



BRSCC LMA Euro Saloon & Sports Car Championship 2007 In association with Practical Performance Car



A Timely reminder!

Whilst I didn't witness the accident at Pembrey between Matt and Alvin I understand that it really was just that, an accident, with 2 drivers just being in the wrong place at the wrong time.

Looking at Alvin's car after the shunt reminded me that we shouldn't take our own safety for granted. Those of us that are lucky enough to drive Super Tourers have the benefit of extremely strong cars, with roll cages designed by engineers which not only stiffen up the bodyshell, but offer the driver a lot more protection than the 6 point roll cage which is the minimum MSA requirement.

The majority of injuries to drivers in saloon car racing are caused by a spun car being hit in the drivers door by another car, as this is potentially the weakest part of the car. Yet the very simple addition of extra tubes between the A and B post across the width of the car can strengthen this weak point by spreading the load through the roll cage under this kind of impact.

This generally is an easy modification, and on most of the cars we have built we have simply inserted an extra tube either behind the dashboard or behind the seat, or both.

Take a look at your car. If you spin and are stalled in the middle of the track how would you fare if another car hit you in the driver's door. Would it hold up as well as Alvin's, and would you be having a beer in the bar the same night! If not, consider putting in extra bars. Take advice from your roll cage manufacturer, it may just save you some very painful experience!

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