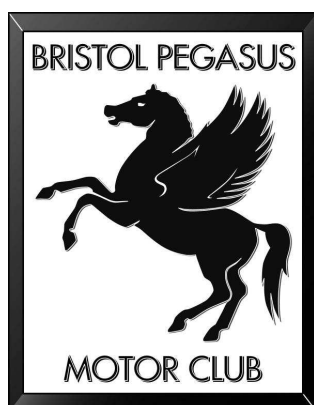

Backfire

August 2006



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

The Wessex Sprint Colerne 2006 - Photo Andy Moss

Events For August

Saturday 12th - Castle Combe Day

One of our most popular events of the year – a must for any club member. Even if you are not booked into the sell out track sessions you will find plenty to entertain you – wander around the paddock and circuit, visit the club stand, enter our raffle for St Peters hospice, chat to fellow members or just visit the tavern for a coffee. Always a great day.

Monday 14th - Club Night

An informal club night - Come along for a drink and a chat Wheatsheaf from 8.30 pm. We meet in the function room at which can be found at the rear of the restaurant area.

Monday 21st - Treasure Hunt

Martin Baker and Lewis Bird Organise the last Treasure Hunt of the year. If you are a regular or have not entered one of the clubs treasure hunts before come along for an enjoyable evening followed by a drink and a chat at the finish venue. All you need is a car and a pen. Simple to follow route instructions are issued at the start which take you to the finish – on the way spot the answers to the questions which are based on things you will find along the road. Start time is 7.30pm. The event will start and finish from the Fox and Hounds at Acton Turville – map reference 173/808807.

Monday 28th - Bristol Two Club Sprint - Colerne

The premier sprint event of our calendar is the Two Club sprint at Colerne, organised by ourselves and Bristol Motor Club, this event is a round of the British Sprint Championship which means there should be no shortage of impressive single seaters.

By the time you read this it is likely that entries to this event will be full. The entry list will be sent to entrants, and will also be published on the club web site. Any questions should be directed to entries secretary Kieron Winter on tel: 01275 373363 or email: kpwinter@ukgateway.net. **The only way to get to see the action is to marshal and as always we need LOTS of marshals to be able to run the event, no experience necessary ! There is plenty of time to have a look around the paddock during lunch time, and all marshals are provided with a lunch voucher. Contact Kieron if you want to help.**

Events For September

Monday 11th - Club Night

For the September club night we intend to add a few novelties to our usual informal meeting. We intend to have a selection of motorsport video games and a radio controlled car autotest, as well as a scalextric set.

Saturday 16th – Ariel Cars and Haynes Visit

We have arranged a club visit to Ariel cars – manufacturers of the Ariel Atom, followed by a trip to the Haynes Motor Museum (no doubt with a visit to a good pub for lunch between the two). The Ariel visit is free, entrance to Haynes will be at the discounted rate of £5.50. For more information contact Ken Robson on 07753 987028 or email kenrobson@btinternet.com Remember not to leave it until the last minute as you will almost certainly lose out.



Sunday 24th – Autotest

Redevelopment work at our usual venue of Rolls-Royce in Patchway means there is some doubt about this event at the time of going to press – we should know more by the next newsletter - watch the web site for updates between now and then.

Invitations

Sunday 13th August – MGCC Mendip Production Car Trial

Chew Stoke near Bristol - Regs form our website or contact Andy Moss on 0117 9041841 for a printed copy.

Sunday 20th August Ross MC Solo

Thanks to our membership of the Cotswold Motor Sport group members can enter this Solo event at Ross on Wye. You will need a free Cotswold Motorsport Competition membership. Cost of the event is a reasonable £25 for this cross between a sprint and an autotest. More details at www.rossmotorsports.co.uk or contact Andy Moss on 0117 9041841 if you would like printed regs.

MG Car Club - Wiscome Park Hillclimb - September 9th 2006

We have accepted an offer from Bruce Weston of the MG Car Club to be an invited club to their Hillclimb at Wiscombe.

Several members have mentioned they would like to compete at this event at Wiscombe, by us accepting an invitation, they will now be able to compete. Supplementary Regs, and entry forms will be available during June from the MGCC web site - www.mgcars.org.uk/mgccsw but Bruce Weston will also send to any individuals who contact him at 19 Compton Road, South Cadbury, Yeovil, BA22 7EZ or on 01963 440941.

Classes may be sub divided subject to entries received and clubs running championships would be given priority otherwise entries are accepted in order of receipt.

Sunday 22nd October 2006 - MGCC Production Car Trial

Chew Stoke, Bristol, Map Ref 172/558628 -Regs form our website or contact Andy Moss on 0117 9041841 for a printed copy.

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.



