

The Right Crowd...

...And No Crowding

BROOKLANDS WEST

OFFICIAL ORGAN OF THE BROOKLANDS WEST MOTORSPORTS CLUB

APRIL FOOLS AT LAGUNA SECA: WHO WILL MAKE IT TO THE TRACK?

GARAGE SHOPS HUMMING WITH ACTIVITY AND IMAGINATIVE EXPLETIVES!

Brooklands-West members are watching with "considerable interest" the pages flying off the calendar as the deadline nears for the Spring vintage event at Laguna Seca. At last report '28 Chain-Gang Frazer Nash restorer John Kerridge was making good progress and hopes to have his beast sitting in the driveway at B-W in time for the April event. Kerridge, as legend has it, bought the F-N in boxes while still in his student days. Having recently retired from his job examining evidence of life on Mars for NASA, John is now moving his talents to finding evidence of life in the power plant for the Fazer-Nash, surely one of the tastiest mechanical projects imaginable.

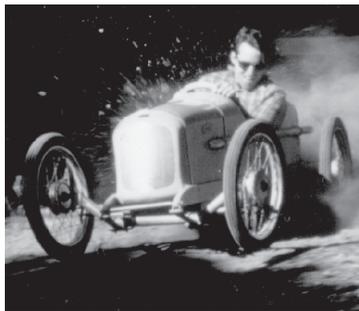
On another front, the forces of Alain de Rosenberg are wrestling with transmission problems on the 2-litre (ex-Chiron) OSCA, (another mouth-watering car) readying it for this event. Perhaps we'll see something of this jolly crew around Brooklands West if they run out of zinfandel or need a part welded Watch also for Mike and Victoria Gertner's delicious white Bugatti to show at the event, and possibly at Brooklands-West deprogramming feasts later. At the last Laguna Seca event, the Bug spent a few days in the Brooklands West driveway next to a sign reading "Drive the old race car: \$50. Mike said it was a good joke, but don't let it happen again.

MINI-MAGNETTE GETS RE-DO



"The cars were built to test the concept of a kart-like retro-replica. And they've been so much fun, we've never had the nerve to take them out of service long enough to check out how the drive-train and steering layouts were taking the brutal treatment they (Cont'd next page)

NEW YEARS DAY RUN DRAWS MANY DRIVERS



More first-time Cyclekart drivers than we cared to count had their first runs in the cars (with the added moving chicanes of real cars filing in and out of the driveway at Brooklands West). Oddly there were no fatalities, though marchals noticed some completely (cont'd)

BALILLA ENGINE IN PLACE, DRIVE-TRAIN UNDERWAY. CAN BRAKES BE FAR AWAY?



With the engine mounted snugly in place (an thwartships mounted 500cc V-twin), the exhausts welded in place, the shifting linkage hooked up and the brake cables ordered, the Balilla project is nearing

the point where the sound of the engine will be heard for the first time. In the CX-500 the engine had exactly the tone sought-for (a cross between a Harley and a BMW) to produce the taxiing Sopwith Camel effect needed. But mounted in the monocoque box and with the crossover muffler removed, the sound may have more bark than needed (more bark than bite?).

As in all projects like this there is always one crucial and unsolvable link between car and cycle that (cont'd)

(MINI-MAGNETTE)

invariably suffer through with new (and worse yet, old) drivers. The mo-ped wheels (the first set were scrounged by member Mike Dormer from the trash and left at Stevensons in hope they'd be put to use. (They've hardly stopped rolling since). The wheels seem to be the main concern of onlookers who expect them to fold the first corner they enter. However, despite some horrendous sideloads of unplanned slides into immovable objects, the wheels show no signs of running untrue, much less of folding.

ENGINES MAY CHANGE FOR CYCLEKARTS. COMMENTS WANTED.

