

Somerset Automobile Club

Chairmans' Chat

March 2025



Ladies and Gentlemen,

So, we have arrived at the month of March which brings the first event in our 2025 calendar of events. Firstly, our visit to Yeovilton on Thursday 6th has proved to be very popular with 27 attendees having 'signed up' at the time of writing.

Our 121st AGM and Lunch follows on Wednesday 2nd April at The Batch Country Hotel at Lymington. Full lunch menu details are shown below. I strongly encourage you to support this important annual event. The AGM starts promptly at 12.30 pm and lunch will be served at 1.00pm.

You received the Calling Papers for the 2025 AGM by email on 17th February. Committee nominations are required to be submitted to Jim Lott by the closing date of Wednesday 12th March. Nominations received together with the 2025 Accounts and Committee Reports will then be published promptly, thereby giving time for proxy votes to be placed if required.

If you are unable to attend the AGM or Lunch, please send your apology and non-attendees Proxy Votes to Jim (sac.secretary.24@gmail.com) by 'close of play' on Sunday 31st March.

In the last year, with Jim having become clearly established in the dual role of Secretary and Vice Chairman, Trevor as Accounts Administrator, Roger as Membership Secretary and Dave Blatchford having been co-opted to your committee I am confident that, with your support, we are now positioned to ensure a strong future for the SAC. With that in place it is also an important responsibility of my role to ensure that our events not only continue to satisfy our interests but that they are attractive to potential new members. We cannot be complacent and fail the SAC by maintaining the 'status quo' and therefore we must look forward and not look back. And, please don't forget that the need for new committee members also is an important factor in our ensuring continuing success. At the AGM we all have a responsibility to vote and contribute appropriately to ensure the future of the SAC and, of course, it is your opportunity to endorse that.

Our Website:

No doubt you have now taken time to 'Google' our website (<https://somerset-automobile-club.co.uk/>) which, as you know, is the initiative of Jim Lott. Jim seeks to develop the information contained in the pages and following the courteous agreement of Pete Stowe, the well-known local motor sport historian, a link to his 'West Country Motor Sport' pages have been added which, in turn, provides links to:

- SAC Hillclimbs 1905 – 1913
- Longleat Hillclimb 1906
- Upper Weston Hillclimb 1912
- Weston Speed Trials 1913 – 1920

These strongly feature SAC early history and involvement in local motor sport. The SAC Hillclimb history reports on the 1907 event held at Buncombe Hill in the Quantocks and features a photo of the 1907 Weigel Trophy which, as you know, is now in the possession of the SAC.

You can contribute to the evolving content of our website by searching your photo albums and forwarding any SAC related photos to Jim. Please take the time to 'dig out' some interesting archive pictures and send them in digital form or as a print to Jim.

Future Events: Looking forward to 2025.

- **Thursday 6th March: RN fleet Air Arm Museum, Yeovilton visit.** As noted above we have received enthusiastic support for this 1½ hour guided tour. Led by selected tour guides, it is designed for those with an interest in obtaining an overview of the history of Royal Naval Aviation. We will view all 4 aircraft halls which contain key aircraft, objects and displays which tell the Fleet Air Arm story. This is a 'self-drive' visit. The tour starts promptly at 10.30am and the address of the museum is: RNAS Yeovilton, Ilchester BA22 8HT.

- **Wednesday 2nd April: Annual General Meeting and Lunch.** As also noted above we return to The Batch Country Hotel, Lympsham, being preferred regular venue. The AGM will start promptly at 12.30pm. Lunch will be served promptly at 1.00pm. Jim will organise the AGM and I will organise the Lunch. Calling and Committee nomination papers were circulated on the 17th February.
- The cost of the lunch will be £32.50/head. ***Please send your meal choice to me, by Wednesday 26th March*** and make payment into the SAC account marked AGM.

a) Starters:

- Cream of Watercress Soup.
- Fan of Avocado Pear with Prawns, Marie Rose Sauce and a Mixed Leaf Salad.
- Warm Mozzarella Cheese wrapped in Parma Ham served with Salad.

b) Mains:

- Roast Pork with Apple Sauce.
- Naturally Smoked Haddock with a White Wine and Prawn Sauce.
- Stuffed Peppers with Savoury Rice (V).

c) Dessert:

- Chocolate Brownie served with Ice Cream (V).
- Lemon Citrus Tart.
- Summer Pudding with Fruit Coulis.

