

Backfire

August 2007



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

**Cover : 2007 Frenchay Museum Car Show
Mike Marsden with Lotus Six – Photo Andy Moss**



Bristol Pegasus Motor Club Events Calendar 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)
Jun	10th	Sun	ACE Classic Tour	Wiltshire Route starts at BAWA Filton
Jun	11th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jun	18th	Mon	Treasure Hunt	Announced in time for the event
Jun	30th	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
Aug	18th	Sat	Castle Combe Test Day	Castle Combe Race Circuit
Aug	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	27th	Mon	2 Club Sprint	Colerne Airfield
Sep	8th	Sat	BPMC Autosolo	Chepstow Race Course
Sep	10th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Sep	29th	Sat	Club Visit	Duttons Bugatti & Heritage Museum
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



Monday 13th August

BPMC Club Night

Wheatsheaf Inn, Winterbourne,
8:30pm. Come along for a drink and
a chat – we meet in the conference
room at the rear of the dining area.

Saturday 18th August

Castle Combe Track Day

At the time of writing there are only
a handful of places left for the event.
The booking forms for this year's
event which is being held on
Saturday 18th August; are available
on the web site. Those who do not
have access to the web should
contact Kieron Winter (tel: 01275
373363) who will post out the
booking form.



Monday 20th August

August Treasure Hunt

The final Treasure Hunt of the year
will be held on Monday 20th August.
The start is at Gordano Services at
Junction 19 of the M5 and after
travelling the lanes of North
Somerset will finish at the Rudleigh
Inn which is a few hundred yards
from the start up the A369 on the
road to Bristol. This will be a

traditional Treasure Hunt format with
written route instructions to guide
you around the lanes. The only
equipment you will need is
something to write down the answers
to the questions, some of which will
be very cryptic!



Monday 27th August

Bristol Two Club Sprint Colerne Airfield

The Regulations for the Bristol Two
Club Sprint have now been issued
and can be found on the web site.
Those who do not have access to the
web should contact Kieron Winter
(tel: 01275 373363) who will put a
set in the post.

Marshals are also required for this
event, if you have not filled in one of
the marshals booking forms to
confirm your availability, then please
contact Bob Hart (tel: 0117
9409772), the Chief Marshal, who
will be very pleased to hear from
you.





Saturday 8th September BPMC Autosolo



We will be running an Autosolo event on Saturday the 8th of September. We are lucky enough to have been able to secure the use of Chepstow race course, which is an excellent venue and only 20 minutes journey from the Almondsbury interchange junction of the M4/M5.

The venue offers a number of options to us for running events, and our first Solo there will make use of an area that includes both tarmac and internal roads within the Racecourse site. This layout offers us something a little different and looks great fun.

Please get your entry in ASAP to avoid disappointment. Entry fee £25 – regs on website or contact Andy Moss 0117 9041841.



Invitation Events

Saturday 8th September 2007 MG Wiscombe Park Hill Climb



We have again been invited to the M.G. Car Club (South West) Centres National B Speed Hill Climb on Saturday 8th September 2007 at Wiscombe Park, Honiton, Devon.

Regs on the Website or contact Andy Moss on 0117 9041841 for a printed copy.

Sunday 21st October 2007

MGCC Kimber Production Car Trial

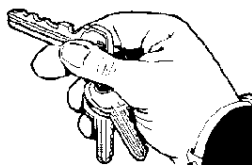
The MGCC (SW) will organise a 'Clubsport' Production Car Trial on Sunday 21st October 2007 at Pagans Hill Farm, Chew Stoke, Bristol, Map Ref 172/558628, courtesy of Tony and Sally Baker.

Regs on the Website or contact Andy Moss on 0117 9041841 for a printed copy.



Chairman's Chat

By Kieron Winter



You will have read in recent copies of the 'Wheels' insert in Backfire that National Motorsport week is being held from 11th to 19th August. The Club Track Day at Castle Combe falls within this period and so we intend to use the event to promote club level motorsport. The Track Day itself is a sell out, but we like anyone interested in motorsport to come along to the circuit. Entry to the circuit is free and as well as looking at the track action, we will have some display boards showing the different club events. Members of the Committee will be available to talk about the different forms of motorsport that is available to beginners and the events that are organised by the Club. If you know of anyone who is interested then please tell them to come along on the 18th August. On past surveys it has been found that people were introduced to a club or motorsport by a friend, so please do your bit to help spread the motorsport word.

