

# Backfire

April 2007



The Magazine of the  
**Bristol Pegasus  
Motor Club**

**Cover : Club Member Mike McBraida at the 2006 Stroke Association  
Charity Track Day at Castle Combe Photo : Lee Giggle**

## Bristol Pegasus Motor Club Events Calendar for 2007

Below is the latest update of the 2007 club calendar

Recent Date Changes are shown **BOLD**

| DATE       |             | DAY        | EVENT                        | VENUE  |
|------------|-------------|------------|------------------------------|--|
| Jan        | 8th         | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| Jan        | 26th        | Fri        | Nav Ex                       | Chepstow                                     |
| Feb        | 12th        | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| Feb        | 16th        | Fri        | Nav Scatter                  | Gordano Services J19 M5                      |
| Mar        | 3rd         | Sat        | BMC/BPMC Skittles            | Hambrook Club, Whiteshill Common             |
| Mar        | 12th        | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| Mar        | 16th        | Fri        | Nav Ex                       | Announced in time for the event              |
| Mar        | 17th        | Sat        | Marshal's Training Day       | Wheatsheaf Inn, Winterbourne, 10am           |
| Fri        | 23rd        | March      | Historic Motorsport Show     | Stoneleigh – Club trip by Minibus            |
| Apr        | 15th        | Sun        | PCT                          | Lower Grove Farm                             |
| Apr        | 16th        | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| May        | 7th         | Mon        | Wessex Sprint                | Colerne Airfield                             |
| May        | 14th        | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| May        | 21st        | Mon        | Treasure Hunt                | Announced in time for the event              |
| May        | 28th        | Mon        | Llandow Sprint               | Llandow (nr Llantwit Major)                  |
| <b>Jun</b> | <b>10th</b> | <b>Sun</b> | <b>ACE Classic Tour</b>      | <b>Wiltshire Route starts at BAWA Filton</b> |
| Jun        | 11th        | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| Jun        | 18th        | Mon        | Treasure Hunt                | Announced in time for the event              |
| Jul        | 7th         | Sat        | BMC CC Sprint                | Castle Combe Race Circuit                    |
| Jul        | 9th         | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| Jul        | 23rd        | Mon        | Treasure Hunt                | Announced in time for the event              |
| Aug        | 13th        | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| <b>Aug</b> | <b>18th</b> | <b>Sat</b> | <b>Castle Combe Test Day</b> | <b>Castle Combe Race Circuit</b>             |
| Aug        | 20th        | Mon        | Treasure Hunt                | Announced in time for the event              |
| Aug        | 27th        | Mon        | 2 Club Sprint                | Colerne Airfield                             |
| Sep        | 10th        | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| Sep        | 23rd        | Sun        | Autotest with MGCC           | TBA  |
| Oct        | 8th         | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| Oct        | 20th        | Sat        | Pegasus Sprint               | Castle Combe Race Circuit                    |
| Oct        | 26th        | Fri        | Nav Scatter                  | Announced in time for the event              |
| Oct        | 27th        | Sat        | Stroke Association Day       | Castle Combe Race Circuit                    |
| Nov        | 12th        | Mon        | BPMC Club Night              | Wheatsheaf Inn, Winterbourne, 8:30pm         |
| Nov        | 16th        | Fri        | Nav Ex/Sc                    | Announced in time for the event              |
| Nov        | 22nd        | Thur       | Karting Challenge            | Raceway                                      |
| Dec        | 7th         | Fri        | Nav Ex/Sc                    | Announced in time for the event              |
| Dec        | 10th        | Mon        | BPMC AGM                     | Wheatsheaf Inn, Winterbourne, 8:30pm         |

## Events For April

Sunday 15th April

### 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.

Entry forms are available on the club website or Contact Andy Moss ( 0117 9041841 or e-mail [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) ) if you require a paper copy or if you would like to help organise.

Monday 16th April - Club Night

Guest Speaker

Dave Cooper of Track

We are lucky enough to have another visit from Dave Cooper of Track Developments. Dave visited us before to talk about car setup, but returns with a new talk concentrating on the basics of car setup with the aim of taking out the "rocket-science" and keeping it simple, Dave will explain

Camber

Castor

Toe settings

Corner weights

KPI, scrub radius and offset

Lateral weight transfer and Ackerman effect.



## May Sprints

Monday 7th May

### 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 28th May

### Llandow Sprint

Regs are now on the club web site. If you need a printed copy contact entries secretary Liz Moss

Tel. 0117 9912702 or by E-mail: [sprint@mossdata.co.uk](mailto:sprint@mossdata.co.uk). Llandow is a technically challenging circuit growing in popularity and whether you compete or marshal it'll be a good day.

This year the event will not be a round of the Westfield Championship, as they have decided to cut the number of rounds in their series. Whilst this will no doubt add more variety to the entry list, it is therefore important that our members support this event if we wish to see Llandow continue in the future.

We also need Marshals for the event, if you are able to assist contact Bob Hart if you can help on 0117 9409772 or e-mail [bob.hart@blueyonder.co.uk](mailto:bob.hart@blueyonder.co.uk)

## CLEARANCE SALE

### 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 ).

Clearance Special Cost only £1.50 - Send a cheque + Stamped Addressed Envelope payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH.

### Autotest Venue

Anyone driving past our usual Autotest venue at Rolls-Royce will have noticed a large amount of redevelopment going on at the Rolls factory. This has meant we have lost our usual venue and need to find another.

To encourage club members to help us with this we are offering a £100 voucher that can be used to obtain a free entry to a club event such as a sprint or test day to any member who manages to find and arrange the use of a suitable venue. We are looking for a large tarmac area, ideally not too close to houses etc. The club will also pay a reasonable fee to the owner which is negotiable. For details contact Andy Moss - 0117 9041841 or [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk)

BOURNEMOUTH & DISTRICT CAR CLUB



in association with

CLAY PIGEON RACEWAY

CATCH THE PIGEON SPRINT



Sunday 22nd April 2007

A ROUND OF THE BRIDGE TYRES & WHEELS  
ASWMC 2007 SPRINT CHAMPIONSHIP

REGULATIONS & ENTRY FORM  
for

### CHARITY KART GRAND PRIX

TO BE HELD AT

CLAY PIGEON RACEWAY

ON  
SUNDAY, 19<sup>th</sup> AUGUST 2007

Using our Wright twin-engine Prokarts

*To raise funds for*

R.N.L.I. LYME REGIS CREW FUND

&

JULIA'S HOUSE, BROADSTONE, POOLE

*Organised By*

WOOLBRIDGE MOTOR CLUB LTD.

and

CLAY PIGEON RACEWAY

with

SOUTHERN COUNTIES KARTING LTD.

For more details on the above events contact Martin Emsley 01454 250067 or [martin@emsley.ndo.co.uk](mailto:martin@emsley.ndo.co.uk)

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](http://WWW.BRISTOLPEGASUS.COM)



## Speed Event Track Guides Llandow Sprint Course Guide

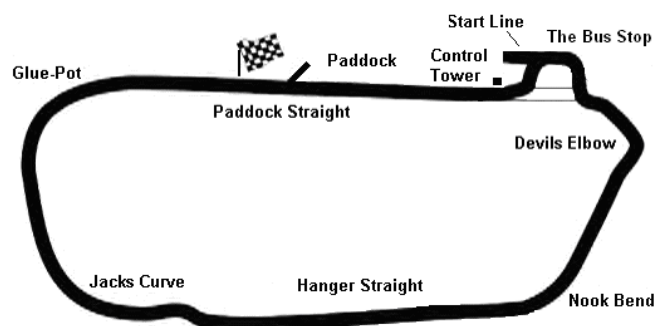
by Pete Goodman

### Introduction

It was in the depths of January mid-winter when I bumped into Kieron Winter at work. We started a cheery chat, as is so easy with our user friendly chairman and as we were breaking off to get our respective lunches he said, 'How would you fancy writing a circuit guide to Llandow'?

Well not really I said.... can't I do a decent track like Colerne or Castle Combe? You could he said, but I have already given those jobs to Dave Cutcliffe and Ian Hall, now anyone who knows me will tell you I am normally willing to argue a point but here it was a non starter, as those two are acknowledged local masters of those two respective venues. Oh go on then I said revealing another of my weak points i.e. the ability to say no.

