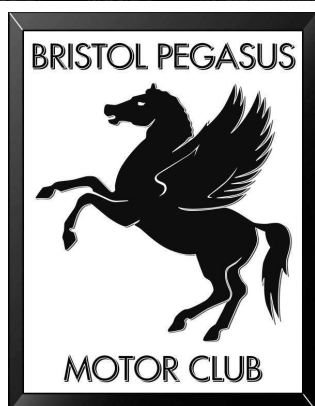


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# Backfire

## April 2006

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The Magazine of the

# Bristol Pegasus Motor Club

Production Car Trial Action from Lower Grove Farm  
Details of this years event inside - Photo Andy Moss

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## **Sunday 9<sup>th</sup> Production Car Trial**

Entry forms are now available for this entertaining Sunday afternoon event. Any road car is suitable – More details later in the newsletter – entry forms are also on the club website. Venue is Lower Grove Farm, Highridge Road, Dundry, Near Bristol. Map Reference 554½ 673½. Signing on and Scrutineering starts at 13-00. The first car will start at 14-00. Contact Andy Moss on 0117 9041841 or e-mail [andy@moss.ndo.co.uk](mailto:andy@moss.ndo.co.uk) if you would like to enter or help organise.

## **Monday 10<sup>th</sup> Club Night**

We welcome guest speaker Gavin Allard. Gavin will talk about Sydney Allard, the company that he founded in 1947 to produce motor cars and the company today which is in the turbo charger business. Venue is our usual one of the Wheatsheaf, High Street Winterbourne and the talk starts at 8:30pm.



## **Monday 24<sup>th</sup> April – Bristol Industrial Museum Visit**



We have arranged a private visit to Bristol Industrial Museum on Monday 24<sup>th</sup> April. We will meet at main entrance @ 7.00 p.m. (ish). We're limited to 30 places for the visit. As well as a guided tour of the main museum, we hope to get a “behind the scenes” look at some of the non public areas of the museum. To reserve your place contact Martin Baker on (H) 0117 9563664 or e-mail [mnb.mendip@btinternet.com](mailto:mnb.mendip@btinternet.com)

## **Saturday 29<sup>th</sup> April - Italian Car Day**

We will again have the club stand on display at the Bristol Italian Car Day in Central Bristol. More details later in the newsletter.

## **Events for May**

### **Monday 1<sup>st</sup> The Wessex Sprint**

The regulations for this event are now out and should have arrived in the post to past competitors – they are also available for download from the club website. If you need a paper copy contact Entries secretary Carol Morgan on 01275 790855. As always we will need lots of marshals and this is the only way to get to see the action at Colerne, contact Bob Hart if you can help on 0117 9409772 (H) or e-mail [bob.hart@blueyonder.co.uk](mailto:bob.hart@blueyonder.co.uk) - no experience necessary as plenty of advice and experienced marshals will be on hand.

### **Monday 8<sup>th</sup> - Club Night**

More Details Next Month.

## Monday 22<sup>nd</sup> - Treasure Hunt

Our first Treasure Hunt of 2006 is to be organised by Andy Moss and Martin Emsley. The event will start from the junction of the A38 and the B4227, near Rudgeway (MR 172/626 867). Start time is 7.30 pm.

The event will be of the traditional kind, but there will be a twist in the middle of the event.

Andy and Martin promise a simple event with easy to follow route instructions – the emphasis being a good social night out rather than making things too difficult.

All you need is a pen or pencil to write down your answers. The event will finish at our usual club night venue of the Wheatsheaf in Winterbourne, for those who want to come for a drink at the finish.

## Monday 29<sup>th</sup> - Bristol Llandow Sprint

Keep a look out for the regs all you Sprinters, it won't be long now. Llandow is a small circuit growing in popularity and I'm sure whether you compete or marshal it'll be a good day.

## Date Changes

**ACE Classic Tour** – the date of the tour has been changed from 25<sup>th</sup> June to Sunday 4<sup>th</sup> June. The date change is to avoid a clash with the Chipping Sodbury Classic run. More details of the run next month - an entry form is available later in this Backfire.

**Stroke Association Day** – this event will now be held on Saturday 28<sup>th</sup> October following the confirmation of the calendar by Castle Combe circuit. Activities for the day are still being formalised, and details will appear in a future edition of Backfire.

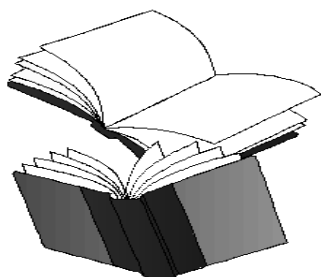
## Club Discount

Club Member Mark Elvin has arranged a cub discount with Neil Hugget who owns South West Performance Centre in Alveston (01454 418222). He will give a 10% Discount **on most items** to anyone who shows their Pegasus club card. **Neil has asked us to clarify this cannot be on all items due to the small margins on some items.**

## Online Books, Videos, CD's, DVD's

Visit the bookshop section at

**[www.bristolpegasus.com](http://www.bristolpegasus.com)**



Click on the Amazon link at the top of the page  
**Anything** you then buy on the Amazon site will earn  
5% commission which the club will pass on to St Peter  
Hospice.