- **Tuesday 20th May: Annual Tea Party.** As already noted once again this event is to be held at Walton Park Hotel, Clevedon. It has been moved from the traditional June date because of the two June events we will hold in June. The 'Tea' menu will be familiar to those of us who enjoyed our 2023 visit:
 - Selection of Freshly Cut Sandwiches
 - Homemade Sponge Madeleines
 - Home Made Scones with Jam & Fresh Cream
 - Chocolate Brownies
 - Danish Pastries
 - Freshly Brewed Tea & Coffee

The cost/head is £22.95.

We will gather from 3.00pm for a Prosecco reception prior to being served Tea at 3.30pm.

Dave Blatchford (daveblatchford@hotmail.co.uk) will be pleased to receive your booking. **Please make payment, by Monday 12th May**, to the SAC bank Account marked 'Tea Party'.

Please don't forget that there is ample parking at the Walton Bay Hotel.

And, as a bonus, at 3.00pm it will be 2 hours beyond High Tide which, no doubt, will provide a shipping backdrop to our dining.

- **Friday 13th June: Prodrive Visit.** Pauline has arranged a visit to Prodrive, Banbury. Prodrive is 'quote' a 'multi disciplined motor sport' organisation. The facility contains both a museum of important competition cars and a Rally Driving simulator which will be made available to us. This is also planned to be a self-drive visit. See: <https://www.prodrive.com/>
- **Wednesday 18th June: Social Run and Lunch** to be organised by John Clay and Edward Kirkland with, no doubt, help and guidance from Jill and Easter. Starting at a Garden Centre near Blagdon we will take a 35-mile run to Bruton where we will lunch in the Italian Restaurant at Hauser and Wirth.
- **First week in August: Social Event.** You will recall that in recent years we have organised a Picnic, usually with trepidation, given variable and potential unsuitable weather. You can be assured that a decision will be made in good time to ensure that you are aware of our choice for 2025. Dave Blatchford is investigating a venue new to us. Details to follow.
- **September visit:** We have made an application to Wessex Water for a visit to their 'Water Recycling' facility at Kings Weston, Avonmouth during the first week of September, day TBA. This important facility is undergoing a £100 million investment upgrade and following the strong support for our visit to the Urbaser Energy from Waste facility at Gloucester, in 2024, this visit will continue the environmental theme. See: <https://www.wessexwater.co.uk/visit-and-learn/avonmouth-education-centre>

- **Wednesday 15th October: The 'Avalon Amble' Social Run and Lunch.** Starting in Shiphام and finishing at the Brean Country Club, Mike and Julie Sanders have already started planning our Autumn Social Run and Lunch.
- **Sunday 23rd November: Autumn Lunch.** A booking has been made for a return to The Batch Country Hotel, Lympsham.

David Franklin. Ferrari Dino 206s

When you read this David will be heading to the Paul Ricard Circuit in Provence in preparation to test the Ferrari Dino 206SP shown below.



This car is one of only 18 built in 1996/1997 and has just completed a 3-year restoration of both chassis and engine. The car weighs just 600kgs which is a little heavier than 'original' 580 kgs given that it is now fitted with Aluminium Alloy wheels, calipers and suspension uprights in place of the lighter Magnesium Alloy versions fitted by the factory in the 90's.

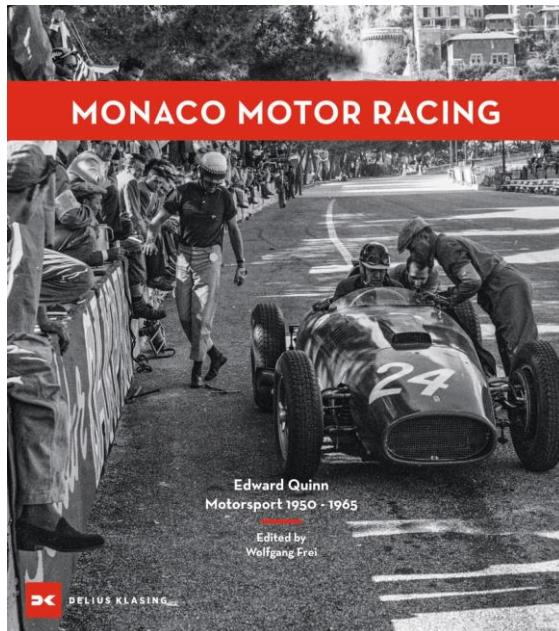
Powered by a 2.0 litre 65-degree V6 engine, the rebuild of which was problematical given the unavailability of some components, it has Lucas 'slide' fuel injection, twin overhead camshafts and 4 valves/cylinder. Transmission is via a 5 speed non-syncro gearbox. Power output is 370 bhp!