The Club once again supported the Frenchay History Society Transport Show at Frenchay Hospital. The club had a Lotus theme this year, with Mike Marsden's MkIX and Gerry Bath's Colin Chapman era Elite, Pete Goodman brought along his Elise and Bill Farrow had his Lotus Twin Cam powered Morgan on display. To complement the Loti, Mark Elvin brought along his very tidy Mini Cooper (a real one, not a BMW version) and Keith Yeandel had his immaculate Westfield on show. The Westfield attracted a lot of attention when the bonnet was removed as

Keith has a Toyota engine with motorcycle carburettors fitted and superb plumbing and wiring. The final car was the Dave Parsons Special brought along by Alan Spencer. In the museum there was a display on the Classic Motorcycle Club and Alan featured in several photos on the club's classic bike runs. There was also a picture of Alan on his Mountain Bike dressed in Lycra!! Thanks to all of those who supported the event and to coordinator John Corfield for making all the arrangements.

Last month we had a special Club night when John Allison came along to talk to us about his days at the Jaguar Formula One Racing team. He gave us his views on the state of Formula One and the direction it may go in the future. We then had a question and answer session which was very entertaining and informative.

At the time of writing this article the entry date for the Two Club Sprint has not yet closed, but we already have a full entry. Once again this event will host a round of the British Sprint Championship and the top 12 qualifiers will get two runs to decide who gets the championship points. As spectators are not allowed into Colerne, the only way to see the action is to be one of the course marshals. If you are able to come and help marshal, then Bob Hart will be very pleased to hear from you. If you are new to marshalling, then Bob will make sure that you are put with a more experienced marshal to show you the ropes. Please contact Bob on tel: 0117 9409772 or go to the club website & follow the marshalling link to download a marshalling form.



John Allison – Jaguar Formula One

By Kieron Winter

We had a special club night to hear a talk from Sir John Allison on his days with the Jaguar Formula One Grand Prix team. John spent a long career with the RAF and when the time came to retire he wanted a new challenge. He found this with the job at Jaguar. He did a comparison of the RAF and a Formula One team and there were many similarities. Both had a team of highly trained professionals who had to work as a joined up unit to deliver the goal (aircraft in the air/car on track), both had to work long hours at times and all that hard work ended up in the hands of a highly skilled professional (pilot/driver).

We were told of the organisation of a Grand Prix team and the incredible technology that went into the car. John gave us an example of the oil tank. It has to keep oil flowing to the engine despite the g forces of breaking/accelerating and cornering, it receives a froth of oil and air back from the engine and in two seconds it has to send pure oil back to the engine, all of this is done without any moving parts and the engine will blow if it is starved of oil for 0.3 second.

John talked about the challenges that Formula One faces today, how to make the races more entertaining whilst ensuring that Formula One remains at the top of the technological tree. There will also be the challenge of the 'green lobby'. We were also told of the costs of running a Formula One team and how Jaguar compared to

Ferrari and McLaren who probably had a budget four or five times as large.

John then took questions from the audience as this session lasted as long as his talk did. This covered many different questions from technology, Bernie Ecclestone! to espionage. However John kept well away from the politics of Formula One or commenting on individuals. It was a very entertaining evening and gave us an insight that you do not often have the opportunity to hear.

Castle Combe Day Raffle

Diabetes UK raffle to be held at the Castle Combe day on 18th August



As usual we will be holding a raffle in aid of charity at our Castle Combe Track day on the 18th of August. This year our chosen charity is Diabetes UK. Organiser

Martin Emsley is looking for people to donate small prizes - for example car polish, bottles of wine etc etc.

If you can help please contact Martin on 01454 250067 or email martin@emsley.ndo.co.uk.

Alternativley please bring prizes to the club night or pass to any commitee member.



The Old Codger's Conundrum Treasure Hunt 18th June 2007

Event Organised by Martin
Emsley and Tim Murray
Report by Tim Murray

This treasure hunt was originally to be all Martin Emsley's own work, but when he found that his employer required him to be in the USA on the date of the event I was recruited to assist and run the event on the day. I thought that this would be great – I could sit there smugly and blame any shortcomings on the absent Martin. As it turned out Martin had done a fine job, and the event ran smoothly with only the usual minor niggles.