The amazon site sells books, videos, CD's, DVD's etc etc !

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**

## The Bristol Classic Car Show 2006

The Bristol Classic Car Show took place on the weekend of the 28th – 29th January at The Royal Bath & West Showground, Shepton Mallet.

We set off from Bristol on a bright but very cold Saturday morning – the drive down being a very pleasant 45 minute run. Having parked the car we endured the freezing walk from the car park into the exhibition area – once inside the halls themselves were reasonably warm.

The show continues to be popular despite being some way outside of Bristol, however there was still a reasonable amount of room around the stands – the benefit of the bigger venue at Shepton Mallett – I remember visiting the show at the old Bristol Exhibition Centre and hardly being able to move !

Once again an extra hall had been added to the available space, and there was plenty of interesting vehicles on show, as well as a huge hall of auto jumble.

A visit to the Morgan stand, found club member Bill Farrow – a regular at the show, but this time without his Morgan.



## Mystery car challenge

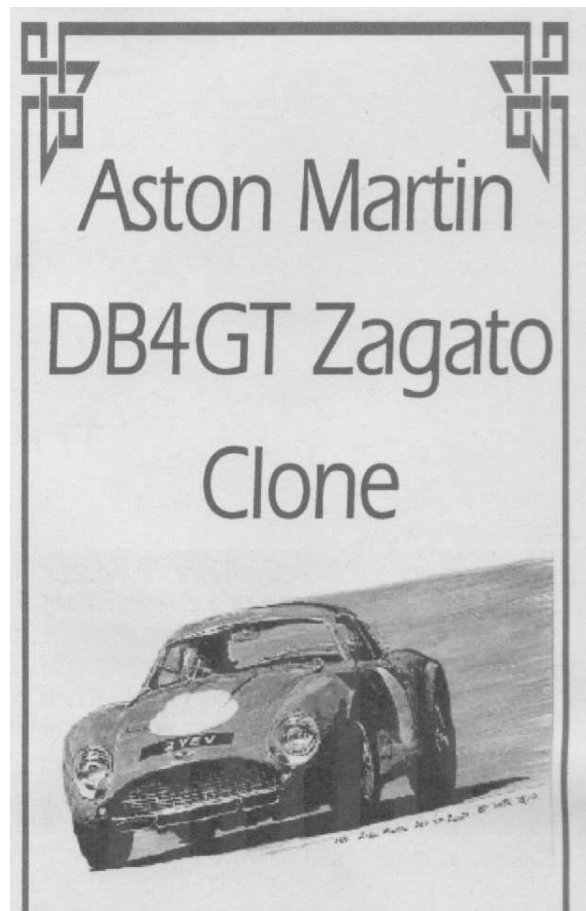
Martin Emsley sent in the picture below of a mystery car below. The car is a “clone” of an Aston Martin DB4GT Zagato.

The information below is from the brochure – Martin says the replica was “horrible”.

“Aston Martin produced this car in an extremely limited quantity. Only 19 original vehicles are known to exist today. This is simply too few to satisfy the sports car enthusiast and historic racers urge to own and drive these stunning automobiles.

Original cars come to market very rarely and when they do, they sell for well over two million dollars. This price is simply out of reach for the average enthusiast. There are several other companies out there recreating these fine cars as aluminum bodied vehicles.

These are also very expensive since the donor car with which the project is begun, sells for around \$100,000.00, so the final product ends up at around \$400,000.00. In 1987 even Aston Martin decided to build some continuation cars. These were known as Sanction II and Sanction III cars. Several individuals have also recreated cars.”



## Pegasus Club Fleece

Alan Spencer has arranged a supply of Fleece featuring the club badge. These good quality fleeces are available at the bargain price of just £15. Samples have been on show at the last couple of club nights. They are available in S, M L or XL sizes.

We found our very own club "male model" Mark Elvin hanging around a motorway service area in one and he agreed to pose in the fleece for the publicity shots below ( although I did not tell him that is why I wanted to take his picture in it ) - However please don't let that put you off of buying one they will look much better on you !!!



To order your Fleece simply send a cheque made payable to the Bristol Pegasus Motor Club for £15 to Alan Spencer 49 CADOGAN RD, HENGROVE, BRISTOL, BS14 9TF.