If testing is successful the car has been entered for the 2025 March Goodwood Members meeting.

While the provenance of this car is unknown the model was successful as a class winner given it was entered against larger and more powerful competition. It was, however, very agile. Perhaps the most significant success were 2nd in the 1966 Targa Florio when driven by Jean Guichet and Giancarlo Baghetti and at the 1000kms of the Nurburgring when driven by Ludovico Scarfiotti and Lorenzo Bandini. The type was widely entered in 1966 when a further and well-known scope of drivers were also employed such as Richard Atwood, Richie Ginther, Pedro Rodriguez and Mike Parkes. David is in good company! We wish David all success in 2025.

From the Christmas Bookshelf.

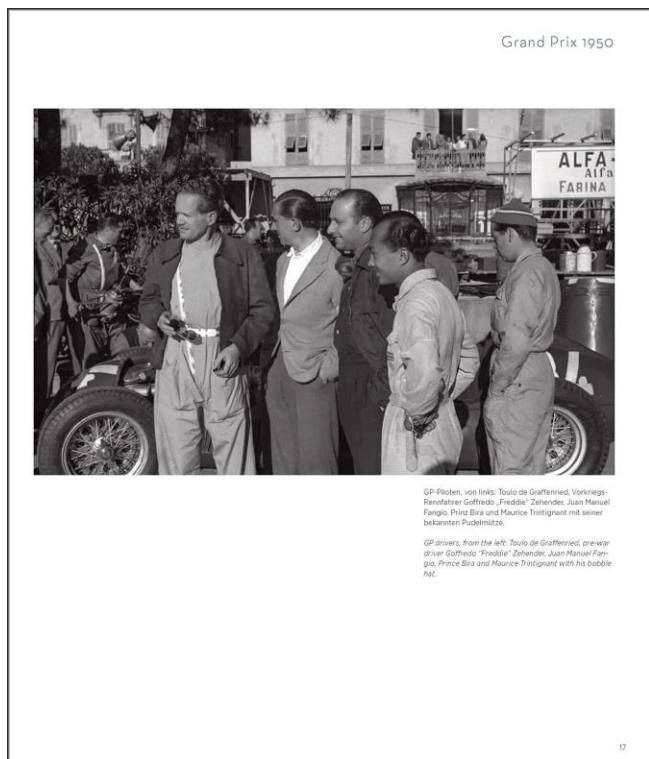
This large book is, without doubt a historically interesting and nostalgic 'Coffee Table' edition.



For those of us 'of a certain age' it is likely that somewhere in the period 1950 to 1965 we became interested in motor racing. I certainly did. No doubt, in the earlier years, Monaco was viewed as a far-off place that was synonymous with the Monaco Grand Prix, the Monte Carlo Rally, the personalities and, of course, glamour. Each of these features strongly throughout the 240 pages. Monaco was, probably, the most famous international motor race in the featured years.

Published in 2002 by the Edward Quinn archive, each illustration is accompanied by a text, in both English and German, written by Wolfgang Frei, Edwards' nephew. Edward Quinn was born in Ireland in 1920. He lived on the Cote d'Azur where he established a reputation for a sympathetic approach to photography in the period from the 1950's to the 1970's. If you search the Edward Quinn webpage (<https://www.edwardquinn.com/>) you will find that his work is divided under the titles, Stars, Celebrities, Arts and Miscellaneous which includes motor sport. All photos in the book are in black and white. Many of the photos published in this book can be viewed on line together with glamour, marine including yachts and local life. Edward was a close friend of Picasso about whom he wrote several books and contributed to films about the great man.