As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP backfire@bristolpegasus.com Fax (0870)139-2108

Website WWW.BRISTOLPEGASUS.COM

Keevil Track Day

By Andy Moss

With the Pegasus Club day at Castle Combe moving to an August date this year I had nothing planned for July in the Westfield, so I did not take much persuading when Chris Goodchild sent an e-mail asking if anyone was interested in a visit to the Motorsports Events organised track day at Keevil.



Club Member Nick Cook on track at Keevil

Having read Bob Bulls positive write up in the June Backfire I had some idea what to expect from the day, but could the event live up to our own clubs Combe day which I recently saw described as the “The best track event of the year”.

As normal I loaded the Westfield up onto the trailer the night before ready for an early start in the morning – putting the trailer with the car strapped on into my single garage is always entertaining, although I think I have fine tuned the process now so as to provide minimal entertainment for the neighbours. I would be reasonably happy driving the car to and from events but anyone who has been in a Westfield will tell you there is little room for much more than the driver and a crash helmet, so towing at least lets me take some tools and a can of petrol. The weather forecast was for a very hot day – around 30 degrees – so I also packed the garden umbrella for a bit of shade !

The journey from Bristol to Keevil was pretty easy – we had to be there by 9am, and followed the details provided by the organisers that took us to Junction 17 of the M4 then along the A350 towards Chippenham and Melksham. On the way back we came via Bathford and the A46 which seemed a good return route.



Although the Airfield is still M.O.D owned, it does not appear to be in active use. On arrival we followed the signs and parked in the large paddock area before unloading the car and joining the queue for the noise test, which was completed with no problems – the measured figure being slightly lower than I had expected in comparison to tests at other events.

On completing the noise check we saw club members Chris Goodchild and Nick Cook arrive with their Westfields.

Next we signed on – my dad had come up with me and there was a £10 charge to sign on a passenger. The event itself had cost £99 per car, if you wished to

sign on a second driver there would be a charge of £20. We had our own helmets but you could hire them for £10, the helmets available looked good quality and they had a selection of sizes. Tuition was also available at a charge of £20 for 20 minutes or £50 for 60 minutes – makes you realise how much all the free advice you can get at our Combe day is worth !!

At 9.30 am it was the drivers briefing – this was similar to what you would get at a sprint. I was pleased that there was a lot of emphasis on having a good safe day and driving in a courteous manner. Drivers were told not to overtake in corners and that overtaking should be by consent of the driver you are overtaking – in other words wait until the driver acknowledges he has seen you and waves you by before diving past.

We then formed up to do a convoy run type session at lowish speed to get the idea of where the circuit went, before coming back into the paddock. For the first session we were divided into three groups, after this session things took the form of an “open pitlane” - this seemed to work quite well and there was never too many cars out at once. The circuit itself was good fun with a couple of nice long straights, with a slight cone chicane on the longest one, there were a couple of tight corners at each end, with some more fast sweeping bends as well.

There was a good mix of cars, quite a few “seven” type cars, Lotus Elise / Vauxhall VXs, saloons such as Peugeots and BMWs, and some modern performance cars such as a Honda Civic type R. We were parked next to a small group of TVRs – everyone was friendly and there was a nice atmosphere in the paddock. I was intrigued by one of the TVRs which had a removable rear glass rear screen – the owner told me you had to remove it before going too fast with the top part of the roof open in case it blew out !

While sat in the paddock, I saw one of the organisers wandering along with a Westfield cycle wing – on investigation it belonged to our own Nick Cook. Nick had clipped a cone which had managed to pull itself under the rear of the cycle wing before ripping off both the wing and more significantly the flexible brake hose. Not to be beaten, Nick and Chris made a lunch time shopping trip and with a new flexible hose installed and a lot of gaffer tape on the wing Nick managed to get back on the track. The day appeared to be free of any major incidents and if you were prepared to back off a little you could find your own piece of empty track.



An excellent day that was well organised. Over the next few months we will be gauging interest in adding another track day to the club calendar – If it is the sort of thing you would be interested in please pass on any suggestions to any member of the committee.