**Please state your name and Telephone Number, along with size S, M, L or XL**

Fleece will be available for collection at club nights ( we should also be able to arrange collection at most other club events if you can't make the club night )



## A DICTIONARY OF ROAD RALLY TERMINOLOGY – Part 3

### L

Landranger n. - map depicting opportunities for a rally  
lay-by n. - place to hide a code board  
left n. - often confused with right. See navigator  
lift v.t. - a driving technique  
loop n. - bigger place to hide a code board  
lose v.t. - 1 - opposite of catch. See moment, excuse  
lost n. - state of Peugeot 405's on rallies  
lump hammer n. - precision adjusting tool

### M

marshal n. - cold masochist  
masochist n. - someone lacking a sense of self preservation. See marshal, navigator  
Mintex n. - a means to prevent fade  
minute n. - over-optimistic time by which you try to reach the next time control  
moment n. - an incident during which the driver has even less control of the car than usual. The name derives from the duration of the incident in the navigator's reference frame, in the driver's reference frame it lasts several minutes. See "The Principle of Relativity" by A. Einstein  
MSA abbrev. - The Motor Sports Association Ltd - a bunch of money grabbing legal humorists (allegedly!)

### N

National B n. - hooligan's certificate  
navigator n. - incompetent person clutching a map board  
ninety n. - a corner the shape of right-angle. See moment  
Non-Expert n. - exactly not as map  
NAM adj. - a type of corner the cartographer  
has chosen to depict with particular artistic licence. See moment  
Novice n. - class of rally competitor provided with easy clues to give the Non-Experts someone to follow

### O

off n. - unplanned departure from the road. See ditch  
oncoming n. - traffic flow of inconsiderate local residents and Ford Fiestas driving the opposite way to rally route  
One-Thirties n. pl. - extremely delicate pieces of wire encased in a glass bulb, which glows brightly for up to ten minutes  
OTL abbrev. - Too Damn Late  
OS abbrev. - government agency which produces the Landranger series of maps  
oversteer n. - a state in which the car tries to ditch itself on the inside of a corner

### P

pace car n. - large vehicle, usually white, sporting extremely tacky go-faster stripes, multifarious flashing lights and driven by dour faced gentlemen in navy blue suits  
panic n. - standard navigational technique  
panic envelope n. - sealed paper container, to be opened only by wimps



## Sunday 9<sup>th</sup> April – Production Car Trial

Something a little different for competitive types this month - we've organised a Production Car Trial with Bristol MC as an invited club. The event is to be held at Lower Grove Farm in Dundry on April 9<sup>th</sup>. The venue is superb for an event of this type and should offer a challenge for most.

So what is a Production Car Trial?

Well, simply it's a Trial that you can do in a Production Car.

Entries will need a vehicle, a driver and a navigator/bouncer - whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery.

Anyone who has seen more specialist events like the Fedden Trial or Allen Trial and gazed on in awe whilst thinking "how on earth do they get up/across/through something like that!" may now be thinking "there's no way my car would be suitable". Worried about ground clearance, losing the sump or suspension damage? To put those minds at rest, rather than the woodland the Fedden Trial uses or the often heavily rutted tracks used in Classic Trials such as the Allen Trail, the venue is a grassy field.

There are a few ruts, rest assured that anything deep enough to cause damage will be marked.

If you fancy having a go but are lacking a suitable vehicle, get in touch and we'll try to pair up any would-be bouncers with drivers as far as possible. If you'd like to be involved but can't find a driver (or still have concerns about damaging your pride and joy), you could always come along and marshal!

For further details and an entry form visit the club website or phone Andy Moss on 0117 9041841.