### Llandow Circuit



OK then, Llandow sprint circuit, I have always had a love/hate relationship with the place in fact mainly more of the latter!

I first visited in late 1987, Steve Armstrong and I had just bought a

Mk18B Mallock and we were quite proud of the machine, it was an awful day, poor visibility and being in South Wales it started to empty down not long after we got there. We did a few trial laps each and it was going well but it got wetter and wetter, I can't remember if we were on slicks or not but whatever it made no difference when I went aquaplaning off the track into various circuit side clutter leaving our nice new Mallock decidedly second-hand around the front end. Now I expect those who can remember Steve thought he was a calm quiet guy and indeed he was, but he could lose it and did on several occasions and this time I was expecting a right ear bending but he was as good as gold, offering sympathy just adding that my winter job was to make a new high down-force front nose-cone! A few guys were there from club that day, Martin Baker - Golf GTI, John 'Spinner' Mearns and Chris Lloyd in RWD Triumph Dolomite Sprint and Talbot Sunbeam Lotus. I think John lived up to his name that day and Chris ran him close but I did the most damage! This was in the day's pre 'Bus Stop' and before the resurface and we think it's pretty rough now!

The venue's heyday was in the 1960/70's when some quite famous drivers starred and crowds of several thousand were not uncommon, bike racing featured as well. The circuit was little used in the 1990's as the surface had become very poor and mainly the habitat, like the rest of Wales of scruffy sheep. Although Llandow was still popular as a rally school venue and kart circuit, the kart circuit is certainly still going strong. The owners resurfaced the track in the late 1990s and looked to re-

launch the place. Bikes again feature strongly and in 2001, a MSA licence was obtained. Both Bristol clubs discussed the possibility of an 'extra' sprint in 2001 and took the plunge for June 2002, a round of the ASWMC as well, that almost guarantees a full entry (we're no mugs!). Martin Baker was back for first time since 1987 as well, but this time as Clerk of the Course.



By this time I had moved back to Saloons and had not long acquired the Subaru Impreza Type R. Most of the normal class A4 punters were there; Corfield, Cameron, Potter of Bridge Tyres fame and of course the very quick Simon Hemmings RIP also Impreza pedalling. I could normally get the better of Simon on the fast tracks, but he was having none of it on this day, the bouncer had been practising a few weeks earlier at the Welsh Counties event.

Anyway what about the track you ask...

The start line emerges half way through the Bus Stop, it is important no to go too wild at this point as excess speed normally results in under steer, using too much road at the exit as you go first right then hard left, the important corner is the next right-hander (Devils Elbow) and

the last of the complex. Here you need to keep left going in for a late apex and use all the road at exit (not too much mind as there is a nasty kerb that is easy to encounter) for a fast run up to the next right hander (Nook Bend) and onto the Hanger Straight. In some cars this is flat from complex exit onto the back straight, but most with more power or less bottle normally recommend a lift of some sort. So carry as much speed as you can for the downhill straight run (on the old runway) to the Chicane, there is a big brake before this, but it's important to concentrate on the line as again quite a lot of speed can be carried through here for what initially looks like a slowish chicane.

The exit from the Chicane 'throws' you into the first part of the bottom right-hander (Jacks Curve), you need to be careful here as too much power can cause a spin as I found to my cost in 2006 in the Lotus Elise. No such problems in the Scooby of course as it takes all the turbo grunt you can throw at it and launches you towards the second part of the bottom 180 degree bend the well named Glue Pot. It is best not go in too fast and don't be drawn by the first apex but make sure you get the second one as there is a falling camber and its easy to run out of road at the exit giving a mighty scare as you run on to the uphill Paddock Straight. Of course at most Llandow sprints and ours as well you don't stop but blast onwards and upwards for another lap.

The surface is quite rough leading up and into the braking zone for the Bus Stop, it is easy to out brake yourself and the marshals & spectators get

lots of amusement from careless driving here during the day, especially the early and later runs as drivers get used to and then try to get the maximum from their selves and car.

The line through the Bus Stop causes much debate and there are many versions and opinions, all I will say is its easy to lose time and difficult to gain much, so try not to over drive it. The Subaru seemed to always under steer through here but if you can induce just a little looseness into the back end it can help. I always remember the Nick Wood's method in the Alfasud, flat out, full lock, lots of noise and smoke but not much progress, but knowing Nick he was probably laughing his head off, we certainly were! Two guys always worth watching through here for sideways action are Kev Lealan and Mike Rudge, and of course for a neat line with no wasted effort the famous DC.

So there you go off on lap two, try to do the same again but just a bit quicker and remember to brake and turn into the pits after the finish line this time, a certain yellow CRX has been seen struggling with this on occasions!

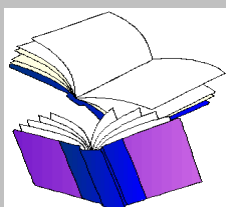
So that is Llandow, some call it a bit 'Mickey Mouse' and I have been known to say the odd word against it after the wide open spaces of other circuits, but although short and simple looking, it is quite technical. To drive it well gives a certain buzz and it is remarkable the times you can sometimes see produced by the better drivers.

All I can say is give it a go, there is only one way to find out, if you don't like it, carry on down the M4 to the other Welsh sprint track.... Pembrey, now you are talking!



Aerial View

*Petes Llandow Guide first appeared on the club website – keep watching the website for Colerne and Castle Combe guides which will appear online first and then later in Backfire.*



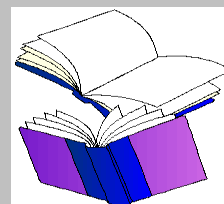
Online Books, Videos, CD's, DVD's

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 the clubs adopted charity for 2007 Diabetes UK.

The Amazon site sells books, videos, CD's, DVD's etc. etc.





## March Club Night - Guest Speaker Duncan Pittaway Fiat S76

Report By Tim Murray



*Duncan with huge Fiat S76 con-rod and full size engine drawing in background Photo: Chris Goodchild*

At the March club night Duncan Pittaway gave us a thoroughly entertaining talk about the history of his S76 Fiat, and his efforts in tracking it down and restoring it. He started with a bit of background. In the years before the First World War, when a car manufacturer wanted more horsepower, they just built a bigger engine. Fiat was one of the leading makes of the time, and had been successful in racing with their S61 and S74 models, the S74 having a four cylinder engine of around 14 litres. In those days the concept of the Land Speed Record was not yet established, but the world records for the flying kilometre and flying mile were highly prized. In 1911 the enormous 'Blitzen' Benz of over 21 litres held both these records, and Fiat decided to attack them with the S76. This amazing car had a capacity twice that of the S74 – a staggering 28.4 litres, still with only four cylinders!

Duncan has definitely established that Fiat built two of these cars – for many years it was thought that only one was ever made, and that the engine had been borrowed from an airship. Duncan stressed that the engine was first designed for the S76 and only later used in the airship, and he has the drawings to prove it. The period photos Duncan has of the car show the very high bonnet line to accommodate the giant engine, with the driver almost having to peer round the side of it to see where he was going, but the car was incredibly narrow and a great deal of attention had been applied to streamlining – even the starting handle had a pointed end.

In 1911 Fiat tried the car out at Brooklands, then took it to the sprint event at Saltburn Sands, near Middlesbrough. The driver, Pietro Bordino, spurned the idea of putting the car on a trailer and drove it from Brooklands to Saltburn on the public highway – a 300 hp racing car with stub exhausts belching several feet of flame at passers-by. The intrepid passenger reported that on the journey the speedo sometimes read over 120 mph. At Saltburn, although the sand was damp and hence slow, the Fiat captured the flying mile record at (a mere) 116 mph, but Fiat were happy and saw no need to make further use of the car.

A rich Russian, Prince Boris Sukhanov, then bought one of the cars with the intention of attacking the speed records, but the car scared him, so he engaged top racing driver Arthur Duray to drive it. At Ostend in late 1913 they spent some six weeks trying to break the records, but without success. In this time there were only a few days



when the weather was suitable, and problems with the timekeepers meant that although Duray managed a one-way run at around 134 mph, he couldn't fulfil the new requirement that called for two runs within one hour to establish a new record.

At this point the known history runs out. Prince Sukhanoff vanished without trace, believed to have been a victim of the Russian revolution. One of the cars was reportedly sold to a Mexican enthusiast in the '20s and was last heard of in Tampico. The fate of the other is unknown, probably broken up by Fiat.