Bristol Pegasus Fantasy Formula One 2006

Positions after French 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	1303
2	Tim Murray	Alonso	Massa	Ferrari	Honda	Ferrari	1301
3=	Sally Elvin	Massa	M Schumacher	Ferrari	Honda	Ferrari	1272
3=	Steve Clark	Massa	M Schumacher	Ferrari	Honda	Ferrari	1272
5	Tom King	Alonso	Coulthard	Renault	BMW Sauber	Renault	1264
6	Joe Robson	Alonso	M Schumacher	Ferrari	Super Aguri	Mercedes	1254
7	Lesley Hart	Montoya	M Schumacher	BMW Sauber	Renault	Ferrari	1214
8	Chris Lewis	Alonso	Button	Midland F1	Renault	Renault	1183
9	Alison Emsley	Massa	Raikkonen	Honda	Renault	Ferrari	1160
10	Charlotte Emsley	Coulthard	Barrichello	Ferrari	McLaren	Renault	1068
11=	Donny Allen	Alonso	Montoya	McLaren	Midland F1	Renault	1060
11=	Elisabeth Lewis	Alonso	Montoya	McLaren	Midland F1	Renault	1060
13	Martin Baker	Rosberg	M Schumacher	McLaren	Renault	Ferrari 2	1044
14	Simon Tidmus	Trulli	M Schumacher	McLaren	Red Bull	Renault	1038
15	Mary Craddy	Alonso	Webber	McLaren	Red Bull	Ferrari	1006
16	Mike Marsden	Barrichello	M Schumacher	Honda	Renault	Toyota	992
17	Andrew Moss	Massa	Fisichella	McLaren	Renault	Cosworth	987
18	Helen Davies	Button	M Schumacher	Honda	Renault	Toyota	981
19	Martyn Davies	Alonso	Button	Ferrari	Honda	Honda	976
20	Bill Farrow	Trulli	Barrichello	BMW Sauber	Renault	Renault	967
21	Arthur Tankins	Button	M Schumacher	Renault	Toyota	BMW	963
22	Paul Draper	Button	M Schumacher	Honda	Renault	Cosworth	940
23	Mal Allen	Button	M Schumacher	Honda	Renault	Toyota 2	899
24	Martin Emsley	Montoya	M Schumacher	Red Bull	Renault	Toyota 2	885
25	Pete Stowe	Alonso	Montoya	Honda	McLaren	BMW	872
26=	Ann Farrow	Alonso	Coulthard	Honda	Toyota	Mercedes	871
26=	John Page	Alonso	Coulthard	Honda	McLaren	Toyota	871
28	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	860
29	Chris Clarke	Button	Raikkonen	McLaren	Red Bull	Ferrari	856
30	Liz Perkin	Massa	Raikkonen	Red Bull	Williams	Renault	854
31	Audrey King	Montoya	Barrichello	Renault	BMW Sauber	Mercedes	848
	Jonathan						
32	Prestidge	Fisichella	Button	Honda	Renault	Honda	822
33=	Caroline Meaden	Trulli	Button	Honda	McLaren	Renault	821
33=	Rex Meaden	Trulli	Button	McLaren	Renault	Honda	821
35	Alan Spencer	Fisichella	Button	Renault	Toyota	Honda	819
36	Kieron Winter	Raikkonen	Webber	Honda	Renault	Toyota	804
37	Paul Bird	Raikkonen	R Schumacher	Honda	Williams	Renault	796
38	Lewis Bird	Massa	Rosberg	Honda	Williams	Renault	788
39	Judith Bird	Button	R Schumacher	McLaren	Williams	Renault	786
40	Simon Moss	Alonso	Raikkonen	Honda	Toyota	Toyota 2	782
41	Dick Craddy	Button	Raikkonen	Honda	Renault	Cosworth 2	776
42	Paul Perkin	Alonso	Button	McLaren	Red Bull	Cosworth	772
43	Mark Elvin	Montoya	Raikkonen	McLaren	Midland F1	Mercedes	729
44	Louella Williams	Button	M Schumacher	BMW Sauber	Honda	BMW	693
45	Bob Hart	Button	Raikkonen	McLaren	Williams	Honda	638
46	Ken Robson	Montoya	Raikkonen	Honda	McLaren	Honda 2	627
47	Mark Williams	Button	Raikkonen	McLaren	Williams	Cosworth	594



Goodwood Sprint – July 1st 2006

Club members Reg Palmer and Tom Luff have been out competing at the famous Goodwood circuit in the Tunbridge Wells Motor Club sprint. They were joined by members Patt Butt and Richard Bridge who were spectators at the event. They will be back at Goodwood on the 19th August - Tom in the M3 and Reg in his Maserati.



Above : Member Tom Luff in his BMW M3 Evo



Above : Club Member Reg Palmer in fellow member John Rose's Mitsubishi GTO Twin Turbo visiting the grass during the Tunbridge Wells MC July 1st event at Goodwood.

Photographs by Roger Harrison

British Diesel Land Speed Record Attempt



Only a few years ago the words Diesel and Performance Car were not something that went together – A diesel engined Westfield was a real novelty when it entered the Pegasus sprints 10 years or so ago. Now even at club level people are beginning to realise the performance potential of Diesel powered cars, with oil burners starting to appear at the clubs sprint events, and much discussion about what classes the new generation of powerful turbo diesel engined cars should end up in.

Club members who visited this years Goodwood festival of speed got to see the ultimate diesel performance car. JCB, better known for slow moving builders transport, is aiming to set a new land speed record for diesel vehicles with a streamlined car to be driven by Thrust SCC driver Andy Green, the “fastest man on earth”. The record attempt will take place on the famous Bonneville Salt Flats in Utah during August 2006.