The photo illustration on the front of the book, was taken at the 1957 event when, on the fourth lap Moss lost control of his Vanwall at the chicane thereby causing both Hawthorn and Collins, both driving Ferrari's, to become involved in a multiple crash. All three were eliminated. The third Ferrari, being driven by Von Tripps, was called into the pits where Hawthorn took his place. The photo shows the driver swap. Regrettably, Hawthorn could not comfortably fit into the Von Tripps sized cockpit and the scheme was not successful. Both Von Tripps and Hawthorn were listed as retired in the results. Bristolian Horace Gould, Maserati commendably qualified in 12th place, just 5.9 seconds behind Fangio, who occupied pole position at the start.



Illustrations taken from the AMAZON Book website

Parking Bays and Increasing Car dimensions.

Do you agree that parking your modern car in both off street and on street parking bays has become more difficult in recent years? Well, the reason is that, on average, new cars have been getting 1cm wider every two years in Europe, with this issue being significantly influenced given increasing sales of SUV's. The average width of a new car has increased from 177.9 cm to 180.3 (plus 1 inch) in the 5 years from 2018. Some, with door mirrors not retracted, exceed 200 cm in width and 'mega' vehicles such as the American style cab truck pick up (Mitsubishi Barbarian or similar) reach 220 cm.



This issue is particularly noticeable with on street parking where the specified and frequently marked minimum width is 180 cm. This minimal dimension recognises the marginal width of some roads where the marking of a wider bay would impact the available width of the carriageway for passing traffic. Regrettably, some Municipal Authorities, in recognising that parking 'between the lines' in an off-street bay is not always straightforward, will apply a fine should we stray over the markings!

Vehicle width is not the only issue given that cars are also commensurately increasing in length with extreme examples being the electric BMWi7 at 5.391 metres long and the Mercedes Benz EQS at 5.261 metres. These lengths are being influenced by the battery pack dimensions which in turn is determined by the vehicle range deemed to be necessary.

Interestingly, the recommended length and width size for off street parking bays varies depending on its specified use:

Type/use	Bay length (m)	Width (m)
Mixed General use	4.80	2.40
Long Stay	4.80	2.50
Short Stay	4.80	2.30
Disabled	4.80	3.60
Parent and Child	4.80	3.20
Electric Car Charging	5.00	2.80

In acknowledging that car designs are now in conflict with parking bay standard dimensions, the Institute of Structural Engineers (IStructE) has increased its guidance for the minimum length of mixed general use parking bays to 5.0 metres and the minimum width to 2.6 metres. Regrettably, these recommendations are simply a 'catch up' reflecting current trends but may, as with too many 'existing' car parks, could be seen as inadequate in the medium term.

Indeed, having noted that electric car battery pack sizes are impacting the demands on bay sizes, we can conclude that an increase in the width of parking bays, when applied to multi storey car parks, will increase the distance between the structural stanchions of the building thereby impacting the structural design of the construction.

Additionally, a decision to increase the length of a bay in a car park with rows of 'facing bays' reduces the access road manoeuvring width between the bays. This is another consideration in the design of both surface and multi storey parks.

And of course, none of this accommodates the 'White Van Man' whose vehicle is too large for a 'car park'!

So, we conclude that increasing the size of the parking bay is not simply a need to paint different markings on the tarmac! There are many interrelated 'knock on' effects that need to be considered.

Finally, we have not addressed the inadequate spiral ramps adopted/standardised for climbing between levels of multi storey car parks. Having recently kerbed a wheel on my E Pace at Southmead Hospital I feel that is a topic for another day!

Super Cars.

Historically, Super Car manufacturers, with the exception of Ferrari, Porsche and very low volume producer Pagani (450 cars since 1999) require intermittent funding to ensure their stability.

For example, in November 2024 Aston Martin, having issued a profit warning, raised a further £210 million to support its future electrification programme. Under its current ownership the company has required cash injections, some involving equity sales, since 2020.

In December 2024 CYVN Holdings, an investment firm based in the United Arab Emirates and owned by the government of Abu Dhabi, purchased McLaren's car-building division from the Bahraini Mumtalakat Holding Company. Mumtalakat, having initially invested in 2007, subsequently took full control in March 2024.

Some manufacturers are 'not so lucky'.

Demise and Still Birth.

Demise. The Brabham BT62.