On a beautiful sunny evening I signed up five crews in the car park of the Wheatsheaf. We all gawped at Lewis Bird's Autosport with pictures of club member Duncan Pittaway's horrendous-looking accident at Oulton Park the previous weekend, where his aero-engined GN Vitesse rolled over on top of him. Luckily Spence was able to reassure us that, apart from a broken collarbone,

Duncan was relatively undamaged and planning the car's rebuild.

The crews set out on the route, having all paused to count the 'high evergreens' in the pub car park. I retired to the bar and had a very nice meal while waiting for them to return. Martin had given them some unusual treasure items to come up with, including 'long johns (clean)' and I was wondering what I was going to have to deal with. Unfortunately for the competitors, but fortunately for me, they had all been unsuccessful in their quest.

The other treasure items included 'a piece of an F1 car' and a couple of crews presented me with pencil erasers, claiming that these were rubber, and F1 cars used rubber. I offered to give them full points for these only if they could inflate them like tyres. No takers (but they did get a few points for initiative).

When the results were totted up it was found that Michelle and Chris had taken a convincing win. Bringing up the rear were Ken and Dave, but it was their very first treasure hunt, and they claimed to have enjoyed it, and learned a lot for future reference.

Results:

1. Michelle Rogers/Chris Goodchild	Peugeot 207	102 pts
2. Martin Baker/Lewis Bird	Seat Leon	93 pts
3. Paul & Judith Bird	Ford C-Max	90 pts
4. Alan Spencer/Kieron Winter	MG Metro	81 pts
5. Ken Robson/Dave Bence	Ford C-Max	63 pts



Members Cars

Paul Perkin

Peugeot 205 16V



Paul Perkins 205 at the 2007 Bristol Llandow Sprint

Club member Paul Perkin has owned this Peugeot 205 for three years, however it has been developed over 10 years in various different guises.

The 205 has had lots of modifications and is used for Sprints and Hillclimbs, scoring a few class victories along the way.

Paul has always had Peugeot Talbot cars. His previous competition car was a Hillman Avenger which was owned between 1983 and 1986 - the Peugeot marking his return from



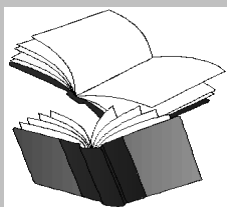
Lined up for the start at the 2007 Wessex Sprint

"retirement" following a family break.

Favourite thing about the car is it's speed - the downside being that it rattles on the start line and makes his eyeballs rattle too !!



Pegasus Sprint 2006 - Photo Steve Kilvington



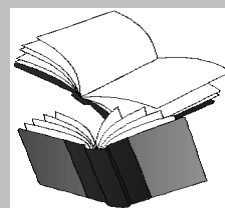
Online Books, Videos, CD's, DVD's

Visit the bookshop section at
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.





ACE Classic Vehicle Tour 2007

By Tony Joiner



Another successful year for our classic car tour was celebrated on Sunday June 10th when in

excess of 40 cars took part in a leisurely run through Wiltshire. We travelled through some wonderful countryside stopping off at any place that appealed to the entrants.

The picnic stop was at Laycock where we had the use of the overflow car park for an impressive line up of all makes and models of cars. These are prize specimens of British engineering.

Onward through more lovely villages and many sights of interest we finally found ourselves enjoying a superb pint of real ale at the Beaufort Arms in Hawkesbury Upton (well worth a visit at any time).

Once again we are most grateful for the help given by the Bristol Pegasus Motor Club and especially that of Keiron Winter. You have helped us to become more professional in our approach and in so doing allowed us to continue to raise funds for local and national charities.

This year we supported the **Severn Area Rescue Association (SARA)** and will be able present them with a cheque in excess of £1,000 in the near future.

2008 is our 10th anniversary. We hope to make a special effort in aid of the Children's Hospice South West. The date of the tour is Sunday June 8th 2008. Please make a note of the date, you may wish to join us.

Tony Joiner – Chairman ACE Classic Group.