The nine metre long JCB “Dieselmax” car is powered by two JCB444 diesel engines, developed to produce 750bhp each, five times the power needed to drive a JCB digger, and now the world’s most powerful diesel engine per litre.

The current diesel-powered land speed record stands at 235.756 mph and is held by Virgil W. Snyder and the Thermo King Streamliner which dates back to 25 August 1973.

Mentor to the project has been Richard Noble, the former land speed record holder, who encouraged the JCB team to aim for 300 mph; the existing record stands at 235.756mph.

Andy Green, who set the first-ever supersonic world land speed record at 763.035 mph in Thrust SSC on the Black Rock Desert on 15 October 1997, has been given another opportunity to enter the record books. Unlike Thrust the diesel car will be wheel driven.

The car made its first run at the end of July, at RAF Wittering, near Peterborough on a 1.6 mile runway, normally used by RAF Harriers. The test sessions, which will run until early August, will enable the race team to validate the components and systems of the car. The final drive ratio has been specially calibrated to suit the characteristics of the long Wittering runway where the streamliner is expected to reach 200mph during testing.

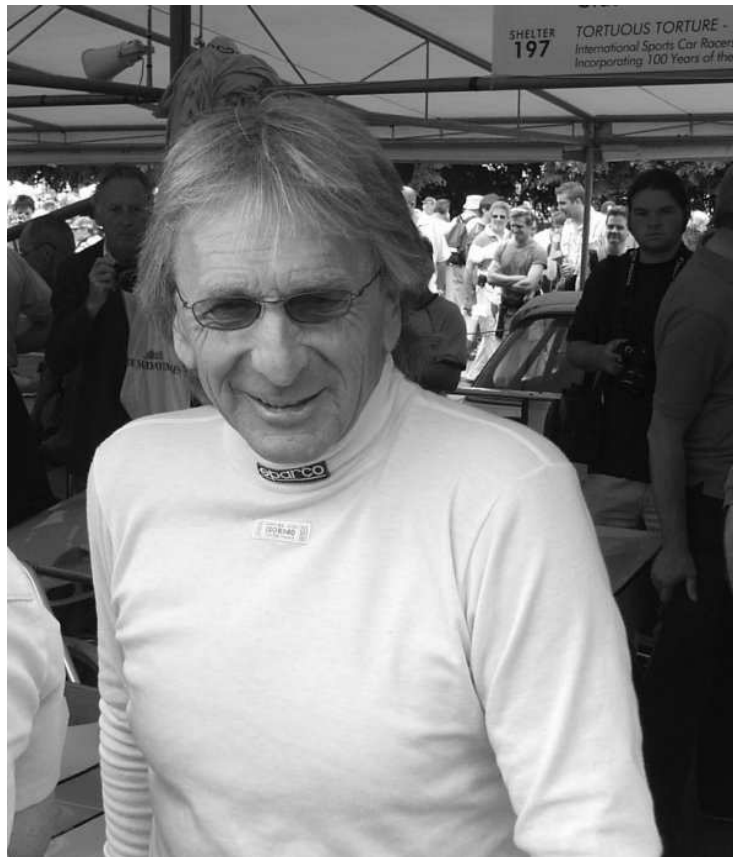
Latest information on the progress of the record attempt can be seen on the web site www.jcbdieselmax.com



Out and about - Famous Faces



Above : Club Member Alan Spencer meets Russell Brooks



**Derek Bell at the 2006 Goodwood Festival of Speed
Photographed by club member Martin Emsley**

Future Club Nights

Two club night dates for your diary

Monday 11th September 2006

PLAY NIGHT

Club night Monday 11th September is play night.
We hope to have a slot racing event so bring your track
and cars.

Bring your radio or remote controlled vehicles and try
the autotest.
and hopefully we will have a computer driving game set
up.

If you can help contact Martin Emsley 01454 250067
8.30 at The Wheatsheaf, Winterbourne.



Monday 13th November 2006

CAN-AM



Club night Monday 13th November is CAN-AM themed.
Bring your books, pictures, models, memorabilia, etc
Some great DVD's direct from California showing and
hopefully a guest speaker
who has raced one of these great cars.
For more details: Martin Emsley 01454 250067
8.30 at The Wheatsheaf, Winterbourne.



Market Place

Motoring related items advertised free for club members
Send to Backfire Address

Wanted Trailer Spare Wheel

Wanted a spare wheel for my trailer - they are old caravan wheels (as far as I can guess).

They are 13" with 5 holes on a 6" PCD. The centre hole is 4" but could be down to 3" and still fit over the bearing cap. The tyre size currently fitted (to give an idea of rim width) is 155.

I've failed to find a source despite a lot of searching so one in any condition would do. I'm prepared to pay a sensible price for one.

Contact John Corfield on 07717677271 and 0117 9870763.



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.

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XR2 Update

By John Corfield

John Corfield updates us on his XR2 project – this month glass gets replaced with perspex and the car gains new rubber.