Remember the Brabham BT62? Introduced in 2018 at the Goodwood Festival of Speed it was manufactured in Adelaide by low volume producer Brabham Automotive with support from the finance house Fusion Capital. Initially it was intended as a Track Day car supported with an ambition to manufacture 70 examples. The asking price was the equivalent of £1.0 million/car. In 2020 a quieter road going version, the BT62R, was announced with the changes being the addition of air conditioning, adaptable suspension and a heated windscreen. The project was fronted by David Brabham a son of Jack Brabham and himself a successful racing driver.



Early production Brabham BT62. Photo taken at the 2018 Goodwood Festival of Speed.

The specification of the BT62 was impressive. The vehicles' weight was 970 kgs which compared with the maximum aerodynamic generated downforce of 1,200kgs. Power came from a Ford 5.4 litre V8 delivering 700 hp. Linked to a six-speed sequential gearbox. This car, like many similar was not for the inexperienced driver.

In January 2025 the agreement between Brabham and Fusion was terminated and the company was liquidated. It was not publicly known how many were manufactured but it is thought to be less than 10.

Stillborn: The Falen.

The concept of a Scottish designed and built super car would, no doubt, have attracted patriotic support.

In 2008 the Dowdeswell and Hardie design agency publicised the concept for a 'track day only car' named the Falen. To be powered by an V10 engine of unspecified make, an original production 'run' of four examples was proposed. The concept of a 'track day only car' was visionary in 2008 given that established manufacturers such as Aston Martin and Red Bull did not produce their examples until the 2020's.



Note the minimal rear wing!

Regrettably, it would appear that the design never existed beyond the artistic rendition shown here. It has been reported that when a journalist from the Top Gear Magazine called the contact phone number to enquire of progress the voice that answered said "The Falen? Aye, hang on a wee minute, he's up in his bedroom at the moment..."

Rudge Whitworth.

The Rudge Whitworth Cycle Company was formed in 1894 by a merger of two family-owned cycle and bicycle saddle manufacturing businesses. It was an innovative enterprise given that it transitioned into the design and manufacture of 'Rudge' motorcycles and Rudge Whitworth Wire wheels. However, in the mid 1930's financial difficulties resulted in an opportunistic purchase of the company by EMI, which was completed in 1937. Production was moved from Coventry to Hayes, Middlesex but, regrettably, the disruption of production and the imminent onset of WW2 forced the cessation of motorcycle manufacture in 1939. The enterprise then turned to the manufacture of radar sets and did not return.



Wire Wheels. Prior to the invention of the Wire Wheel, the conventional method of dealing with a punctured tyre was to replace it when the wheel was still attached to the axle. In 1908 Rudge Whitworth was granted a patent for their detachable wheel incorporating a centre locking nut. However, there followed a court case between Riley Cars and the company, regarding infringement, by RW, of the 'similar' Riley design. That dispute was resolved in favour of Riley, following a judgement taken in the House of Lords. It can be assumed that an 'accommodation' was reached given that Rudge Whitworth continued to manufacture their product. It became the most widely used wheel of its type.



As we know the splined wheel is centred onto the axle and the locking nut centred onto the wheel by the incorporation of conical seatings in the axle design.

The intellectual rights to RW Wire Wheel design were purchased by Jaguar Cars soon after the end of WW2.

Motor Cycles. Having started by rebadging de Dion engined Werner motorised cycles in 1909, the company introduced its first design in 1911. It was powered by a single cylinder 500cc engine



A Werner motorised cycle.

That model was joined in 1912 by a re-engined 500cc machine, known as the Multigear that incorporated a variable grooved pulley gear system that provided 21 forward ratios. Production ceased in 1923.



Rudge Multigear

In 1915, Rudge Whitworth introduced a 1,000cc machine complete with a 4-speed Jardine gearbox. That was replaced in 1923 by the introduction of their own 4 speed gearbox thereby replacing the Multigear.

1924 saw the introduction of a 350cc single cylinder engine incorporating a 4-valve head. The engine developed more power than the replaced 500cc engine but by 1926 that model was withdrawn when it was replaced by a 500cc version.

It is said the 'racing improves the breed' and in the case of Rudge it was certainly true. Graham Walker, Murray's father, won the 1928 Ulster Grand Prix, averaging 80mph, which resulted in the production of the Rudge Ulster models. The model range expanded around that time with the production of 250cc JAP engined bikes. Detailed improvements were introduced in the later 1920's particularly in the provision of improved braking. The model remained in production until the latter 1930's.



