1  
Edited by Richard Gunn,  
Motorbooks International,  
£12.99.**

Originally produced as a partwork magazine in the UK, this *5-View Series* of studio studies has now been compiled into a series of handy, top-value reference books by leading American publisher MBI. From AC Cobra 289 to Vector W8-M18, there's a wealth of detail packed into this hefty 320-page paperback. With a strong muscle-car content, it's clearly aimed at the US market, but there are several welcome inclusions such as the Bizzarrini GT5300, Renault 5 Turbo and MG Metro 6R4. Each car gets the same four-page layout with studio shots including overhead views, complemented by specification table, model development and brief technical spotlight. Perfect present for a *Gran Turismo* addict.

# MARSHALS POST

by the BMMC

Silence is golden. That should be the motto drummed into the head of every radio user.

What do you want to say?  
Why do you want to say it?  
Who the hell wants to know?

Three questions we all ought to ask ourselves before pushing the Push to Talk (PTT) button.

But first and foremost, maybe we should ask: "Can I sort this myself?"

If we actually thought that pushing the PTT was an admission of defeat, a recognition that we are saying: "I really can't deal with this on my own ... Help!" then maybe we would be less keen to clog up the airways.

After the "Do It Yourself" question, it's worth asking

yourself whether someone else is likely to have a more pressing message to transmit.

At the start of a race, or during a Pace Car lap, for example, simple house keeping messages should be either forgotten or, if you really do need to occupy airtime, left until cars are on their second racing lap with the Pace Car, Rescue Unit, Fire Car and any other "camp followers" safely off the track.

If someone makes a "Priority" or "Safety" call on a rally then you should accept that Control won't be best pleased to hear you whittling on about the gamekeeper who wants to count the pheasants.

So perhaps that's really where we ought to start – by listening to what others are saying, anticipating what others are likely to say and deciding whether our message is really so

important that we need to pass it now – or at all!

And, if you ever hear the dreaded words "Wait Out!" hurled in your direction, you should be prepared to don the hair shirt and admit that you've not been listening and have probably just tramped over someone who Control really needs to talk to.

Silence really is golden as far as motorsport radio operators are concerned. It means one of two things.

Either everything is going superbly well or ... your battery is dead!

## QUIZ ANSWERS

1. A brand new Austin A35 (Speedwell-Tuned)
2. Peter Collins
3. Hon. Victor Bruce and W.J. Brunnell (AC Six)
4. Eddie Jordan

## MSA Club Promotion Workshops

A series of nationwide workshops to help clubs and associations promote themselves to their members, to potential new members and to their local communities. All club members and motor sport enthusiasts are welcome to attend.

Each evening starts promptly at 20.00hrs and will be finished around 22.00hrs. No need to book a place – just turn up on the night. Admission free.

Wed 21 September	Royal Agricultural College, Stroud Rd, Cirencester GL7 6JS (Note new venue!)
Thu 22 September	Holiday Inn, Grove Road, Basingstoke RG21 3EE
Mon 26 September	Swallow Hilltop, London Rd., Carlisle CA1 2PQ
Tue 27 September	Huntingtower Hotel, Crieff Rd, Perth PH1 3JT
Wed 28 September	Ramada Jarvis Hotel, Shipton Rd, Skelton, York YO30 1XW
Wed 5 October	Holiday Inn, London Rd., Ipswich IP2 0UA
Thu 6 October	Hadlow Manor Hotel, Goose Green, Kent TN11 0JH
Mon 10 October	Onchan Squash Club, Onchan, Isle of Man IM3 1HU
Tue 11 October	Bentley Hotel, S Hykeham, Lincoln LN6 9NH
Thu 13 October	Holiday Inn, M6 Jct 7, Great Barr, Birmingham B43 7BG
Mon 31 October	Holiday Inn Runcorn, Wood Lane, Beechwood WA7 3HA
Tue 1 November	Quality Hotel, M4 Jct 32, Tongwynlais, Cardiff CF15 7LD
Wed 2 November	Gipsy Hill Hotel, Gipsy Hill Lane, Exeter EX1 3RN
Thu 3 November	Jersey (venue to be confirmed)



MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM

**Further details – Allan Dean-Lewis at the MSA 01753 765073 or [adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)**

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

Moss, Senna, Mansell and Hill have all  
been round Castle Combe at full speed.



## Now it's your turn

**Best of all you can help raise money for charity  
at the same time.**

On Saturday 1st October 2005 Castle Combe Motor Racing circuit will be used to give passenger rides to the public in a variety of racing cars with all money going to the **Stroke Association**. The choice of cars this year will be better than ever, whether you want to experience the ultimate thrill in a Ferrari or a Radical or find out just how fast a tuned Metro can go, there will be a car to suit everyone. Prices start at just £20 for 5 laps going up to £40 for the real exotics, so there's no need to put off the experience of a lifetime.

Just turn up on the day for the thrill of a lifetime guaranteed to leave a big smile on your face.

**Entrance fee: £10 Adults, £5 OAP**