Whilst at Merlin Motor Sports recently I asked about local suppliers of perspex as I couldn't find any. I was directed to Mobile Windscreens and, in particular, to a guy called Phil Lomas in the Bristol, St Phillips branch. On contacting him he was very helpful indeed and when I explained I needed a 'perspex' window for an XR2 fibreglass tailgate he explained the options and recommended 4mm polycarbonate.

It transpired that he has been very active in motorsport and he was certainly interesting to talk with. I'm now waiting for his call to say that the polycarbonate is ready so I'll let you know the cost asap (Update : cost was approx £45). Phil also mentioned how the company had branched out into supplying windows for classic cars and specials and he's quite happy to be contacted on any related matter. The contact number is 0117 3042000.

Just out of interest I looked up Phil on the internet and discovered that he's General Manager and a Director of Mobile Windscreens and has just completed 25 year's service. I also found this snippet from a search result "Phil Lomas in the Skoda Other GT front runners over the years , including ... Not a good moment for motorsport BUT flippen magic moment for us spectators ..." but I couldn't get to the info on the linked website - however I remembered Phil mentioning his "Skoda" amongst other cars.

Lastly, I was also having major problems finding a supplier of Yokohamas for the XR2. I was searching for A032R's as I'd had these on the Cossie and felt confident about them. However I kept striking out even when contacting Bridge Tyres who supplied the last set a few years back. I therefore resorted to calling Yokohama UK for some advice and a helpful guy there explained that A032R's were very much yesterday's tyre. He recommended A048R's for dry and A021R's for wet, explaining that they had learned a lot from and since the A032R heydays. The A048R's have a better compound and a slightly squarer profile.

When asking where to get them (Bristol area) he immediately suggested Bridge Tyres which is where I subsequently got some fitted about week later. I bought four 185 55 14 A048R's for a set of 6J rims I'd got from a garage clearout in Pill and four 185 60 13 A021R's for the set of 5½J compomotives I'd bought from Richie Devall. The total cost all-in was £530 (plus petrol of course) which seemed a very good deal to me - working out at less than £70 per tyre. That's almost half of what I'd paid for just one set of four A032R's for the Cossie!!



Turbo Technics celebrates 25th Birthday

Many club members will have enjoyed the Pegasus Sprint exploits of the man behind Turbo Technics – company founder Geoff Kershaw, an engineer who has been involved with turbochargers since 1963. He built a Ford 8 special while still at university, then produced a 1340cc Ford Anglia with a Garrett T3 turbocharger -- probably the first use of a turbo in UK competition.

Founded in 1981 and based in Northampton, Turbo Technics is now one of the companies making up "Motorsports Valley", the multi-billion pound UK motorsports industry. The company employs a team of 30 people, based in a purpose-built Northampton factory.

Since those early days, the world of turbos has changed: today's big market is the diesel passenger car, but motorsport remains an important area for both sales and technical development. This year a turbo diesel beat a field of petrol-engined cars to win the world's most famous race, the Le Mans 24 Hours.

Turbo Technics is one of two Garrett main agents in the UK, and as such can supply standard turbos, as well as service exchange units for all popular cars and light commercials.

The company also produces hybrid units that are effectively Turbo Technics' own turbochargers. They mimic the original equipment manufacturers in terms of bolt-up flanges and pipe fittings, although every single component is actually manufactured by or for TT. The latest hybrid is an EVO unit, which bolts onto the standard Mitsubishi exhaust manifold, is made totally 'in house' and offers 500 bhp (with appropriate engine modifications).

What sets Turbo Technics apart from many other rebuilding companies is that every Turbo Technics turbocharger is dynamically balanced at high speed on a Vibration Sorting Rig (VSR). The rotating parts of a turbo can spin at up to 250,000 rpm, at which speed flexural vibration becomes a major issue. Turbo Technics realised this 23 years ago and designed its first VSR balancing machine.

Today, a large part of Turbo Technics' business is making VSRs for the rest of the world. Garrett agents worldwide use Turbo Technics VSRs, as do many turbo manufacturers and remanufacturers. The latest Turbo Technics VSR is the Mk5 family.

For further information, contact Turbo Technics Ltd 01604 705050 or www.turbotechnics.com





Castle Combe Circuit Championships - Update

As reported early in the year we are assisting Castle Combe by Promoting the three Castle Combe Circuit Championships in 2006.

There are three championships based exclusively at Castle Combe, catering for the Single Seater, Saloon and Sports Car enthusiast;

Melton Concrete Products Castle Combe FF1600 Championship
National Mobile Windscreens Castle Combe Saloon Car Championship
Castle Combe Special GT Championship

Things are looking good for 2006 with a full season of races under way.

So far an impressive 82 people have scored points in the Formula Ford Championship, 33 people in the saloon championship and 39 people in the special GT Championship.