1938 Rudge Ulster Replica

Racing success continued when in 1930 success on the Isle of Man with 1st, 2nd and 3rd placings in the Junior TT with developed 350cc engined bikes together with 1st and 2nd places in the Senior TT. Following success in the marketing of 'Ulster' models the company then released 350cc and 500cc TT models following further success in 1931 and 1932. A 50cc model was also released for sale.



1933 Rudge TT Replica

Rudge bikes were also successful in 'Dirt' and Speedway racing but production ceased in 1933. Engine and chassis improvements, including the adoption of round forks in 1935/36 but national financial recession led to the demise noted above.

The December Mystery Car.....

Was a Bristol Fighter. It was the final Bristol Car to be produced notwithstanding recent false starts and unfulfilled promises. First introduced in 2004, production of The Fighter finished when the Bristol Car Company was liquidated in 2011. Twenty chassis were completed in 2 series of which 18 were Mk1's. However, it would appear that only 13 cars were fully completed.



The design, which featured gull wing doors, was 'penned' by Max Boxstrom, a former Brabham Formula 1 designer and was, not unexpectedly, very aerodynamically efficient in true original 'Bristol Fashion'.

Bristol Cars had been traditionally powered by Chrysler V8 engines since the demise of the BMW based in line 6-cylinder engines installed in the early 400 series cars. Chrysler engines were introduced into Bristol Cars with the type 407 in 1961 and the Fighter continued that theme with the 8.0 litre V10 that also installed in the Dodge Viper. The output of the engine was increased by Bristol to produce 525 bhp at 5,600rpm with a torque of 525 ft lb (US designation) at 4,200 rpm. For the 'S' version a further increase to 628bhp and 580 ft lb torque was offered and the extreme proposal was the 'T' model where a turbocharged engine was projected giving 1,012bhp and 1,036 ft lbs torque.

I am indebted to Tim Pearce for sending me these photos of the Bristol Cars workshops, as prepared by the company liquidators, in 2011. Tim is the owner of an early 400 series Bristol Saloon and AC Bristol cars as seen in our December 2024 Chairmans Chat.

As noted these photos were taken in the workshops of Bristol Cars following cessation of manufacture in March 2011. As we can see the 22 staff worked in somewhat rudimentary conditions but, as we know, were obviously able to produce a quality product but, regrettably, not economically. We now know why factory visit requests were declined!





As an aside do you remember Nick Leeson? He was the justifiable scapegoat employee for the collapse of Barings Bank, Singapore, where he was credited with losing \$1.3 billion in unauthorised risky derivative trading. He was undoubtedly guilty but the case was also a major failure of Baring's internal auditing processes. The consequence was a committal whereby he served 4-years of a 6½ year sentence in a Singapore jail.

If you agree that any publicity is good publicity then you will understand, why, in the mid 2000's Nick was seen and highlighted as the driver of an orange demonstration Bristol Fighter at the Goodwood Festival of Speed!

I thank Nigel Wills, Tim Pearce, Terry Osborne and David Webber for correctly identifying the Bristol Fighter.

March Mystery Car

Please identify the make of this car and for bonus recognition the model type. Answers, please, to Dick Craddy: craddyrichard@gmail.com.



Membership Renewals. My thanks to the very many of you who promptly renewed your annual £10 membership fee which was **due from 1st January**. If you have not yet done so then hopefully it is a simple oversight. Prompt payment to the SAC Account: 00577513, Sort code: 30.00.01. Please mark your transfer 'Membership'.

SAC Shop: Please don't forget that we now have a new stock of navy-blue Baseball hats in stock. Cost £10.20 each plus P&P if applicable. With summer on the horizon there are excellent for protecting sensitive heads from the sun. Application to me at craddyrichard@gmail.com

The Role of a Motor Sports Steward. Part 1.

Having been appointed as a Motorsports UK Licensed Steward in 2006, following the standard period of mentoring for 2 years, I choose not to renew my Licence one year ago. My appointment was proposed by Dick Mayo a former SAC Member and MsUK Director at the time.

Many sporting disciplines, Horse Racing, Rowing etc, appoint Stewards but the scope of the role is not widely understood even by some competitors! The following text illustrates, in some detail, the scope 'stage by stage'.