Duncan first picked up the scent of something interesting while tracking down other Edwardian bits in Australia. Following a tip-off an S76 chassis was unearthed in the collection of Bob Chamberlain (who built the amazing Chamberlain Special in the '20s and later reconstructed the famous Napier racing car 'Samson'). At some stage in the car's life the original engine had been replaced with a Stutz unit and a different body fitted, and Chamberlain had sold the rear axle to another Edwardian Fiat owner.

Having got hold of the chassis, Duncan then needed to hunt down an engine. Fiat were not a lot of help but eventually Duncan was tipped off that an engine was to be found in the Turin Technical College Museum, just down the road from Fiat. His initial phone calls were rebuffed, so, feeling his Italian was not quite up to the job, he persuaded a fluent Italian speaker to try

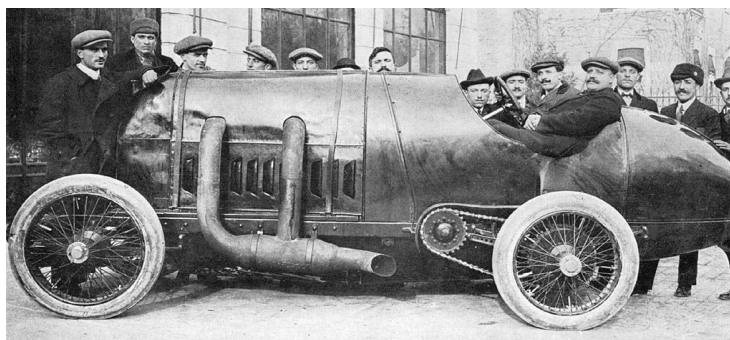
phoning, impressing on her the need to be as diplomatic as possible and not to ruffle any feathers. He was thus a bit taken aback when, a couple of minutes into the call, she screamed "Pig!!!" into the phone and slammed it down – and then reassured Duncan that everything was fine and that her contact would phone back, which, amazingly, he did.

Negotiations then began. The museum agreed in principle to sell Duncan the engine, and he made numerous visits to Turin, each time hoping to conclude the deal, but each time not quite getting there. At last the museum agreed to loan Duncan the engine until the deal could be concluded, so finally Duncan had an engine to work on. It turned out to be in reasonable condition, apart from seized little-end bearings. Duncan had brought along one of the conrods, which must have been all of two feet long and beautifully made.

There is still a lot of work to be done. A lot of the car (gearbox, bodywork etc) is having to be built from scratch, but Duncan has obtained most of the drawings from Fiat to help with this. He hopes to have the car finished sometime next year, and then fully intends to emulate Signor Bordino and drive it on the road – what an amazing sight that will be!

We should like to thank Duncan most sincerely for giving up his time to

come and tell us the fascinating story of his Fiat S76, and look forward to seeing it up and running.



## Navigation Exercise 16th March By Tim Murray

Another new year well under way, so it was time to dust off the maps and Romer, and start setting my annual Nav Ex. There was only one slight problem – I didn't have a (working) car available. So, unless our club archivist knows differently, I suggest that this may have been the first club Nav Ex to have been set using a motorhome and run by the organiser on the night using a bicycle.

Five crews turned up in the start layby in Rudgeway, slightly puzzled to see me on the bicycle. They were even more puzzled when they got their route cards. The event I set last year had been far too easy, so I tried to make this one a little more tricky by 'borrowing' a couple of tricks I learned from that master of deviousness, Dean Taylor, our



*Tim Murray with unusual transport at the start*

Competition Secretary in the late '80s. The first involved using the back of the map cover as a source of information, and the second was the 'negative' herringbone – it shows you not where the roads are, but where they aren't.



*Dave Adams and Chris Goodchild with Land Rover at the start*

However, the tricks didn't work. Once the crews had got over their initial panic and worked out what was going on, with one exception they sailed through the plotting and all had left the layby in good time. The exception was the Bird/Johnston crew who decided to adopt the easier option of switching to the novice route card and incurring a 25% penalty on their total score.

I then pedalled off to the Swan at Tytherington and had an excellent meal washed down with some really nice beer, so was in a very good mood when the crews caught up with me in the bar to hand in their answer sheets. Luckily for me, they all seemed fairly happy as well and most claimed to have enjoyed themselves. The results showed that two crews had cleaned the event (as also had Bird/Johnston before their penalty) so a tie-break was required. This was won by Mark and Matt, who



reckoned that it was the first tie-break that had ever gone in their favour.

## Results

1. Mark Astin/Matt Marples  
Fiesta 210 pts
2. Dave Adams/Chris Goodchild  
Land Rover 210 pts
3. Ken Robson/Martin Baker  
Focus C-Max 193 pts
4. Andy Moss/Martin Emsley  
Peugeot 106 161 pts
5. Paul Bird/Howard Johnston  
Focus C-Max 158 pts

## 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, approx. 400m from the turning.

## Charity Cycle Ride For Diabetes UK - 29th April 2007



Club Treasurer and Sprint Clerk of Course Martin Baker has a significant birthday coming up and has decided to celebrate by cycling a distance in miles equivalent to his age along the Bristol & Bath cycle path. It would

be great if club members could help sponsor Martin who can be contacted on 0117 9563664 or e-mail [mnb.mendip@btinternet.com](mailto:mnb.mendip@btinternet.com). A Sponsorship form will also be available at the April Club Night.

## MERLIN MOTORSPORT

We hold massive stocks from the top names in the motorsport industry including Sparco, Willans, Cobra Seats, Mocal, Racetech, SPA, Lumenition, DMS Technologies, ITG, Goodridge, Tripac cooling fans, and Samco to name but a few. We can send parts out the same day as you order on a next day service.

If you have not yet received a copy of our catalogue you can contact us by phone, fax or email and we will send a copy to you free of charge.

**sparco**

**FASTIME**



**DMS technologies**

**SAMCO sport**  
Performance Hose

**JETEX**

**SMITHS**  
Instruments

**VDO**

**AVO**

**COBRA**  
SEATS

**itg**  
performance air filters  
for road and race vehicles

**Lumenition**

**MOCAL**  
oil coolers & controls

**WILLANS**

## MERLIN MOTORSPORT

Castle Combe Circuit,  
Chippenham,  
Wiltshire, SN14 7EX

Tel: (01249) 782101

Fax: (01249) 782161

Phone fax or email for a free copy  
of our Merlin Motorsport catalogue.  
Visit our showroom at Castle Combe.

Huge stocks on the shelf.

Same day despatch for orders  
received before 1pm.

We are open 9.00 - 5.30 Monday - Friday  
9.00 - 5.00 on Saturday

Web: [merlinmotorsport.co.uk](http://merlinmotorsport.co.uk)

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

## Sebring 12 Hours By Kieron Winter

4 days of drinking, partying, oh  
and some motor racing !



*Andretti Green Racing Acura – LMP2 winner  
and 2nd overall*





It was back in 1983 that I drove at the Sebring circuit in central Florida. However it was neither a race, nor a track day I was taking part in, but the racing circuit is situated next to Sebring Airport and part of the circuit is used as an access road to the airport. I had driven up and down the Ulmann straight as this was open to the public to get to the Airport. Despite several visits to Florida since that time I had not been to Sebring and so some 24 years later I decided that I would finally get to see some motor racing there.

The Sebring 12 hour race is run for cars that you would see at Le Mans, so I would get to see (and hear) the diesel powered Audi R10, the Porsche and Acura (Honda) powered cars in class LMP2 and then the Corvettes, DB9s, Saleens, Porsche, Panoz and Ferraris from the GT1 and GT2 classes.

Three days of support races and qualifying were held before the main race which was run from 10.00 am to

10.00 pm on the Saturday. I got to the circuit on the Friday and bought my ticket and watched some support races before a Florida thunderstorm hit the place and I took to my car for shelter. I understand a mini Hurricane hit the day before and all the marshals had to be taken from the track and into a building for their safety.