# Bristol Pegasus Fantasy Formula One 2006

## Positions after Malaysiaian GP

### Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Simon Sweet	Massa	Button	Ferrari	Renault	Renault	274
2	Chris Lewis	Alonso	Button	Midland F1	Renault	Renault	261
3	Tim Murray	Alonso	Massa	Ferrari	Honda	Ferrari	252
4=	Alison Emsley	Massa	Raikkonen	Honda	Renault	Ferrari	243
4=	Martyn Davies	Alonso	Button	Ferrari	Honda	Honda	243
6	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	239
7	Jonathan Prestidge	Fisichella	Button	Honda	Renault	Honda	232
8=	Donny Allen	Alonso	Montoya	McLaren	Midland F1	Renault	231
8=	Elisabeth Lewis	Alonso	Montoya	McLaren	Midland F1	Renault	231
8=	Sally Elvin	Massa	M Schumacher	Ferrari	Honda	Ferrari	231
8=	Steve Clark	Massa	M Schumacher	Ferrari	Honda	Ferrari	231
12	Joe Robson	Alonso	M Schumacher	Ferrari	Super Aguri	Mercedes	228
13	Helen Davies	Button	M Schumacher	Honda	Renault	Toyota	220
14	Lesley Hart	Montoya	M Schumacher	BMW Sauber	Renault	Ferrari	218
15	Paul Draper	Button	M Schumacher	Honda	Renault	Cosworth	216
16	Andrew Moss	Massa	Fisichella	McLaren	Renault	Cosworth	210
17	Alan Spencer	Fisichella	Button	Renault	Toyota	Honda	209
18=	Caroline Meaden	Trulli	Button	Honda	McLaren	Renault	207
18=	Rex Meaden	Trulli	Button	McLaren	Renault	Honda	207
20	Mal Allen	Button	M Schumacher	Honda	Renault	Toyota 2	205
21	Charlotte Emsley	Coulthard	Barrichello	Ferrari	McLaren	Renault	201
22=	Judith Bird	Button	R Schumacher	McLaren	Williams	Renault	200
22=	Pete Stowe	Alonso	Montoya	Honda	McLaren	BMW	200
24	Martin Baker	Rosberg	M Schumacher	McLaren	Renault	Ferrari 2	199
25=	Dick Craddy	Button	Raikkonen	Honda	Renault	Cosworth 2	197
25=	Mike Marsden	Barrichello	M Schumacher	Honda	Renault	Toyota	197
27	Paul Bird	Raikkonen	R Schumacher	Honda	Williams	Renault	194
28	Mary Craddy	Alonso	Webber	McLaren	Red Bull	Ferrari	193
29	Kieron Winter	Raikkonen	Webber	Honda	Renault	Toyota	188
30=	Ann Farrow	Alonso	Coulthard	Honda	Toyota	Mercedes	186
30=	Arthur Tankins	Button	M Schumacher	Renault	Toyota	BMW	186
30=	Chris Clarke	Button	Raikkonen	McLaren	Red Bull	Ferrari	186
30=	John Page	Alonso	Coulthard	Honda	McLaren	Toyota	186
34	Simon Tidmus	Trulli	M Schumacher	McLaren	Red Bull	Renault	183
35	Bob Hart	Button	Raikkonen	McLaren	Williams	Honda	182
36	Lewis Bird	Massa	Rosberg	Honda	Williams	Renault	181
37	Mark Elvin	Montoya	Raikkonen	McLaren	Midland F1	Mercedes	176
38=	Bill Farrow	Trulli	Barrichello	BMW Sauber	Renault	Renault	175
38=	Paul Perkin	Alonso	Button	McLaren	Red Bull	Cosworth	175
40	Simon Moss	Alonso	Raikkonen	Honda	Toyota	Toyota 2	172
41	Ken Robson	Montoya	Raikkonen	Honda	McLaren	Honda 2	166
42	Liz Perkin	Massa	Raikkonen	Red Bull	Williams	Renault	165
43	Martin Emsley	Montoya	M Schumacher	Red Bull	Renault	Toyota 2	163
44	Mark Williams	Button	Raikkonen	McLaren	Williams	Cosworth	155
45	Louella Williams	Button	M Schumacher	BMW Sauber	Honda	BMW	140



## ***International Historic Motorsport Show***

***Friday 24<sup>th</sup>  
February  
2006***





INTERNATIONAL  
**HISTORIC**  
MOTORSPORT  
SHOW 2006



***Bristol  
Pegasus  
Motor  
Club Visit***



INTERNATIONAL  
**HISTORIC**  
MOTORSPORT  
SHOW 2006



## **Bristol Italian Auto Moto Festival Saturday 29<sup>th</sup> April 1000 – 1600hrs**



Following the same successful format as previous years, the event will bring some of Italy's most desirable and charismatic cars and bikes into the heart of the Old City. The event will be centred on the St Nicholas Street/Corn Street area, surrounded by some great restaurants, pubs, cafes and the Saturday market stalls.

The display streets will be closed to traffic, creating a pedestrian friendly zone where the cars and bikes,

parked 'Italian style' may be safely viewed. This is going to be a show not to be missed!

Admission is free of charge both to entrants and spectators, so do come along and spend the day soaking up the Neapolitan atmosphere, enjoying the sights and the sounds of all things Italian.

This will be the 4th and hopefully the biggest show with 200 cars already registered. The Pegasus stand will be in the midst of all the action with a few members' cars on show including one or two provided by Tony Castle-Miller and friends who will also be competing in the Wessex Sprint on Monday. Anyone wishing to help steward on the day please ring Nick Wood 01275 833098, lunch will be provided.

Competition Cars already lined up for display on the Pegasus Stand include

Fiat Abarth 1000TCR  
Fiat Abarth 1000TC Corsa  
Giannini 650 Gr 2  
X19 Dallara 1600 injected  
X19 Dallara Alfa Romeo 2  
Litre - the debut of this exciting car - probably the most highly developed X19 in the world!!!!  
Abarth Osella PA2 Gr 6



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email: [sales@merlinmotorsport.co.uk](mailto:sales@merlinmotorsport.co.uk)



## Club Night Venue The Wheatsheaf From M32 J1

Take the A4174 ring road towards Downend. 200 metres further on, turn left at traffic lights (signposted to Winterbourne). Follow the B4058 for approximately 2 miles. You will find the Wheatsheaf Inn on the right hand side of the road.