The "one circuit" championships at Castle Combe, are arguably the most successful in the country, and attract full grids. Grouping races in one area reduces transport costs, which both novices and experienced drivers find particularly attractive. It's not just the short travelling distances either, as testing can also be minimised once drivers familiarise themselves with the circuit and set up their cars accordingly.

Future race days at Castle Combe are listed below

Saturday, August 05, 2006	Classic Raceday
Monday, August 28, 2006	LUX Traffic Systems Raceday
Saturday, September 16, 2006	MG Festival
Saturday, October 07, 2006	Melton Concrete Products Formula Ford Carnival

The latest championship scores and positions can be downloaded from the Castle Combe Circuit website <http://www.castlecombecircuit.co.uk/circuitchamps.htm>

Llandow Report Clarification

Last month's Backfire stated that Paul Perkin was the best Pegasus member at the May 29th Llandow sprint with a time of 80.41. Eagle eyed readers will have noted that member Trevor Hartland recorded a quicker time of 76.95.

What the report should have said is that Paul won the award for "best BPMC member on class index". This index calculates performance against other people in the class. This allows a person in a small engined road car class to have as much chance to win the award as someone in a large engined modified or racing car, as long as their relative performance was better when compared to the rest of their class.

Congratulations go to both Paul for winning the best BPMC on class index award and to Trevor for recording the quickest time by a BPMC member, although there is no award for this.

Frenchay Vehicle Show 29th July 2006 - Club Stand



Full Report Next Month

PASSING YOUR EXAMINATIONS

Before you run onto a soccer pitch for Colnbrook Academicals, someone will check your studs. I've been banned from darts since hitting a double (just as the bloke was putting it to his lips) but I imagine that before you play they simply check if your glass is full. Motorsport is a bit more complicated because you have to pass through scrutineering.

So how can you make the process as painless as possible? First by realising that it's done mainly to ensure that the vehicle complies with all the relevant safety requirements (keeping in mind that this can and usually does vary for every formula), to check the mechanical state of the vehicle, and to make sure it meets noise regulations. Eligibility is not the main function of initial scrutineering unless it's something very obvious – the eligibility scrutineer may not be present and it's impossible for any one scrutineer to be conversant with all the detailed eligibility requirements seen over a year.

One thing scrutineering is NOT is a substitute for an MOT. It's simply a safety check carried out to the best of the scrutineer's ability within the facility at the event; as an example it's rarely possible to get under a car and examine brake pipes as an MOT inspector would. As the regulations make quite clear, responsibility rests with the entrant so if your car passes scrutineering

then something falls off on the first corner, reach for a spanner not the phone number of a lawyer.

Safety scrutineering should be to the same standard whether for a GP or a trial at Crinkley Bottom; eligibility scrutineering tends to be more strongly policed the higher you climb the ladder although that doesn't mean a licence to cheat on the lower rungs.

Considering that scrutineering is an integral part of our sport, it's surprising really that the same mistakes by entrants keep cropping up – incorrect numbers, noise too loud, lights not working, earth cable not marked, safety signs missing or the wrong size...all simple things yet scrutineers regularly see them.

If you want an easy ride, get those sort of things sorted, present an immaculately clean car (a dirty one makes a scrutineer more suspicious about the general level of preparation) and be ready – don't wait in the queue just swapping Hero Driver stories – use the time to take off body panels etc.

After your masterly wheel twirling exercise is over, you may face eligibility scrutineering. In theory the regulations allow a scrutineer to check whatever he wants at the competitor's expense. Peter Riches, a scrutineer who has been a great help to Wheels over the years, told me his ambition is to slice a cylinder head in half – I think he was joking but it might make sense to

call him 'Sir' if he's your scrutineer. In practice the scrutineer must be reasonable – it's unfair to take the same car or engine to bits after every event. One of the issues of course is the budget – how much can the series or championship afford to spend – because a scrutineer has to be paid if he has to visit a competitor to carry out an examination; or a fuel lab may have to be paid. Once again the tests are likely to be more rigorous the higher the profile of the event.

Even if you have scrutineering problems, you must accept that the process is essential and that without scrutineers the sport would struggle. Why not consider becoming one? You'll find it fun and you can't really get much closer to the machinery or the action. Contact the MSA for more details.

Stuart Turner



COD FILLET QUIZ

1. Who was placed Second in the 1932 Monte Carlo Rally?
2. What nationality was BRM-Alfa driver Helmut Marko?
3. What sized engine could be used as an alternative to the 1954 2½ Litre Unsupercharged?
4. In what year did Aston Martin win the World Sportscar Championship?