However the Saturday was to have sunshine all day. As I set off from my motel for the drive down Highway 27 several sports cars went past me. A few miles on, the driver of a Corvette was helping a State Trooper with his enquiries! I joined the back of the queue to get into the circuit. This guy came walking down shouting "Firearms, Drugs, Fire Wood". I would usually expect people selling Programmes or drinks to wander

|  |
|--|
| <b>LMP1</b>  |
| Capable of speeds over 200 mph, the exotic LMP1s are cutting-edge automotive technology. Prime contenders in this category include the defending champion Audi R10 and challengers such as Lola, Zytek and Courage.  |
|    |
| <b>LMP2</b>  |
| LMP2 cars are lighter prototypes utilizing a variety of engine and chassis combinations. Engines can be 2 liter single turbos or normally aspirated 3.4 liters and under. Among the entries in this category are Acura, Lola, Radical, Mazda and the Porsche Spyder. |
|    |
| <b>GT1</b>   |
| The GT1 class features highly modified production-based cars, many of which resemble popular models of road cars. This class includes the Chevrolet Corvette, Aston Martin and Saleen S7.  |
|   |
| <b>GT2</b>   |
| The GT2 class features production-based cars that are smaller and less powerful than their GT1 big brothers. In this category are Porsche, Panoz Esperante, BMW, Lexus and Ferrari.  |
|    |



down the queue. When I listened again he was saying "No Firearms, drugs or Fire Wood". Now I could understand the Firearms and Drugs bit, but why were a few sticks of wood so dangerous – I would later find out.

I parked up close to the Start/Finish straight and I could hear the Tannoy inviting the fans to come onto the track to see the cars and crews as they lined up on the grid and reminding us that the Paddock was also open to all the fans – Bernie Ecclestone would have hated this!

I set off to find a place to watch the start of the race. Around a lot of the track, spectators were able to park their Motor homes or RVs right up against the fence, their owners were then sitting on the roofs for an excellent view. There were also a lot of trucks which had some scaffolding in the back with chairs perched on top of this; again their owners were able to get a good view of the track. Other parts of the track had some grass banking to give spectators a good view. I set off to walk the circuit and soon the smell of cooking was all around me. The RV owners were cooking up lunch and those who came in trucks and 4x4's seem to have brought their B-B-Q's. Now because all these vehicles were packed in so close, a charcoal B-B-Q would be relatively safe, but someone setting up a wood fire had the good chance of setting the place ablaze. All the RV occupants seem to have a beer bottle to hand as well, and judging by the piles of empties, they had been drinking non-stop for the past four days. I made my way over to the "Party Zone" and found the main stage was sponsored by Budweiser and seemed to be hosting

a Miss Sebring contest with bikini clad girls being appreciated by the crowd. Another tent was sponsored by Bacardi who were doing a roaring trade with their product. So it was clear that drinking was a major part of the event, in fact this was confirmed when beer was on sale at the same price as a soft drink or even water.

It was also St Patrick's Day, a good excuse in the USA for a party and several people were wearing green,



*Judd Lola B05 with the Airport in the background*

either hats or even green stick-on beards. Later on as I was walking around I noticed that there were trucks driving around the internal circuit roads loaded up with people all drinking. A lot of people were wearing strings of beads. It seems that Gentlemen would give a string of beads to the young ladies if they were prepared to show them their chests!

Around one part of the track there

was a fenced-off area between the track and the RVs for the spectators. The RV owners here had hung boards over the fence and were full of photos – some of racing cars from previous years, other of the occupants of the RVs in various states of drunkenness. Other RV owners had their TVs tuned to the Speed Channel who were covering the whole race live and had their speakers set up so everyone could hear the commentary. The best set-up I saw was one RV owner who had brought along a replica of the front of a Western Saloon bar.

Towards dusk I spent some time over at the pits. It was possible to have access to the back of the pit lane, so you could see the crews preparing for the pit stops and take a look at the telemetry equipment that was being monitored by the crews. I guess it will be no surprise to say that Audi seemed to have the most monitors and Engineers of all the teams.



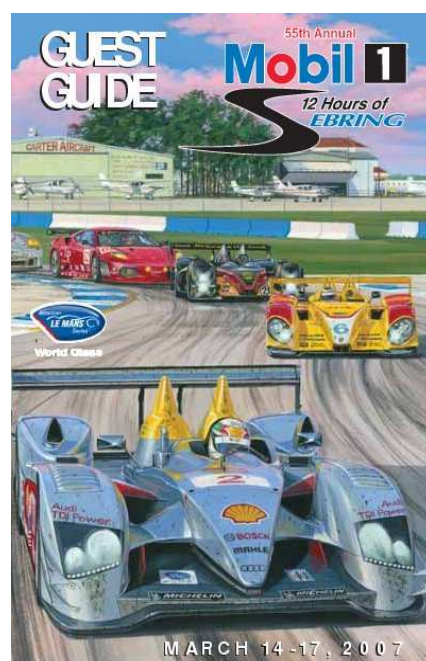
*Ferrari 430GT and Porsche 911GT3 RSR with RVs in the background*

Now that it was dark I noticed that a lot of the trucks were leaving, I wondered how much of the race the people had actually watched. (One year the race was cancelled, but 3000 people still turned up at the track!). As I headed out to one of the corners walking through the parked RVs, two guys had an excellent set up. They had a video projector set

up to project the Speed Channel onto the outside of one RV and they had set up arm chairs to watch it. Several other people had stopped off to watch the TV coverage and I joined them. You could see the TV pictures, listen to the commentary and the real cars were passing by about 20 feet away.

I found a spot on the start/finish straight for the end of the race and as the winning Audi took the chequered flag a firework display started. However the best bit was not over as the leading Ferrari and Porsche in the GT2 class were side by side, in fact they hit each other twice between the final corner and finish line! It was an exciting finish to 12 hours of motor racing. My car was close by and it took no time at all to get out of the circuit, the Police had all the junctions manned, meaning cars flowed out very quickly and off into the night.

If anyone is looking for a winter break in the sunshine, then I can recommend a trip to Florida and Sebring (2 hours drive from Disney). The racing was good, you can get close to the action and you have all the American spectators to entertain you. If you do go – Gents remember to take some beads!





## Building a Kit Car

By Andy Moss

### Fitting the Body Work



The next step in the build was to fit the bodywork to the chassis. Westfield allow you to order the bodywork after the main part of the kit and this overcomes the problem of where to store it. So it was another trip to the van hire company - this time I hired a transit and it was only when I got to the factory that I found out how long the bodywork was!! A bit of improvisation was needed to keep the rear doors slightly open on the way home. The main tub is fitted first - using the roll bar mounting points as a reference - the important thing here was to make sure that the rear hubs sat central in the wheel arches.



Westfield bodywork comes in a number of different styles, the main differences being the nose, which can be a traditional or ducted style and the wheel arches, which can be fixed or detachable. Once the tub was in place the next step is to fit the scuttle which is held to the chassis

using bolts and rivnut inserts, which you have to fit to the chassis, after more careful measuring.



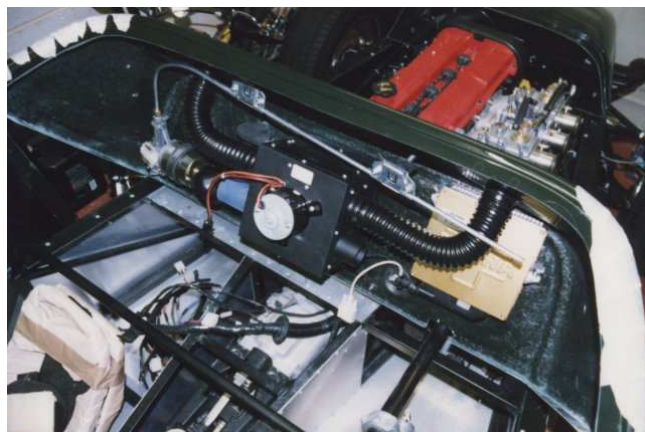
One of the trickiest jobs is to line up the nose cone and bonnet - this involves trial fitting bonnet and nose in place with masking tape to get everything aligned before removing the bonnet and securing the nose. I then had two choices to fix the bonnet - either external clips or internal pins and locks - I went for the latter which meant I had the challenge of drilling holes in the bonnet for locks that lined up with clasps fixed to the chassis inside the bonnet - easier said than done - this took a whole weekend of careful measuring.

Other tricky parts of fitting the body work included cutting a hole for the exhaust manifold to exit at the side of the car. This is made tricky as the exactly position where the exhaust exits is difficult to determine without the manifold in place and you can't put it in place until you have cut the hole ! There is a similar problem when you cut the hole in the rear of the body tub for the fuel filler - this has to line up quite accurately with the fuel tank neck and you need to work out the position from inside the bodywork and then transfer this

position to the outside of the car in order to drill the hole - both of these jobs were a case of measure many times and drill once .... fortunately thing seems to work out o.k.