Part 1 covers the Steward's Role from arrival at a venue upto the commencement of the competitive event.

Part 2 will cover Judicial matters, Actions at a Serious Incident and the closure of the Stewards responsibility at a meeting.



Basics

- MotorsportUK (MsUK) is the Governing body of UK Motor Sport and is affiliated to the FIA and licenced by HMG.
- An MsUK Steward is a Licensed Official.
- MsUK appoints a Steward to a motor sports meeting.
- The Steward is the most senior official at a meeting.
- The Steward is independent and has no executive powers in the management of a UK meeting unlike those in some International level disciplines e.g. Formula 1.

MsUK Steward – Defined Scope of Responsibilities (see below).

- Legality
- Safety
- Judicial

An MsUK Steward is not:

- A Track, Course or Paddock Marshal.
- A Car Park Attendant.

Additionally a Steward:

- Has to have a strong working knowledge of the complex MsUK General Regulations.
- Has to act firmly and fairly with consistency.
- 'Submit themselves to the consequences of the MsUK Regulations'.
- Has to be seen, identifiable and appropriately dressed at a meeting.
- Required to observe and report on the competence of the Officials and the management of the Meeting.
- Responsible for mentoring Trainee Officials.
- Sign Licensed Officials attendance and upgrade documentation.



Structure of MotorsportUK General Regulations (1):

- All UK Motor Sport is regulated by the MsUK General Regulations (GR's). The GR's are essentially structured in two parts. Firstly those common to all forms of competition and secondly those relating to specific disciplines e.g.: Race, Rally etc
- Supplementary Regulations (SR's) dealing with event specific matters are prepared for each meeting by the organisers.
- A Permit for a Meeting is issued by the MsUK following their acceptance of the SR's as submitted by the promoting club.

GR Common Regulations cover:

- Organisers.
- Circuits and Venues.
- Medical Requirements
- Competitors Licences.
- Tyres

And Individual disciplines requiring an MsUK Permit:

- Circuit Racing
- Rallying
- Speed Events: Hill Climbs, Sprints, Drag Racing.
- Karting.
- Autotests.
- Autocross.
- Trials

MsUK Licensed Officials of the Meeting are appointed by the Promoting Club.

- Primarily the Clerk of the Course who has overall responsibility for the general conduct of a meeting.
- (The MsUK Steward interfaces with the C of C).

Other Licensed Officials:

- Deputy and Assistant C of C's.
- Secretary of the Meeting who is the administrative organiser.
- Timekeepers and Handicappers.
- Scrutineers. Vehicle and Equipment Safety including Drivers Helmet and Clothing, Technical Eligibility, Environmental.
- Chief Medical Officer. MsUK Licensed Doctor or Paramedic.
- Chief Marshal.
- Course/Radio controllers (Rally only).

Grades of Motor Sport Meetings.

- International. Formula 1, World Rally Championship, World Endurance Championship etc.
- National. These events host a MsUK National Championship e.g. a Race series, Rally Championship, Speed Event Championship etc.
- Interclub. A promoting club invites members of other clubs and their domestic Championships.
- Clubmans. These events do not require that a Steward is appointed.

MsUK Steward. Pre meeting preparation.

- Prudent review of meeting specific General Regulations.
- Review meeting specific Supplementary Regulations.
- Receive the Final Instructions to Competitors.

Steward's' Core responsibilities.

After arrival at a meeting it is important that the Steward initially meets the Clerk of the Course and the two Event Stewards, appointed by the organising event club, and agree/set guidelines for the day. The event Stewards should be competently knowledgeable both with the type/discipline and the MsUK General Regulations. (SAC Member Arthur Jones was an excellent knowledgeable Castle Combe Event Steward).

Legality requirements:

Prior to the start of a meeting, liaise with the Secretary of the Meeting, in order to verify that the following are in place:

- Competitors and Officials 'signing on' procedures conform.
- Adjudicate non-Production of Competitors licences. The MsUK Steward has access to a current valid licence SMS database.
- Competitors Competition Licence and Club Membership check.
- The meeting has been issued with an MsUK Permit.
- The organisers are in possession of a current Track, Course or Stage plan issued by MsUK.

Legality requirements (contd).

- The Rescue Vehicle has a current MsUK Licence
- Landowners permission if applicable.
- Current Fire Extinguisher Certificate.
- Weighbridge Certificate.