## From M5 J16 (Almondsbury)

Take the A38 towards Bristol After 200 metres take the first left at the roundabout. Keeping in the outside lane to go straight ahead at the traffic lights.

Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, approximately 400m from the turning.

# **List 1A and 1B Tyres**

## **A subject we never tyre of talking about .....**

### **By Andy Moss**

I recently received an e-mail from club member Martin Mees asking some questions about tyre rules for the various club sprints. This prompted me to read the regulations for our events and the blue book. From the information available I have created a short summary of my interpretation of tyre rules for the club Sprint events, which I think might be of use – If anyone disagrees with me please let me know !!

#### **Blue Book**

- The blue book only allows list 1A regardless of class, unless overridden by Supplementary Regulations for the event.

#### **ASWMC Championship Rules**

- The ASWMC championship rules specify limits on size and profile
- Any Road Legal radial ply tyre that is capable of passing the M.O.T. Is permitted
- No Tyres marked 'Racing Purposes Only' or Cross ply tyres.

The maximum sizes for the ASWMC championship are as follows;

Classes A1, not greater than 185 section or lower than 60 aspect ratio.

Classes A2, A3, A4 & B1, not greater than 205 section or lower than 55 aspect ratio.

Classes B2 & B3, not greater than 225 section or lower than 55 aspect ratio.

Cars with tyres offered as manufacturers standard or optional fitting, of wider section or lower aspect ratio than shown above, may be eligible to use either those tyres, OR tyres conforming to the above criteria. The onus of proving eligibility to use non-complying tyres is the responsibility of the competitor.

#### **Road classes at Colerne**

- List 1B are permitted for all competitors because we specify it in the regs
- ASWMC competitors must comply with the championship rules regarding size
- Non ASWMC competitors can run any profile or size as long as the tyres are on list 1A or 1B

#### **Pegasus Sprint**

For the Pegasus sprint we specify that tyres must be road legal and capable of passing an M.O.T - so anything goes as long as they meet that criteria.

#### **Llandow**

The regs are not as clear for this event, however it is a round of the ASWMC championship so their championship rules apply for ASWMC competitors. Having checked with some of the organising committee I am told list 1A or 1B is O.K in road classes, however I recommend looking at what it says in this years regs and checking before the event if in doubt.

So if you want to run at Colerne in the ASWMC championship the profile of your tyres matter and you must comply with championship rules, if you are not in the ASWMC championship as long as your tyres are on list 1A or 1B you can run in the Road Class. For the Pegasus any road legal tyre is O.K.

Finally the worst case is that you end up in modified - One of our members got "moved" recently - and ended up getting an award with a time that would not have won anything in the road class !!!



## The Lighter Side



10 reasons why cars are better than Women?.....

1. You can trade in an old car for a new model.
2. A car doesn't spend 3 hours in the bathroom.
3. Cars don't watch soaps.
4. You don't have to send a car flowers everytime it breaks down.
5. A car doesn't take up any wardrobe space.
6. Cars don't like chocolate.
7. A car doesn't ask "Do these new seat covers make me look fat?"
8. A car doesn't mind if you fall asleep after you've used it.
9. If you fancy a mate's car, he'll let you have a ride.
10. you can buy a silencer for a car!

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The policeman couldn't believe his eyes as he saw the woman drive past him, busily knitting. Quickly he pulled alongside the vehicle, wound down his window and shouted: "Pull over!"  
"No," she replied, "they're socks."

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The policeman pulled over a car and strolled up to the driver's window "Excuse me sir, but do you know that you're driving without a rear light?"  
The driver leapt out and let out a whimpering groan. The driver seemed so upset that the policeman took a sympathetic view: "Don't take it so hard, it's not all that serious..."  
"Isn't it?" the driver cried. "Where's my caravan gone?"

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Two taxi drivers were talking. "Hey," asked one, "why do you paint one side of your cab red and the other side blue?"  
"Well," the other responded, "when I get into an accident, you should see how all the witnesses contradict each other."

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## Bristol Pegasus Cloth Badges

High quality embroidered badges, Red Pegasus on a white background, with club name and border in blue. Ideal for adding to Coats, Overalls etc. Size Approx 3" X 4" ( 10cm X 7.5cm ). Cost £4.50 - Send a cheque payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH. Enclose a stamped, self addressed envelope for the badge to be posted in.





## COLLECTION POINTS

**A**lthough I think we sometimes spend too long pining for the (allegedly) Good Old Days, the historic/classic side seems to grow ever stronger. I wonder which of today's cars will be revered in future years – I don't see many of the boring but efficient A-B ones gracing future collections unless they're the first or last of a line or owned by someone famous. Further upmarket, it's difficult to argue with Richard Hudson-Evans, a keen observer of the auction scene, when he suggests that all Ferraris, SL Mercs (given time), the latest Maseratis, the more track day-ready 911s, and the latest Corvettes are some of those less likely to freefall through the depreciation floor than most.