With the main bodywork in place I could concentrate on building up the scuttle / dash area - as I was fitting a windscreen I had to have a heater to pass the SVA test and this involved bonding ducts to the underside of the scuttle and drilling and filing a slim slot to allow the air to flow onto the screen. The wiper motor is from a mini, but you have to fit modified wheel boxes and drive mechanism. With all of this sorted out I could fit the screen in place along with the instrument panel.





## Navigational Scatter

16th February 2007

A good entry of ten crews assembled at the Gordano Service station which has become the traditional start of the February Navigation event, which once again was a joint event with Bristol Motor Club.

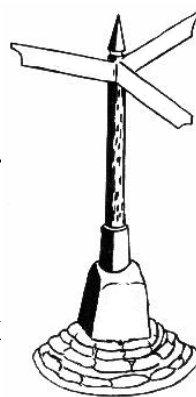
Six of the crews were Pegasus Members, with Bristol Motor Club duo of Paul Parker and Mark Chater doing the organisational honours.

Paul and Mark again provided us with an event that was suitable for both novices and experts, this year the time on road was a bit shorter with the finish being at Gorgano services at 10pm.

When the results were announced Matt Marples and Mark Astin had an amazing score of 400 – well clear of second placed crew, Andy Moss and Martin Emsley. Third and Fourth also went to BPMC crews with Chris Goodchild joined by Jeff Oakley just in front of regulars Paul Bird and Howard Johnston. Jeff was on his first club navigation event driving the very nice X type Jaguar rather than the Westfield we are more used to seeing him with.

The Subaru of Steve and Emma Burns was another new crew who hopefully will be back for future events.

An enjoyable joint event, thanks to Paul and Mark for organising.



## Navigational Scatter – Results

| POSITION | DRIVER          | CO-DRIVER       | CLUB | VEHICLE            | CAR NO | POINTS |
|----------|-----------------|-----------------|------|--------------------|--------|--------|
| 1        | Matt Marples    | Mark Astin      | BPMC | Peugeot 205        | 8      | 400    |
| 2        | Andy Moss       | Martin Emsley   | BPMC | Peugeot 106        | 2      | 210    |
| 3        | Howard Johnston | Paul Bird       | BPMC | Renault Scenic     | 10     | 200    |
| 4        | Jeff Oakley     | Chris Goodchild | BPMC | Jaguar X Type      | 5      | 185    |
| 5        | Paul Hemmings   | Louise Hemmings | BMC  | BMW 335i Touring   | 4      | 175    |
| 6        | Allen Harris    | Nick Rainbow    | BMC  | BMW 328i           | 3      | 140    |
| 7        | Alan Spencer    | Kieron Winter   | BPMC | Mini 25            | 6      | 135    |
| 8        | Glyn Hopkins    | Paul Monis      | BMC  | Seat Ibiza         | 7      | 120    |
| 9        | Steve Burns     | Emma Burns      | BPMC | Subaru Impreza WRX | 1      | 25     |
| EXC      | Dave Greenslade | Kev Hobbs       | BMC  | Mazda Bongo        | 9      | OTL    |

# Bristol Pegasus Fantasy Formula One 2007

## Positions after Australian GP

Updated By Tim Murray



| Pos | Entrant               | Driver 1   | Driver 2   | Team 1  | Team 2      | Engine    | Total |
|-----|-----------------------|------------|------------|---------|-------------|-----------|-------|
| 1   | Rob Crossland         | Massa      | Raikkonen  | Ferrari | Toro Rosso  | Ferrari   | 197   |
| 2   | Martyn Davies         | Massa      | Raikkonen  | Ferrari | Super Aguri | Ferrari   | 192   |
|     | Alex Wooldridge-Smith |            |            |         |             |           |       |
| 3=  | Smith                 | Hamilton   | Massa      | Ferrari | McLaren     | Ferrari   | 191   |
| 3=  | Jonathan Prestidge    | Hamilton   | Massa      | Ferrari | McLaren     | Ferrari   | 191   |
| 3=  | Rex Meaden            | Hamilton   | Massa      | Ferrari | McLaren     | Ferrari   | 191   |
| 6   | Bruce Graham          | Alonso     | Hamilton   | BMW     | Ferrari     | Ferrari   | 180   |
| 7   | Arthur Tankins        | Button     | Raikkonen  | Ferrari | Williams    | Ferrari   | 178   |
| 8   | Lynn & Mark Lewis     | Alonso     | Hamilton   | Ferrari | Toyota      | Ferrari   | 169   |
| 9   | Rizwan Ishaq          | Hamilton   | Massa      | Ferrari | Red Bull    | Ferrari   | 166   |
| 10= | Dick Craddy           | Hamilton   | Raikkonen  | BMW     | Ferrari     | Mercedes  | 165   |
| 10= | Helen Davies          | Hamilton   | Raikkonen  | Ferrari | McLaren     | BMW       | 165   |
| 10= | Mark Elvin            | Hamilton   | Raikkonen  | BMW     | Ferrari     | Mercedes  | 165   |
| 13  | David Bray            | Alonso     | Kubica     | BMW     | Ferrari     | Ferrari   | 161   |
| 14  | Andrew Moss           | Coulthard  | Hamilton   | Ferrari | Renault     | Ferrari   | 156   |
| 15  | Tom King              | Button     | Massa      | Ferrari | Toyota      | Ferrari   | 151   |
| 16  | Chris Lewis           | Alonso     | Button     | Ferrari | Red Bull    | Ferrari   | 146   |
| 17  | Kieron Winter         | Hamilton   | Massa      | McLaren | Renault     | Ferrari   | 145   |
| 18  | Joanna Prestidge      | Hamilton   | Raikkonen  | Ferrari | Toyota      | Renault   | 144   |
| 19  | Ken Robson            | Alonso     | Massa      | BMW     | Ferrari     | BMW       | 140   |
| 20  | Mary Craddy           | Alonso     | Rosberg    | BMW     | McLaren     | Ferrari   | 136   |
| 21  | Joe Robson            | Alonso     | Raikkonen  | Ferrari | Red Bull    | Renault 2 | 130   |
| 22= | Bill Farrow           | Raikkonen  | Schumacher | Ferrari | Toyota      | BMW       | 129   |
| 22= | Mike Marsden          | Alonso     | Massa      | BMW     | Ferrari     | Toyota    | 129   |
| 24  | Tim Murray            | Alonso     | Kubica     | Ferrari | McLaren     | BMW       | 125   |
| 25  | Simon Moss            | Alonso     | Hamilton   | Ferrari | Renault     | Honda 2   | 119   |
| 26  | John Page             | Heidfeld   | Wurz       | Ferrari | Renault     | Mercedes  | 116   |
| 27  | Ann Farrow            | Alonso     | Kubica     | Honda   | McLaren     | Ferrari   | 115   |
| 28  | Richard Reynolds      | Fisichella | Schumacher | McLaren | Williams    | Ferrari   | 114   |
| 29  | Kathleen Bray         | Alonso     | Raikkonen  | McLaren | Red Bull    | BMW       | 109   |
| 30  | Toby Harris           | Fisichella | Hamilton   | Ferrari | Red Bull    | Renault   | 108   |
| 31  | Martin Baker          | Fisichella | Webber     | McLaren | Toyota      | Ferrari   | 103   |
| 32  | Paul Draper           | Button     | Kubica     | Ferrari | McLaren     | Renault   | 101   |
| 33= | Donny Allen           | Fisichella | Raikkonen  | McLaren | Williams    | Renault 2 | 94    |
| 33= | Elisabeth Lewis       | Alonso     | Raikkonen  | Honda   | Toro Rosso  | Renault   | 94    |
| 35  | Paul Bird             | Alonso     | Kubica     | BMW     | McLaren     | Mercedes  | 89    |
| 36  | Mal Allen             | Button     | Coulthard  | Ferrari | Renault     | Honda     | 81    |
| 37  | Pete Stowe            | Alonso     | Webber     | BMW     | McLaren     | Renault   | 79    |
| 38  | Lewis Bird            | Hamilton   | Kovalainen | BMW     | McLaren     | Renault   | 77    |
| 39  | Sharon Reynolds       | Schumacher | Webber     | Ferrari | Williams    | Honda 2   | 76    |
| 40  | Caroline Meaden       | Alonso     | Webber     | McLaren | Williams    | Renault   | 75    |
| 41  | Audrey King           | Hamilton   | Speed      | McLaren | Spyker      | BMW       | 62    |
| 42  | Alyson Marsden        | Alonso     | Button     | Honda   | McLaren     | Honda     | 59    |
| 43  | Roy Hancock           | Alonso     | Button     | Honda   | McLaren     | Toyota    | 58    |
| 44  | Judith Bird           | Alonso     | Button     | BMW     | Renault     | Renault 2 | 54    |



## Club Visit – Race Retro - Stonleigh

23rd March 2007 2007



This years trip to the Historic Motorshow at Stonleigh proved as popular as ever. The event had been renamed "Race Retro" and was slightly later in the year – the extra bit of warmth was welcomed by all those attending.