ANSWERS ON PAGE iv



National Motorsport Week

An information pack has been sent to all clubs to provide guidance on how each club can publicise its involvement in National Motorsport Week (12 to 20 August 2006). If your club has not received a pack or if the pack was damaged or incomplete, contact

Allan Dean-Lewis email: adean-lewis@msauk.org

Allan would be pleased to receive examples of publicity gained by clubs during National Motorsport Week. Copies of newspaper cuttings, photographs of successful initiatives and events, tapes of radio interviews and so on should be sent to him at Motor Sports House, Riverside Park, Colnbrook SL3 0HG.

Visit www.msauk.org for more information about National Motorsport Week.

Random fuel tests planned

The MSA plans to conduct random fuel testing on stage rallies and other events from the start of next season. Eligibility scrutineers will be

appointed to events throughout the country to take random fuel samples from competitors. It will be a concerted effort to clamp down on the use of non-compliant fuels currently thought to pervade the sport at all levels.

"We are aware of the current disregard of the regulations," said Colin Hilton, MSA Chief Executive. "It's not a problem confined to one discipline, but the nature of stage rallying means that this is one of the most critical areas for our initial activity. This initiative is designed to re-establish a level playing field for all competitors and should have the added benefit of reducing costs considerably. Event organisers and competitors fully support this move and we are giving everybody six months notice so that they can comply with the regulations."

Hawthorn Trophy for Button

British Formula 1 star, Jenson Button, was presented with the coveted Hawthorn Memorial Trophy ahead of the Foster's British Grand Prix at Silverstone. The Honda Racing F1 Team driver received the trophy from the Rt Hon Peter Hain MP Secretary of State for Northern Ireland, and Secretary of State for Wales. Button won the award for the first time in 2004 and again in 2005.

Motor Sports Council news

At the meeting of the Motor Sports Council on 14 June, it was agreed that with immediate effect, the Off Road Committee will be renamed the Cross-Country Committee, returning it to FIA terminology. This is in preparation for the UK's first Baja GB, being held on 19–20 August.

Also presented to the Council were Recommended Guidelines for the operation of Local Authority/Charitable Touring Assemblies, often referred to as Static Cruises.

Representatives of the MSA Rallies Committee confirmed that the proposed revision of the technical regulations for special stage rally cars would not be presented before September. As a result, the earliest date for any regulation changes to come into effect for new cars will be 1 January 2009, a year later than was originally envisaged. All existing vehicles will remain eligible to compete until at least 1 January 2010.

Elite Racers

Following the successful launch of the MSA British Rally Elite scheme (see www.msabritishrallyelite.co.uk), the MSA is planning a similar programme for circuit racers. Proposals are being considered by the MSA. Watch out for further announcements.

CROSS-COUNTRY

The sport previously known as Off Road is now officially Cross-Country. The MSA have announced that with immediate effect the Off Road Committee will be renamed as the Cross-Country Committee. The Off Road Committee was named many years ago and the sport followed suit. The change to Cross-Country will bring the UK into line with current FIA terminology. The UK's first Baja, Baja GB is taking place in August, and will be observed by the FIA with a view for inclusion in the 2007 Cross-Country Baja world championship. It also brings us in line with the rest of Europe, where the motorsport side of 4x4's is known as cross-country, not off road, a term more commonly associated with the leisure side of 4x4 vehicles. This change is good for the sport in the UK, which is now being seen by a wider international audience.

Baja: Congratulations go to Hugh Haines and co-driver Matthew Lister in a Bowler Wildcat 200 T2 on winning the French Baja for the second successive year. Hugh and the Bowler have started to make this event their own. A second British win on French soil should have upset the locals and it's hoped a number of French crews will be heading over to Wales for the first Baja GB on August 18th–21st to try to take the British Baja title back to France. Entries for the Baja GB are coming in, with the Motorcycle section limited to 20 Bikes and 15 Quads now over subscribed and car entries which are limited to 35 filling up. An entry from Hugh Haines was among the first received. Further details at www.BajaGB.co.uk

AUTOSCENE



REVIEWS FROM



**STIRLING MOSS
SCRAPBOOK 1961
ISBN 0 9550068 2 1
Stirling Moss and
Philip Porter, Porter
Press International,
£34.95.**

**To order, call 01584
881588 or see www.stirlingmossbooks.com**

Few top-level drivers have the time, or can be bothered, to keep mementoes when at the height of their career, but Stirling Moss even hired someone to collate cuttings, photographs, and other memorabilia. The result was a fantastic record of the privileged life of a celebrity sports hero during the 1950s and '60s. Last year Jaguar historian Philip Porter tapped into this rich source for his first scrapbook-style volume focusing on 1955, and its success has resulted in a second edition covering '61. The chances of a full set are probably optimistic, but the format is again totally absorbing. Because Moss was hugely active in both single-seaters and sports cars, there's plenty of variety mixed in with his hectic social life and myriad girlfriends.