Institute of Advanced Motorists Talk



Many club members enjoyed a visit from the institute of Advanced motorist at a club night last year and Kieron Winter last year returned the favour by giving a talk on the BPMC and club motorsport in general to the IAM.

Kierons talk obviously proved a success as we were contacted by the another local IAM branch to ask if we could give a similar talk to them. Martin Emsley therefore travelled to Kewstoke to give an illustrated talk to the Weston & Mendip branch of The Institute of Advanced Motorists.

Some time was spent explaining about BPMC, and what we are about - Martin then had a bit of a "ramble" about his motorsport activities.

Tim Murray went along and reported that the evening was fun and well received.

Martin was presented with a cheque for £25 to put in our charity pot and some IAM members were most interested in the charity karting in November, so there is the possibility that they will join in with this event.



Duttons Bugatti and Heritage Motor Museum Visit

Saturday 29th September 2007

Ivan Dutton Ltd, Bugatti
Specialist – in the morning



We are privileged to be offered a full guided tour with behind the scenes access at Ivan Dutton Ltd. the renowned Bugatti Specialist. Duttons are extremely active today with customers from all over the world coming to them to restore their Bugattis and prepare them for Historic Motorsport Championships.

Duttons adopt the same exacting standards with their standards of workmanship and parts they fit and consequently manufacture a range of high quality components identical to those produced by Bugatti at the Molsheim factory. Duttons also service and maintain post war sports cars and racing cars other than Bugattis in response to requests from existing customers.

We will be taken around by Tim Dutton himself who will be able to impart all of the history of this fascinating and unique company. Duttons do not normally offer tours to clubs and are opening their doors exclusively to the BPMC so this really is a once in a lifetime opportunity. More details of this unique company can be found on their website

www.duttonbugatti.co.uk.
Heritage Motor Centre,
Gaydon - in the afternoon

The Heritage Motor Centre is being refurbished this summer with all of the work completed in time for our trip. The Heritage Motor Centre is unique in offering so much British motoring history in one place. Famous marques such as Aston Martin, Austin, Austin Healey, Lagonda, Metropolitan, Mini, MG, Morris, Riley, Rover, Standard, Triumph, Vanden Plas, Wolseley and many other are catered for by this fascinating museum. Their extensive records from the heyday of British motor manufacturing are second to none and they can supply you with a Heritage Certificate for most Classic British Cars.

We have a Guided Tour booked for 2:15 p.m. after that you are free to spend time doing your own thing, more information can be found on their website at www.heritage-motor-centre.co.uk

Guarantee Your Place

Those who have contacted Ken to put their name down now need to pay £10 to guarantee their place, please contact Ken Robson on 07900 007747 or e-mail kenrobson@btinternet.com as quickly as possible.