The 6.5 horse, 200cc Honda engines offered by Northern Hydraulics are no longer in the catalogue, so Brooklamnds West members must decide on future engine specs from the choices available:

Going to the same-format 160 cc 5.5 horse now offered, —the 240cc, 8.5 horse offered, —or tracking down a new source of the old 200cc engine that seems so well suited to the cars.

Since the cars are faced with a basic limitation of stopping power with the narrow tires (which make the handling so much fun in the corners), upping the power may not gain real performance on the track. Besides, who

cares about poformance figures, when it's driving fun that counts?!

It's important not to follow tyhe same performance escalation other racing has followed, that sometimes destroys the actual fun. The 8.5 horse is almost twice as heavy as the 5.5 horse, which will effect handling, which is the most important component of driving fgun to many of us. Failing finding the old 200cc engine from other sources, the editors vote for using the 160 cc engine, since the 200cc engine already peels out with even a 230 lb driver on pavement from a standing start.

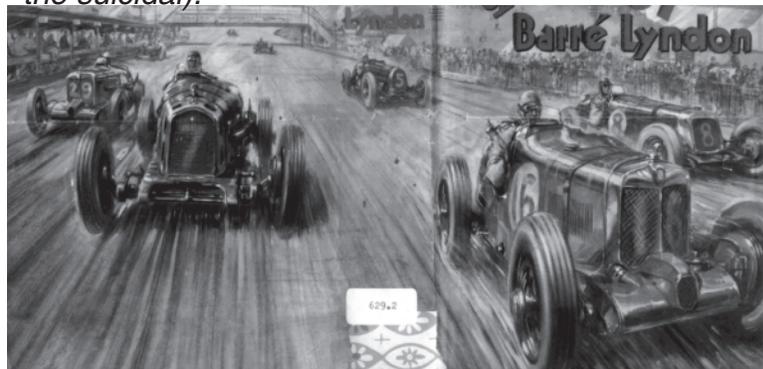
It's also the editor's opinion that for once, these Hondas are actually underated in horspower, since their main use is as stationary, constant-load engines. When squirting around the track, we think they're churning out more than 6.5 horses for short bursts.



The Captain Says...
"You can't beat fun."

(NEW YEARS RUN)
unexplainable tire tracks through unexplored territories surrounding the Brooklands West track.

This near .5 mile run is soon to be expanded to increase the number of turns and add some more cornering challenge to keep top speeds within the insane range (and below the suicidal).



With the Magnette and Delage (at right above) completed, and the P-3 (left) under constructions, the question is: who's going to build the Type 35 (or is it a 59?) Bugatti? (center)

MYSONA TEAM BUSY WITH NEW DEVELOPMENTS

Test drivers Hannah and Abby Mysona have rewritten the record book for the Stevenson-Projects Pedal Bugatti. After first having their able mechanic David Ramponi Mysona replace the original pedal drive with two electric motors, the crew has escalated from 12 to 24 volts. The resultant mod has raised speeds substantially, enough to allow the crew to break the front suspension.

"The only trouble with having enough power to pull wheelies with the car is that it's hard to steer with the front wheels off the ground. But if you eat enough candy before tests runs, it all seems to work out," says test driver

Hannah. "Too bad about the front suspension, though," she added, with a meaningful look toward her mechanic.

On another front the Mysona team has entered the Cyclekart arena with their new project; a miniature Alfa Romeo P-3 Grand Prix to take on the Mini-Magnette and the

dinkoid Delage now raising dust at Brooklands West. Tech inspectors are eagerly awaiting what comes from this crew, as much originality and professionalism has been seen in both the engineering and finish of the electric Bugatti project.

BALILLA (cont'd) defies normal design practices and brings in a bit of voodoo to make things work right. Once again the force of Brooklands West have drawn on the capabilities of Vic Packham to fill in the blanks. Currently under construction for the otherwise early 20th century engineering of the Balilla is a crucial joining part to be fashioned with wire EDM computer controlled cutting needed for the interior shapes.