**BIG HEALEYS IN
COMPETITION – AUSTIN
HEALEY 100, 3000 AND
JENSEN HEALEY IN RACE
AND RALLY
ISBN 1 86126 828 9
John Baggott, Crowood
Press, £19.95**

It's hard to imagine there's room for another Healey book but John Baggott has found it with this useful spotter's guide of all

the historic competition Healeys, both race and rally models. As well as detailing individual cars, identified by registration number rather than chassis plates, he breaks up the text with spotlights on well-known exponents and major events. All the most famous works cars are covered including a full chapter on the SR and XR prototypes together with well-known club and historic racers.

**ROLLS ROYCE & BENTLEY
ISBN 0896892387
Graham Robson, KP
Books, \$29.99**

With 250 pages to tell the stories of both Rolls Royce and Bentley, Robson's survey of the complex political corporate machinations is brief but comprehensive. Each firm's inception and early history is recorded, as is the precarious financing of the inter-war years. Woven in are the stories of each of the R-R and Bentley model ranges produced. Many of the pictures are colour, but it's sad to see some poor reproduction. Robson's text is as well-researched and accurate as expected, and packed with information about technical developments to improve the product. The mix of archive, static and brochure shots is relieved with recent Le Mans, factory and desert testing images. The best part is the full explanation of Vickers' recent combined sale of one firm to two buyers simultaneously, with attendant bruised corporate egos.

MARSHALS POST

by the BMMC |

Flagging is one of those marshalling jobs which is almost entirely to do with safety. There's a judicial element, for sure and good flagging can help a race to flow, but the underlying reason for flags is safety.

The minimum set of flags for a race meeting is six – in order of importance, red, yellow, white, change of surface (yellow and red stripes), green and blue.

The red flag is the most important. It means the practice session or race is over because something serious has happened. Technically, once the Red is out you shouldn't need a Yellow, but common sense dictates that stationary and waved flags should still be shown on the approach to an incident. Most drivers will tell you the Yellow flag means "no

overtaking" – they will conveniently forget that it also means "Slow Down" (stationary) and "Slow down considerably. Be prepared to suddenly change from the projected racing line or take evasive action, including stopping if necessary," (when waved).

From a safety point of view, the White flag is the next most important, because it indicates a large, potential obstruction in the form of a slow moving competitor or service vehicle – usually a Rescue Vehicle or Ked on the circuit – snatch vehicles rate a yellow flag, as do service vehicles, when they stop on or close to the track.

The change of surface flag is less important because, to be frank, more often than not you don't have to think about displaying it – it becomes obvious it's needed when cars start spinning or someone lays a clear oil track.

The Green flag is important from the point of view that it

gets the race underway again – after an incident or safety car intervention – more so because, if you don't show it, competitors will start racing again when they think it is safe to do so and they may not see all the hazards.

So, what about the Blue? If you reckon you're a half decent flag marshal, you'll take pride in your blueing, your ability to race read and the acknowledgements you (may) get from competitors, but you manage to overtake safely on motorways, and B-roads, don't you? It's an aid to competition, for sure, but really is the bottom of the list when it comes to safety...Discuss!

QUIZ ANSWERS

1. Donald Healey (*Invicta*)
2. Austrian
3. 750cc Supercharged
4. 1959 Wins at the TT, Le Mans and Nurburgring



Bristol Pegasus Motor Club

2006 EVENTS CALENDAR

Note : Recent changes are shown Bold

January	Monday	9 th	Club Night
	Friday	27 th	Nav Ex
February	Monday	13 th	Club Night
	Friday	17 th	Nav Scatter
March	Monday	13 th	Club Night
	Friday	31 st	Nav Ex
April	Sunday	9 th	Production Car Trial
	Monday	10 th	Club Night
	Saturday	29 th	Italian Car Day
May	Monday	1 st	The Wessex Sprint
	Monday	8 th	Club Night
	Monday	22 nd	Treasure Hunt
	Monday	29 th	Bristol Llandow Sprint
June	Sunday	4 th	ACE Classic Tour
	Monday	12 th	Club Night
	Monday	19 th	Treasure Hunt
July	Monday	10 th	Club Night
	Monday	24 th	Treasure Hunt
	Saturday	22 nd	Rally Day Castle Combe
	Saturday	29 th	Frenchay Vehicle Show
August	Saturday	12 th	Castle Combe Track Day
	Monday	14 th	Club Night
	Monday	21 st	Treasure Hunt
	Monday	28 th	Bristol Two Club Sprint
September	Monday	11 th	Club Night – Play Night
	Saturday	16th	Ariel Cars and Haynes Visit
	Sunday	24 th	Autotest
October	Monday	9 th	Club Night
	Friday	13 th	Nav Scatter
	Saturday	21 st	The Pegasus Sprint
	Saturday	28 th	Stroke Association Day
November	Monday	13 th	Club Night – Can Am Night
	Friday	17 th	Nav Ex
	Thursday	23 rd	Karting Endurance Challenge
December	Friday	1 st	Nav Ex
	Monday	11 th	AGM