We again booked a mini bus and Martin Baker was good enough to do the driving honours.

As well as the minibus full of members we were joined by another couple of cars full of members who could not fit in the bus !

The show featured the usual mix of interesting cars, as well as trade and club stands.

A popular addition amongst club members this year was a mobile version of the "ACE Cafe" which is a popular venue near London with motoring enthusiasts – they did a fine Bacon or Sausage sandwich all at a good price !!

For those who had not eaten too much already, we stopped on the way home at the same pub as last year for a very pleasant meal.

race retro

23-25 MARCH 2007, STONELEIGH PARK, COVENTRY



INTERNATIONAL HISTORIC  
MOTORSPORT SHOW 2007





## Club Visit – Race Retro - Stonleigh

23rd March 2007



race retro  
race retro  
race retro





# Clubmans Championship 2007

Up to the March Nav Ex

Prepared by Chris Goodchild

| TOTAL POINTS SCORED | ENTRANT          | 'POINTS SCORED' POSITIONS | NUMBER OF EVENTS | ORGANISED OR MARSHALLED ? |
|---------------------|------------------|---------------------------|------------------|---------------------------|
| 14.63               | Mark Astin       | 1                         | 3                | No                        |
| 14.63               | Matt Marples     | 1                         | 3                | No                        |
| 13.38               | Chris Goodchild  | 3                         | 3                | Yes                       |
| 11.75               | Andy Moss        | 4                         | 3                | Yes                       |
| 11.75               | Martin Emsley    | 4                         | 3                | Yes                       |
| 9.38                | David Adams      | 6                         | 2                | No                        |
| 8.38                | Howard Johnstone | 7                         | 3                | No                        |
| 8.38                | Paul Bird        | 7                         | 3                | No                        |
| 6.50                | Martin Baker     | 9                         | 2                | Yes                       |
| 4.75                | Alan Spencer     | 10                        | 2                | Yes                       |
| 4.75                | Kieron Winter    | 10                        | 2                | Yes                       |
| 4.00                | Jeff Oakley      | 12                        | 1                | No                        |
| 3.50                | Dave Cutcliffe   | 13                        | 1                | No                        |
| 3.00                | Ken Robson       | 14                        | 1                | Yes                       |
| 1.50                | Emma Burns       | 15                        | 1                | No                        |
| 1.50                | Steve Burns      | 15                        | 1                | No                        |
| 1.00                | Lynn Lewis       | 17                        | 1                | No                        |
| 1.00                | Mark Lewis       | 17                        | 1                | No                        |

# Marshals Championship 2007

Up to the March Nav Ex

Prepared by Chris Goodchild

| TOTAL POINTS SCORED | ENTRANT     | 'POINTS SCORED' POSITIONS | NUMBER OF EVENTS |
|---------------------|-------------|---------------------------|------------------|
| 2                   | Andy Rigler | 1                         | 1                |
| 2                   | Dick Craddy | 1                         | 1                |
| 2                   | Tim Murray  | 1                         | 1                |



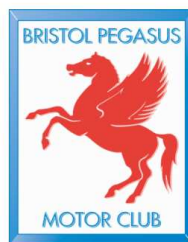


| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
|     |     |     |     | 1   | 2   |     |
| 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| 10  | 11  | 12  | 13  | 14  | 15  | 16  |
| 17  | 18  | 19  | 20  |     |     |     |
| 24  | 25  | 26  | 27  |     |     |     |
| 31  |     |     |     |     |     |     |

## National & International Motorsport Dates April / May 2007

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
|     |     |     |     | 1   | 2   |     |
| 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| 10  | 11  | 12  | 13  | 14  | 15  | 16  |
| 17  | 18  | 19  | 20  |     |     |     |
| 24  | 25  | 26  | 27  |     |     |     |
| 31  |     |     |     |     |     |     |

|                |  |                                   |
|----------------|--|-----------------------------------|
| 12/05/07       | Nicholson McLaren MSA British Hillclimb Champ. | Barbon Manor, Cumbria             |
| 11/13 May 2007 | FIA FORMULA ONE WORLD CHAMPIONSHIP             | Barcelona, Spain                  |
| 27/29 Apr 2007 | A1GP World Cup of Motorsport                   | Brands Hatch Circuit              |
| 06/05/07       | RDP Welsh Rally                                | Brecon, Powys                     |
| 06/05/07       | South Wales Classic Show                       | Bridgend, Mid Glamorgan           |
| 15/04/07       | SBD Motorsport British Sprint Championship     | Cadwell Park Circuit              |
| 07/05/07       | Springtime Raceday                             | Castle Combe Circuit              |
| 21/04/07       | Performance Car Action Day                     | Castle Combe Circuit              |
| 05/05/07       | Sprint   | Curborough, near Lichfield        |
| 12/05/07       | NASCAR Nextel Cup                              | Darlington, USA                   |
| 11/12 May 2007 | RBS International Manx Rally                   | Douglas, Isle of Man              |
| 15/04/07       | Spring National Hillclimb                      | Harewood, West Yorkshire          |
| 13/05/07       | Nicholson McLaren British Hillclimb Champ.     | Harewood, West Yorkshire          |
| 12/05/07       | Open Hillclimb                                 | Harewood, West Yorkshire          |
| 20/22 Apr 2007 | Champ Car World Series                         | Houston, USA                      |
| 29/04/07       | IRL IndyCar Series                             | Kansas Speedway, USA              |
| 5/6 May 2007   | Welsh Rally                                    | Llandrindod Wells, Powys          |
| 5/6 May 2007   | Classic Racing Motorcycle Club Races           | Lydden Hill Circuit               |
| 21/04/07       | BETTA Somerset Stages                          | Minehead, West Somerset           |
| 07/05/07       | May Day Extra Special Meeting                  | Northampton Raceway               |
| 22/04/07       | St Georges Day Rally                           | Old Langho, Blackburn, Lancashire |
| 5/6 May 2007   | Car & Motorcycle Hillclimb                     | Olivers Mount, Scarborough        |
| 12/05/07       | Vintage Motorcycle Festival                    | Oulton Park Circuit               |
| 12/13 May 2007 | BRSCC Car Races                                | Pembrey Circuit                   |
| 07/05/07       | Kumho Tyres MSA British Rallycross             | Pembrey Circuit                   |
| 21/04/07       | NASCAR Nextel Cup                              | Phoenix Raceway, USA              |
| 5/6 May 2007   | Nicholson McLaren British Hillclimb Champ.     | Prescott, near Cheltenham         |
| 3/6 May 2007   | FIA WORLD RALLY CHAMPIONSHIP                   | Rally Argentina                   |
| 05/05/07       | NASCAR Nextel Cup                              | Richmond Raceway, USA             |
| 28/29 Apr 2007 | BRSCC Car Races                                | Rockingham Motor Speedway         |
| 12/05/07       | Aldon HSA Hillclimb                            | Shelsley Walsh, near Worcester    |
| 13/05/07       | Midland Championship Hillclimb                 | Shelsley Walsh, near Worcester    |
| 06/05/07       | SCEC Championship Series                       | Symondsburry, Dorset              |
| 29/04/07       | NASCAR Nextel Cup                              | Talladega Speedway, USA           |
| 15/04/07       | NASCAR Nextel Cup                              | Texas Speedway, Fort Worth, USA   |
| 5/6 May 2007   | Dunlop MSA British Touring Car Championship    | Thruxton Circuit                  |
| 21/04/07       | IRL IndyCar Series                             | Twin Ring Motegi, Japan           |
| 4/6 May 2007   | Le Mans Series                                 | Valencia, Spain                   |
| 15/04/07       | Weston Sandocross                              | Weston-super-Mare, Somerset       |
| 5/6 May 2007   | FIA World Touring Car Championship             | Zandvoort, Netherlands            |



**All Classics Enthusiasts (A.C.E.) Booking Form**  
Organised by the Bristol Pegasus Motor Club

**The 2007 Classic Vehicle Charity Tour – SUNDAY JUNE 10th**

This Year we take in the wonderful Wiltshire countryside. As always, the route is designed to take in places of interest that we are sure you will enjoy. We shall once again have a communal picnic stop at a convenient location.