Safety.

The MsUK Steward has overall responsibility for the safety of the competition.

How is that achieved?

- Initially the Clerk of the Course is required to confirm that the Track/Course/Rally Stage conforms to the requirement of the Track Licence.
- The MsUK Steward and the 2 Event Stewards together with the Clerk of the Course undertake a Track etc inspection.
- Ensure adequate Marshals properly located and equipped.
- Red flags waved at each marshals.
- Licenced Emergency vehicles are correctly located and to show hazard lights.

With all of those requirements in place the Steward is in a position to allow the event to start.

Part 2 will be published next month but it should never be forgotten that Motor Sport can be Dangerous.



Quarry Bend- Castle Combe

JCB Hydrogen Powered Construction equipment.

You may recall that your March 2024 Chairmans Chat addressed the topic of Electric Cars and Alternative Fuels. Included was an update of the JCB £100 million self-funded 3-year ongoing development of Hydrogen fuelled engines for construction vehicles. The development was deemed necessary given the impracticality of deploying electric vehicles in the construction environment.

JCB has now announced that it has secured approvals from European licensing authorities for its hydrogen combustion engine to be sold and used in commercial machines.

JCB therefore becomes the first construction equipment company in the world to fully develop a working combustion engine fuelled by hydrogen.



A 1954 Mercedes-Benz W196R Stromlinienwagen sold for £42,75 million.

Donated to the Indianapolis Motor Speedway Museum by Mercedes Benz in 1965 this streamlined Formula 1 type W196, being one of four streamlined examples made, was driven to victory in the 1955 Buenos Aires Grand Prix by Fangio.



1955 was the year when Fangio was partnered by Stirling Moss in the Mercedes-Benz team and Moss set the fastest lap of the Italian Grand Prix for the final competitive outing for the streamliner at the conclusion of the 1955 season.

The car was auctioned by Sothebys, in Stuttgart. It ranks second in the table of expensive cars auctioned, being beaten by a 1955 Mercedes 300SLR Uhlenhaut Coupe sportscar which was sold for €135m (£113m) in May 2022.

2025 Formula 1 Quiz.

Not wishing to create a complicated quiz you are simply invited to predict the first 5 ranked Teams and Drivers at the end of the 2025 season. No substitutes of course and regrettably, no prizes are planned except your personal satisfaction.

Please send your predictions to me at craddyrichard@gmail.com by Wednesday 12th March, before the season opening race, in Adelaide, the following weekend.

The entries for 2025 are:

Team	Drivers
Alpine	Pierre Gasly and Jack Doohan
Aston Martin	Fernando Alonso and Lance Stroll
Ferrari	Charles Leclerc and Lewis Hamilton
Haas	Esteban Ocon and Oliver Bearman
Sauber	Nico Hulkenberg and Gabriel Bortoleto
McLaren	Lando Norris and Oscar Piastri
Mercedes-Benz	George Russell and Kimi Antonelli
Racing Bulls	Yuki Tsunoda and Isack Hadjar
Red Bull Racing	Max Verstappen and Liam Lawson
Williams	Alezander Albon and Carlos Sainz

SAC: 120th Celebration Badges.

As you no doubt recall, Matt Rumney kindly donated specially designed and made 3 cm diameter badges to commemorate our 120th Anniversary. They are now in the clubs' possession and they will be available FoC at our future meetings. Alternatively, application to me at: (craddyrichard@gmail.com).



And finally,

It is with regret that I have to confirm the very recent peaceful passing of former member Nigel Dawes. Nigel, who wrote of his motoring experiences in our April 2021 Chat, started by constructing his own road legal open 4-seater and latterly owned the Panther that featured in TV adverts for Cadburys Milk Tray, hence the colour.

We send our sincere condolences to Julie, his widow.



So, it simply remains for me to encourage you to support our forthcoming events with particular encouragement to for you to enjoy our next dining gathering - the AGM Lunch to be held on Wednesday 2nd April. By the time we reach our 20th May Tea Party we will be approaching mid-year. How time flies!

Best wishes,

Dick. (craddyrichard@gmail.com/01454 414842/07776 202 663)

SAC Bank Account: Bank: Lloyds, Business Account number: 00577513, Sort code: 30.00.01. Please mark your transfer with your name and the identity of the event.