



AUTO SOLO

Report by: **David Everett**

Kemble Airfield - 10th May 2015

JUST LIKE A 1960's BROCHURE PHOTO



I attended my first Autosolo in October 2014, and, not knowing what to expect, I did not really intend to take it too seriously. However it really was lots of fun and you can't help but become competitive, trying out different techniques around the cones in an attempt to go faster.

Realising I would have to sort out a low rev mis-fire before the next event gave me the excuse. I sent off my H4 SU's to E B Engineering for refurbishment, which was followed by a trip to Pete Burgess's rolling road. With this improved performance I must admit I had been getting quite excited about attending my second Autosolo, although the weather forecast had not been good. I imagined that wet conditions would make the event very "interesting", however the forecaster's got it wrong and the day was dry.

Packed Pits



Rod, Chris and I agreed to make a day of it meeting up in Witney and all driving over to Kemble Airfield in convoy. A bit of internet research found a café on the Airfield, appropriately called "Av8", so the decision was made to head there for breakfast. During the drive over I had been hatching a cunning plan to race with minimal fuel - surely the weight saving would make all the difference! But then I remembered the full English we were about to have and I felt this would be waste of time. We can highly recommend the Av8 - great food and interesting Airplanes parked up, taking off and landing - well worth a visit if passing.

Lovely A40 Rally replica



On arrival at the Autosolo it was decided the local club would compete first, which meant we would have all afternoon to complete our test runs, which was just as well as we ended up with eight cars taking part in our own event. Chris had just finished rebuilding the front suspension and had added a front anti-roll bar, this made all the difference to his MK4 Sprite and his times were much improved. Ian

also turned up with his race prepared Mk 4 on a trailer, he explained the small race tank meant driving that distance was not really an option. Keith, Mike, Rod and I all had Frogeyes in various states of tune. The whole event was organised by Mes who was driving his IOW Frogeye and the odd one out was Paul in an Austin A40 - although this was no standard A40, being a replica of one that Pat Moss drove. By now you would have spotted we were all competing in cars with A series engine ranging from 998 to 1380.

During the afternoon four courses were set out along the runway and each competitor had two runs. Generally the courses get harder as you go along and it can also be a good test of memory. With the differences of available power, competition was spread out between us, but there were always small battles going on within the group. We got pleasure from making small adjustments to technique and putting in a better time on the second run. In fact of the 32 best times posted only 6 were made on the first run, so we like to think we got something right.

Unusually we had joint winner's - Mes and Keith, I was pleased to come second with Mike and Ian close behind in joint third.

A great day was had and our thanks go out to the organisers, particularly Mes. Can not recommend this event enough and if you would like to joint us please make contact, via Rod, the Editor of this magazine.

David Everett
Frogeye 5599 WX

Ed - A great day was had, by all. Come along and join us, next time, if you fancy a go.



Ian's Tight Turns



Why don't you come along and have a go?



Is there anything else we can take off to make it lighter?



KEMBLE AUTOSOLO - MAY 2015