As last year, we leave from the **BAWA** pavilion, Southmead Road, Filton, by kind permission of the Management. **(TOILETS ARE AVAILABLE FROM THE START AREA)**. Please assemble by 9.30am at the latest. A map of the area local to the start point is attached to this entry form.

It has been determined that the main charity for this year, will be **‘S.A.R.A.’ (Severn Area Rescue Association)**, which in the view of the Committee is deserving of our support.

**Please retain the above section for your information. Return the lower section with your entry fee.**

**Entrant/Driver Name:**

**Address:**

**Post Code:**

**Email address:**

**Contact Telephone Number:**

**Passenger Name(s):**

**Vehicle Make/Model:**

**Vehicle Registration Number:**

**DECLARATION**

I agree to be bound by the Regulations that are issued for this event.

I declare that I am physically and mentally fit to take part in this event and I am competent to do so.

I acknowledge that I understand the nature and type of the event.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law, which is valid for such part of this event as shall take place on roads as defined by the law.

I furthermore declare that the vehicle is in a fit condition safely to be driven in the event and confirm that it is covered by a relevant Department of Transport Test Certificate (MOT).

**Signature** \_\_\_\_\_

**Date** \_\_\_\_\_

Please sign declaration above and return with entry fee (**minimum £12.00 per vehicle**) to: -

**Mrs Brigitte Purnell, Orchard Cottage, 127 Marsh Common Road, Pilning, South Glos. BS35 4JU**

**Tel: 01454 632101**

(Please make cheques payable to **ALL CLASSIC ENTHUSIASTS** or **A.C.E.**)

**If a receipt is required, please tick box and enclose a stamped self-addressed envelope.**

## TAKE COVER

**S**oon after the last Wheels appeared with my article implying that doctors and paramedics can't carry a tune, I nearly got sued by a medic claiming not only to be tune-fu! but even to be starring in a Dusty Springfield Tribute Show. I could only apologise and say how glad I was that his operation had been a success.

A narrow escape and a reminder of just how litigious our world has become with even the plague of class-actions threatening to spread to Europe from America. I'd always assumed that the mind-boggling damages awarded were all thrown out later on appeal but apparently that's not always so – there really have been some staggering payouts, while in the UK the largest personal injury claims can now exceed £5m.

So how does it all affect our sport? I know from trying to cajole or press-gang people into marshalling that every report in the press about someone being sued for a wrong decision, in a conker competition for instance, tends to deter people. Well, dreary though the subject may be, it makes sense to be adequately insured. Take part in an MSA approved event and you have death and injury cover as a competitor or official as laid down in the Blue Book. If you don't think that's enough for someone in your position then top-up cover is available at £40 for every £50k of additional

benefit for death, loss of limbs and permanent disablement, up to a maximum of £250k.

(Details are on [www.locktonmotorsport.com](http://www.locktonmotorsport.com)).

Note that the top-up cover is now available to marshals. I don't think there's any Rough Guide to what level of cover anyone should have – depends on your circumstances.

"Enough" is perhaps the key word.

It's worth checking any existing life policies you have in place to see if they cover our sport. For Personal Accident, both MSA and private policies are likely to pay out. For Public Liability, which although highly unlikely in the case of competition could still occur, if there are two policies called on to contribute it will depend on the specific contract wording. What was that about "the large print giveth and the small print taketh away?"

Drivers are not covered against legal action by other driver/s they have punted off – maybe cause for pause before doing the punting or the pouting afterwards.

If the police prosecute for bad driving on an event (and note how they increasingly get involved when there's hooliganism in other sports), insurers won't defend driving prosecutions as such. However, if dangerous driving in competition results in injury, there would probably be

parallels with other sports (football and rugby for instance) where there have been both private and Crown prosecutions for assault. In such cases it would be in the insurer's interest to defend and they'd almost certainly do so, just as they would for HSE prosecutions. But still better not to drive dangerously in the first place.

Like I said, a dreary subject. But an important one. And while we're on sort of legal matters I'd even suggest there's a case for pre-nuptial agreements because of the strain our sport places on relationships. Think how devastated you'd be if as part of a messy divorce settlement you lost your precious cigarette cards of World Famous Stewards. Oh, I don't know though.

*Stuart Turner*



### COD FILLET QUIZ

1. Mikko Hirvonen in a Ford Focus won his second World Championship rally in Norway in February. Where and when was his previous WRC win?
2. Name the only driver to win the F1 Championship posthumously?
3. The Classic Rally of the Tests was first run in 2001. Who won?
4. Where is the Val Des Terres hill climb?

**ANSWERS ON PAGE iv**



## **Increased marshal representation**

---

At the first Motor Sports Council meeting of 2007, members concluded that marshals should be more represented in the decision-making and legislative process.

The existing Training Steering Group, which is already predominantly concerned with representing marshals' training interests as well as those of other volunteers and officials, will be renamed the Volunteer Officials Advisory Panel to reflect more accurately its wider remit. The chairperson will be a member of the Panel (rather than an MSA executive), and this person will take up a seat on the Motor Sports Council to speak on behalf of volunteer officials.

It was also agreed that a specific Marshals Working Group should be set up, reporting to the revised Volunteer Officials Advisory Panel, thus replicating the structure already in place for timekeepers, scrutineers and other volunteer officials.

In a further recognition of the vital work of the marshals, the MSA has confirmed that every MSA registered marshal will now receive the MSA's quarterly publication, Motorsports

Now!, bringing them in line with the MSA's other volunteer officials.

## **Presentations at Council dinner**

---

At the Motor Sports Council dinner in February, the Chairman, Graham Stoker, presented a commemorative clock to retiring Council Member, Julian Fack, and an Officiel d'Honneur award and carriage clock to Alan Foster.

Julian Fack first competed in Sporting Trials in 1972. In the 35 years since, he has been British Champion ten times and designed or built cars that have claimed an additional 12 titles in the hands of others. He joined the Trials Committee in 1978 and became chairman in 1995, which brought him onto the Motor Sports Council. Despite retiring from the Council in 2006, Julian continues to compete at the highest level and is chairman of the BTRDA Trials Committee, a member of the BTRDA board, a BTRDA Council Member and a Life member of Midland Auto Club.

The Chairman presented Alan Foster with an Officiel d'Honneur award, the highest accolade for MSA volunteer officials. Alan has had a prominent involvement in MSA-authorised motor sport for many years, from karting father, through kart scrutineer, to Technical Commissioner and then as an environmental scrutineer; this latter role expanding his involvement into other areas of the sport –

racing, hill climbing, sprinting and rallying.

Council members also paid tribute to the late David W Williams who died suddenly in November 2006. Known affectionately as 'DWW', David's contribution to the sport was immense, through Port Talbot Motor Club, the Welsh Association, ANCRO, and the MSA – where he served as committee chairman, timekeeper and Motor Sports Council member.

## **Special Stage Rally Cars regs**

---

In February, the Rallies Committee presented its recommendations to the Motor Sports Council for a complete revision of regulation K37 (concerning the eligibility of cars).

The publication of this first draft signifies the beginning of a period of consultation, after which a revised draft will be presented to Council in June for further consideration, before moving to ratification in September.

The earliest date for any regulation changes to come into effect for new cars will be 1 January 2009, while existing vehicles will remain eligible to compete until 1 January 2010.

The recommendations are on the MSA website ([www.msauk.org](http://www.msauk.org)) and interested parties are invited to provide their feedback to Ian Davis, MSA Rallies Executive (email: [idavis@msauk.org](mailto:idavis@msauk.org)), by the end of April 2007.