If you decide to buy or sell a classic, his advice is to use the traditional public auction route for anything that could be described as exceptional in terms of quality, rarity or whatever, and if buying, do your homework, be clear on what you can afford and spend as much time looking at the paperwork as the cars. Give the internet or the classified sections of the classic press a whirl for other stock, although for certain models some of the excellent marque-related magazines might be best.

Of course more and more people now get their auto fixes by collecting things connected with cars or our sport – one

reason why most auction houses include automobilia in their sales. Many collectors seem to fancy their chances as dealers hence the sometimes bewildering array of stands at fairs and shows; happily, such over-supply means there's plenty of choice and keeps prices down. Finally of course – roll of drums, all kneel – there's eBay. If you can be sure of the accuracy of the vendor's description as well as the quality then this certainly avoids travel hassle and cost but you'll miss the sheer buzz of an auction. (Why do you think there are so many copycat auction programmes on TV?).

If you decide to collect automobilia, you need to watch for shifts in the market. I heard of someone recently who simply couldn't get rid of computer games so the jury is out on whether they (or motorsport DVDs) will ever be collected.

Partly because of a plethora of replicas, automobilia has become less about car mascots and old garage equipment, more about sales brochures, motoring art and literature, toys, limited edition models and – growing in popularity – F1 memorabilia. You can count me in on the literature because I reckon books give you the best bang for your buck – if you decide to sell after reading them you're likely to get at least half your money back. Remember you don't need a collectable first edition if you just want to read the words.

Personally, I wouldn't bother hoarding motor magazines in the hope of wild profits; they won't appreciate and you'll be lucky to make enough to pay for the surgical appliance you'll need after tripping over the damn things.

Selling automobilia? You can do worse than have run of the mill items stowed in your car outside a show then try to sell direct to stallholders, maybe with some digital images to ease the process. But if you've something of potentially high value then I'd go the auction route with items properly promoted on the auctioneer's website and well described in a catalogue.

The key advice in all this is to only collect what you enjoy, even if your friends do all laugh. I know I get much quiet pleasure from my world-famous collection of rare ignition switches.

Whatever turns you on.

*Stuart Turner*



### COD FILLET QUIZ

1. Who were the outright winners of the Tour of Mull in 1969?
2. Who won the 1955 Goodwood 9 hours race.
3. Who won the Coupe de Dames in the 1962 Alpine Rally.
4. Where and when was Alan Jones's first GP victory.

**ANSWERS ON PAGE iv**

## Board and Council changes

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Following the MSA's final board meeting of 2005, Chairman, John Grant, announced he would not stand for a second term, due to the pressure of his other business commitments. Alan Gow was appointed to succeed him and took up his position as the new MSA Chairman on 1 January 2006. Four new directors have been elected to the board of the MSA – Robin Knight (Chairman of the 750 Motor Club), John Wood (Managing Director of MIRA), Dennis Carter (Chief Executive of the BARC) and Alan Gow (BTCC Series Director).

Bill Troghear and Ronnie Trouton MBE have retired as directors of the Royal Automobile Club Motor Sports Association Limited and been appointed Honorary Vice-Presidents of the Motor Sports Council – joining Michael Southcombe, an Honorary Vice-President since 2004.

## MSA British Rally Academy

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A new entry-level rally training scheme has been launched which aims to take British National B and single-make rally participants to British Rally Championship level competition.

The new scheme complements and builds on the success of the

MSA British Rally Elite – introduced for the 2005 season to develop young talent and ease the transition for drivers and co-drivers from the British Rally Championship to the World Rally Championship.

The MSA British Rally Academy features a workshop-based learning structure where the six selected participants undertake training in physiology, conditioning, psychology and driver and co-driver development. Successful participants in the Academy will be given the opportunity to progress to the Elite scheme.

## Rally car regs to be reconsidered

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At the meeting of the Motor Sports Council on 9 February, representatives of the MSA Rallies Committee presented their initial findings, following a period of consultation into the proposed revision of rule K 37 – the technical regulations for special stage rally cars.

The original proposal had been submitted in an attempt to bring UK regulations closer in line with internationally accepted regulations established by the FIA.

The Committee reported that the extensive and welcomed feedback from the rallying community had confirmed that there is a need for a thorough review of these regulations. However, the original proposals as set out for consultation have not been endorsed by the subsequent feedback and will be reconsidered.

The members of the Motor Sports Council endorsed the

principle of moving the sport towards standard production touring cars and low-volume specialist production cars.

However, it was agreed that any regulation changes concerning new cars would not be brought into effect any earlier than 2008, while all existing vehicles will remain eligible to compete until at least 1 January 2010.