## CROSS-COUNTRY

### Less aggressive tyres for the 2007 championships

The first round of the 2007 Matador MSA British Off Road championship takes place on 14th – 15th April at Baden Hall near Stoke-on-Trent. The championship is once again being sponsored by Matador Tyres. This year all registered BORC competitors and Trophy competitors must compete on a single control tyre, the Matador Izzarda. This is an 'AT' – all terrain pattern, and is the first time an AT tyre has been used as the control tyre, over the more commonly used Mud Terrain or more aggressive patterns which are used by most competitors. This controversial decision was chosen to give everyone a 'level playing' field also with an aim, in it being the less aggressive AT pattern, its use will lessen land damage and allow the championship to use a wider choice of the best venues. Competitors entering the Clubmans events, run in parallel to the BORC will also be required to run an AT pattern tyre, but not necessarily the Matador brand. The National Hillrally championship is also looking to run less aggressive tyres in 2007. Currently any type of tyre is allowed, it is hoped agreement can be made limiting all competitors to a Mud Terrain pattern from a 'Tyre List' approved by the organisers. Currently tyre use is becoming more of an issue in many forms of motorsport, as the tyre pattern is seen as one of the areas that can result in excess damage to venues. In some parts of the country, land for some cross country events is becoming difficult to secure, due to land owners concerns about possible damage to the ground in view of the recent defra and the single payment scheme regulations.

# AUTOSCENE



REVIEWS FROM



### **BMW SINCE 1916 Manfred Grunert & Florian Triebel ISBN 3 932169 47 6 £59 from BMW dealers, order no 01090398988 or motoring bookshops**

With nine decades of history to look back on, you expect BMW to come up with something special and this whopping 600-plus-page hardback is a belter. Just when you'd thought you'd seen the best of the Bavarian firm's period photos, a whole lot more receive a fresh airing. It helps that Grunert and Triebel have both worked in the archive, yet the range of images is still staggering. There's everything from evocative early shots of Austin Seven-based Dixis in Eisenach to later studies of the levelled Munich factory at the end of WW2, Glas workers in '66 being told that it had been taken over and the electric 1602 on test – many of which even the most ardent marque enthusiast won't have seen before. Even the sensational BMW VI aero-engined 'Rail Zeppelin' features: it was tested between Berlin and Hamburg in the early '30s and set a then-record of 230kph. Ten chapters span everything from personnel, r&d and production to motor sport and adverts, many of which are beautifully reproduced. Anoraks won't be disappointed either, because the appendices list all cars, motorcycles and aero engines

made in volume, plus profiles of all the company's directors over the years and even accounts for those of a financial bent. It's obviously aimed at (reinforced) coffee tables, yet is informative and excellent value for such a superbly printed book.

### **RACING IN THE RAIN ISBN 1 893618 71 4 John Horsman, David Bull Publishing, £29.99**

This book from John Wyer's chief engineer and team manager delivers a superb insight into his successful sports-racing partnership. From Aston's DB4GT and Project cars to the 11th hour withdrawal of the Mirage M12 from Le Mans in '82, Cambridge graduate Horsman covers his career alongside some of the greatest drivers and cars including three Le Mans wins and three championships. Yet it's the behind-the-scenes stories that bring the 416-page, 300-picture book to life: a recce of European hotels in a GT40, sorting the Porsche 917's aerodynamics in MIRA's wind tunnel in the dead of night, and Brian Redman's fiery exit from the Targa Florio. The story of the Mirages from the Len Bailey-designed M6 to the Renault-powered GR8 with Harley Cluxton is fresh and fascinating. And, ever the gentleman, Horsman gives full credit to all the team players. An important and entertaining record.



# MARSHALS POST

by the BMMC

Most vehicle fires can be fought successfully with dry powder and foam extinguishers.

But not fires involving metals like magnesium and titanium – used to provide lightweight strength in racing cars.

Metal fires are recognisable from the clouds of dense white smoke they produce. The important thing to remember is putting water on a metal fire – even the small amount of moisture in carbon dioxide extinguishers – can make it far, far worse.

The intense heat produced by metal fires can render ordinary dry powder extinguishers useless and experts warn certain metals can even react violently with some multi-purpose dry powder extinguishers.

It's important to remember that, although some modern brake assemblies include components made from exotic metals, it is usually the brake fluid that is burning in a brake fire.

Brake fluid has a flash point – the temperature at which it can be ignited – of around 120°C and an autoignition temperature – when it will spontaneously ignite – of around 310°C.

When brake discs or drums get really hot, they can cause the brake fluid to ignite and the heat from the disc or drum will cause it to re-ignite.

So, cooling the disc or drum using a foam extinguisher is usually the best method of fighting a brake fire, unless, of course, you detect signs of a metal fire.

The good news on circuits is that it is unlikely that a fire will have been raging for long enough

to ignite components containing exotic metals.

On a rally, though, it only needs a driver with a puncture at the start of a stage to press on regardless on an alloy wheel rim to generate enough heat to set the wheel alight by the finish.

The best course of action is to summon help immediately, warning Control that you have a metal fire; use dry powder extinguishers with extreme caution and try to shovel enough sand – or dry earth – over the burning metal to stop the fire spreading to other parts of the vehicle.

## QUIZ ANSWERS

1. Australia, October 2006
2. Jochen Rindt, 1970
3. Frank Fennell/Kevin Savage, Mercedes Benz 300SE
4. Guernsey, C.I.



MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM

## MSA licensing statement

The Motor Sports Association has experienced issues with its IT system relating to the processing of licence applications. This caused a considerable backlog of applications and the MSA despatched more than 3,000 temporary paper licences to ensure that competitors were able to participate in their chosen events.

“We experienced technical problems with both the hardware and software within the licensing operating system, but this has now been resolved,” says Kevin Pay, MSA Operations Director. “We employed additional staff to get the licences out as quickly as possible.”

“There will always be teething problems when you bring new technology on line and we apologise to licence holders for the inconvenience that this delay caused,” says Colin Hilton, MSA Chief Executive. “We would like to thank people for their patience.”

*Release MSA06-032: 6 March 2007*

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

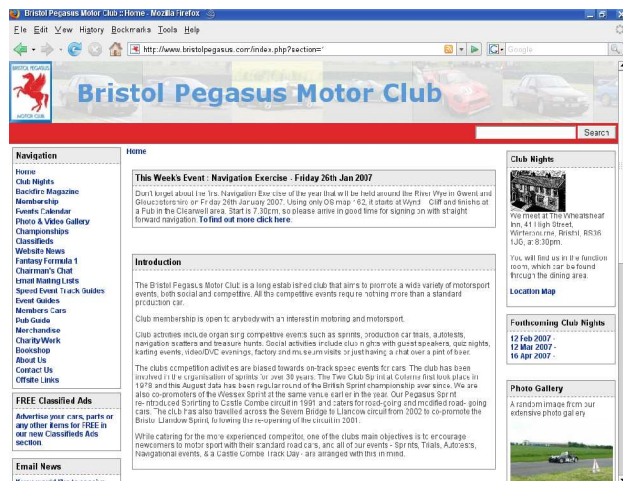


The Bristol Pegasus Motor Club

Backfire - April 2007

For all the latest news

Why not visit our new look website



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

## Monday 16th April Club Night - Guest Speaker Dave Cooper of Track

We are lucky enough to have another visit from Dave Cooper of Track Developments.

A new talk concentrating on the basics of car setup with the aim of taking out the "rocket-science" and keeping it simple, Dave will explain

Camber  
Castor

Toe settings

Corner weights

KPI, scrub radius and offset

Lateral weight transfer

Ackerman effect



## Sunday Afternoon 15th April 2007 Production Car Trial

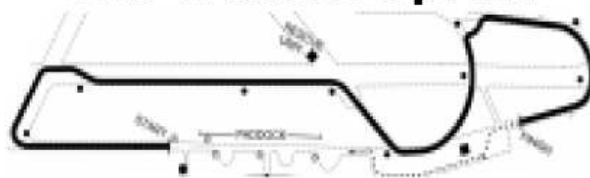


Any road car is suitable

Lower Grove Farm, Dundry,  
Near Bristol.

Entry on the club website or  
Contact Andy Moss  
0117 9041841

## May Sprints Monday 7th May The Wessex Sprint



## Monday 28th May Llandow Sprint



Entry Details inside