## New faces

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Four people have joined MSA Committees this year. Penny Jones, from Bedfordshire, now sits on the Kart Sporting Committee. Colin Gaukroger, from Cheshire, is now on the Off Road Committee. Jason Hayes, from Somerset, joins the Sprint & Hill Climb Sub Committee. The Historic Committee now includes Stacy Vickers, from Hampshire.

## Free stand for clubs

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Further to the announcement in the March issue of *Wheels*, Volunteers in Motorsport is now offering MSA-recognised motor clubs a display stand to hire at no charge. Clubs wishing to promote motor sport at local events can use the stand. It can be themed for particular disciplines and (for a small cost) can include a motor club logo. Further details can be obtained from Richard Nunn, the Project Administrator, on 08450 940094 or email: [nationaltraining@msauk.org](mailto:nationaltraining@msauk.org)

For more information about Volunteers in Motorsport, visit [www.volunteersinmotorsport.co.uk](http://www.volunteersinmotorsport.co.uk)

## Awards

There are relatively few awards in off road motorsport other than the main championship awards compered with other forms of motorsport. So when an off road award is made it makes it that more deserving. The Welsh Association of Motor Clubs present the Mitsubishi Award each year to the person who has shown an outstanding contribution to off road motorsport in Wales. This year it was awarded to John Tomley, well know to many as the chief safety and spectator control officer on the MSA British Off Road and the National Hillrally championships. John also operates Zodiac Recovery, a licensed recovery unit on national and international rallies. No competitor in motorsport could compete without the presence of people like John, arriving before events start and still recovering those that have gone off long after everyone else has gone home.

## New events

The new Baja UK, is due to take place in August, but off road is set to have another new event for 4x4's this year. Organiser of the Scottish Hillrally, Ian Sykes is planning the Scottish Hills & Glens 4x4 Reliability Tour based on the famous Classic Malts Rally. This event scheduled for weekend 23rd - 25th June will appeal to owners of classic 4x4 vehicles as it will focus on various challenges to test navigation, driving skill, observation and old fashioned road chivalry and cover less used public highways, forestry commission land, privately owned forests and estate tracks. For further details log on to [www.hillrally.demon.co.uk/shgrt.htm](http://www.hillrally.demon.co.uk/shgrt.htm)



REVIEWS FROM



### MOTOR RACING - THE EARLY YEARS

**ISBN 3 8331 1354 5 Brian Laban, Könnemann, £20**

This book from the Getty archives features a glorious range of racing images from the early road races to the dawn of the Cooper revolution. Printed in duotone with pictures at proper sizes, its evocative shots vividly capture the drama and social side of motor racing. It's the latter that really makes this book so enjoyable. The portraits, workshop studies and pit counter shots say so much about each era, be it schoolboys nagging a pensive Bira for autographs, or an apprehensive pre-start driver group at Brooklands in 1922. The action pictures are great too; this wonderful, affordable 350-page publication with captions in German, French and English, is refreshing. Superb value and highly recommended.

### OULTON PICTURE COMPANION

Dedicated marshal and Oulton Park historian Derek Lawson has published part two of *Sun, Rain and even Snow* as a photographic record. Featuring mono and colour, it runs from 1953 to the 50th anniversary Gold Cup meeting. Only 500 will be published at £50. Call 07801 493345 or e-mail: [dereklawson@nthworld.com](mailto:dereklawson@nthworld.com)

### RAC RALLY ACTION!

**ISBN 1 903706 97 1**

**Tony Gardiner, foreword by Paddy Hopkirk, Veloce Publishing, £35.99**

This 204-page hardback does exactly what it says on the cover

– with great action shots from the classic days of the RAC. Gardiner, a professional illustrator, always took a week's holiday to watch the RAC, and reckons he covered 28,000 miles chasing the rally; many of the photographs were shot on his trusty Zenit camera. That it's dedicated to the late, great Roger Clark shows where the author's heart lies, and many of the best pictures are from the forests in the '60's and '70's, before the rally metamorphosed into the stadium-centred showcase it is today.

### ALFA ROMEO 33 - THE DEVELOPMENT AND RACING HISTORY

**ISBN 1 904788 71 8 Peter Collins and Ed McDonough, Veloce Publishing, £39.99**

This is the first book devoted to the Tipo 33 and the authors have dug deep into this challenging subject. The wealth of historic photographs alone is testament to their research. Making the most of driver access at recent retro events and trips to Italy, they've contacted an impressive number of ex-drivers and testers whose first-hand accounts really make this a highly readable story of the 33's evolution from underdeveloped 2-litre V8 to the turbocharged flat-12 red wedge of the 70's. Special chapters on the concept cars and the super-exotic Stradale complete the picture. The authors even attempt to sort out the complex and contradictory chassis histories. A must for all *Alfisti* and historic racing fans.

# MARSHALS POST

by the BMMC |



Whatever the event, all competing cars will have to pass through some form of scrutineering at least once and possibly more than once, if they have an accident or there's some question over their eligibility.

The most important reason for scrutineering is to check vehicles are safe to compete and the competitors have the right safety equipment.

Typically, a safety scrutineer will check the roll cage, seat and belts, competitor's helmet and overalls, battery connections, fire extinguishers, cut offs and piping, wheels, tyres and other requirements set by the regulations.

But, with around six minutes to check each

competing vehicle, there is a limit to just how much a safety scrutineer can cover.

Safety scrutineers will also have to re-scrutineer any cars damaged during practice, to ensure enough has been done for them to be safe to race and may need to check vehicles damaged during racing, if they are to be allowed out again to compete.

They will also be expected to produce accident reports, detailing the damage a vehicle has sustained and any parts that have been broken.

You may also see environmental scrutineers whose main job is to ensure a vehicle doesn't exceed noise limits and eligibility scrutineers or technical commissioners, whose job is to check vehicles comply with specific technical regulations.

An eligibility scrutineer needs to have technical knowledge. They can order the

sealing or dismantling of a car and, if they are qualified, can carry out dismantling themselves.

That said, safety scrutineers don't need any mechanical knowledge, although they do have to be technically competent.

If you'd like to get involved more closely in motorsport, whether you are a marshal or simply an enthusiast, it's worth thinking about becoming a scrutineer. More information about scrutineering is available from the MSA.

## QUIZ ANSWERS

1. George Hill and Keith Wood (Cooper)
2. Poore and Walker (Aston Martin DBS3)
3. Pat Moss and Pauline Mayman (AlHealey 3000)
4. 1977 Austrian GP (Shadow Ford DN8)

## ENDURANCE RALLYING IS TAKING OFF!

**Get your club involved in this all-new initiative for club-level rallying.**

*Endurance Rallying is a whole new rally formula for 1400cc cars. Modifications are limited, drastically reducing the costs of taking part. These restrictions mean the new formula is **highly competitive**.*

**Endurance rally drivers are looking for more events... long, short or just middling... easy or incredibly tough... do it your way... get involved!**

### FREE DVD of the 2005 Lombard Rally

A special film, presented by former Lombard winner Tony Mason, goes behind the scenes of the recent Lombard Rally (and includes rare archive footage from original Lombards).

**FREE to club secretaries**, this could inspire your club to start a new event. 200 cars are already modified to Endurance Rallying specifications and drivers are now looking for more action! Ask your club secretary to request a free copy to show at a club-night.

Contact **Philip Young** at the **Endurance Rally Association**

email: **mail@endurorally.com** and show this fascinating new film at a club-night.

More on **www.endurorally.com** Tel: **01235 851291** Fax: **01235 851292**

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

# Bristol Pegasus Motor Club

## 2006 EVENTS CALENDAR

Note : Recent changes are shown Bold

January	Monday 9 <sup>th</sup> Friday 27 <sup>th</sup>	Club Night Nav Ex
February	Monday 13 <sup>th</sup> Friday 17 <sup>th</sup>	Club Night Nav Scatter
March	Monday 13 <sup>th</sup> Friday 31 <sup>st</sup>	Club Night Nav Ex
April	Sunday 9 <sup>th</sup> Monday 10 <sup>th</sup> <b>Saturday 29<sup>th</sup></b>	Production Car Trial Club Night <b>Italian Car Day</b>
May	Monday 1 <sup>st</sup> Monday 8 <sup>th</sup> Monday 22 <sup>nd</sup> Monday 29 <sup>th</sup>	The Wessex Sprint Club Night Treasure Hunt Bristol Llandow Sprint
June	<b>Sunday 4<sup>th</sup></b> Monday 12 <sup>th</sup> Monday 19 <sup>th</sup>	<b>ACE Classic Tour</b> Club Night Treasure Hunt
July	Monday 10 <sup>th</sup> Monday 24 <sup>th</sup> <b>Saturday 29<sup>th</sup></b>	Club Night Treasure Hunt <b>Frenchay Vehicle Show</b>
August	<b>Saturday 12<sup>th</sup></b> Monday 14 <sup>th</sup> Monday 21 <sup>st</sup> Monday 28 <sup>th</sup>	<b>Castle Combe Track Day</b> Club Night Treasure Hunt Bristol Two Club Sprint
September	Monday 11 <sup>th</sup> Sunday 24 <sup>th</sup>	Club Night Autotest
October	Monday 9 <sup>th</sup> <b>Friday 13<sup>th</sup></b> <b>Saturday 21<sup>st</sup></b> <b>Saturday 28<sup>th</sup></b>	Club Night <b>Nav Scatter</b> <b>The Pegasus Sprint</b> <b>Stroke Association Day</b>
November	Monday 13 <sup>th</sup> Friday 17 <sup>th</sup> Thursday 23 <sup>rd</sup>	Club Night Nav Ex Karting Endurance Challenge
December	Friday 1 <sup>st</sup> Monday 11 <sup>th</sup>	Nav Ex AGM