Bristol Pegasus Fantasy Formula One 2007

Positions after Positions after European GP

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1=	Alex Wooldridge-Smith	Hamilton	Massa	Ferrari	McLaren	Ferrari	1539
1=	Jonathan Prestidge	Hamilton	Massa	Ferrari	McLaren	Ferrari	1539
1=	Rex Meaden	Hamilton	Massa	Ferrari	McLaren	Ferrari	1539
4	Bruce Graham	Alonso	Hamilton	BMW	Ferrari	Ferrari	1343
5	Kieron Winter	Hamilton	Massa	McLaren	Renault	Ferrari	1302
6	Rizwan Ishaq	Hamilton	Massa	Ferrari	Red Bull	Ferrari	1285
7=	Dick Craddy	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	1260
7=	Helen Davies	Hamilton	Raikkonen	Ferrari	McLaren	BMW	1260
7=	Mark Elvin	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	1260
10	Lynn & Mark Lewis	Alonso	Hamilton	Ferrari	Toyota	Ferrari	1242
11	Martyn Davies	Massa	Raikkonen	Ferrari	Super Aguri	Ferrari	1236
12	Rob Crossland	Massa	Raikkonen	Ferrari	Toro Rosso	Ferrari	1210
13	David Bray	Alonso	Kubica	BMW	Ferrari	Ferrari	1183
14	Ken Robson	Alonso	Massa	BMW	Ferrari	BMW	1153
15	Andrew Moss	Coulthard	Hamilton	Ferrari	Renault	Ferrari	1137
16	Tim Murray	Alonso	Kubica	Ferrari	McLaren	BMW	1133
17	Mary Craddy	Alonso	Rosberg	BMW	McLaren	Ferrari	1086
18	Paul Bird	Alonso	Kubica	BMW	McLaren	Mercedes	1083
19	Arthur Tankins	Button	Raikkonen	Ferrari	Williams	Ferrari	1062
20	Tom King	Button	Massa	Ferrari	Toyota	Ferrari	1057
21	Mike Marsden	Alonso	Massa	BMW	Ferrari	Toyota	1052
22	Chris Lewis	Alonso	Button	Ferrari	Red Bull	Ferrari	1038
23	Ann Farrow	Alonso	Kubica	Honda	McLaren	Ferrari	1023
24	John Page	Heidfeld	Wurz	Ferrari	Renault	Mercedes	1009
25	Simon Moss	Alonso	Hamilton	Ferrari	Renault	Honda 2	1007
26	Joanna Prestidge	Hamilton	Raikkonen	Ferrari	Toyota	Renault	972
27	Kathleen Bray	Alonso	Raikkonen	McLaren	Red Bull	BMW	950
28	Joe Robson	Alonso	Raikkonen	Ferrari	Red Bull	Renault 2	911
29	Lewis Bird	Hamilton	Kovalainen	BMW	McLaren	Renault	902
30	Paul Draper	Button	Kubica	Ferrari	McLaren	Renault	901
31	Richard Reynolds	Fisichella	Schumacher	McLaren	Williams	Ferrari	882
32	Martin Emsley	Alonso	Button	Ferrari	Williams	Renault	858
33	Pete Stowe	Alonso	Webber	BMW	McLaren	Renault	851
34	Toby Harris	Fisichella	Hamilton	Ferrari	Red Bull	Renault	850
35	Martin Baker	Fisichella	Webber	McLaren	Toyota	Ferrari	820
36	Caroline Meaden	Alonso	Webber	McLaren	Williams	Renault	819
37	Bill Farrow	Raikkonen	Schumacher	Ferrari	Toyota	BMW	782
38	Charlie Emsley	Alonso	Barrichello	Renault	Red Bull	Mercedes	761
39	Audrey King	Hamilton	Speed	McLaren	Spyker	BMW	755
40	Donny Allen	Fisichella	Raikkonen	McLaren	Williams	Renault 2	751
41	Roy Hancock	Alonso	Button	Honda	McLaren	Toyota	651
42	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	642
43	Elisabeth Lewis	Alonso	Raikkonen	Honda	Toro Rosso	Renault	617
44	Mal Allen	Button	Coulthard	Ferrari	Renault	Honda	596
45=	Judith Bird	Alonso	Button	BMW	Renault	Renault 2	586
45=	Sharon Reynolds	Schumacher	Webber	Ferrari	Williams	Honda 2	58





July Treasure Hunt

By David Adams

Firstly, sorry for the confusion caused by my not realising the 'usual format' for treasure hunts.

Having only ever competed in one treasure hunt several years ago, I didn't realise that maps were not used for these events and unfortunately the 'Organisers Pack' didn't give me any clues.

My apologies to the two crews that did not get a 'drive', Mal and Donny were at least local but Andy and his son I know had a long journey to get to event only to find they could not compete.

Between us, we at least had five maps and Claire and I were very pleased at the 'have a go' approach the five competing crews had all of which returned at the end of the event with some very respectable scores.

Results were:

1st: Alan Spencer & Kieron Winter : 43 points

2nd: Martin Baker & Martin Emsley : 43 points

3rd: Chris Goodchild & Michelle: 41 points

4th: Mapstone & Holloway: 38 points

5th: Paul Bird & Judith Bird: 34 points

First place was split using the 'furthest clear' method, Spence and Kieron were the only crew to correctly find Whidlecombe Farm so managed to answer their first 20 questions correctly. Martin Baker &

Martin Emsley answered their first 10 questions correctly which put them in second place.

Hard luck to Martin Baker & Martin Emsley who managed to miss-plot question 16 and not find 'Uplands', which every other crew managed to find (much to my relief)!

If they had found question 16, they would have won the event.....

BMC Dick Mayo Sprint

Many BPMC club members were out competing or helping at Bristol MCs Castle Combe Sprint – only limited room here for a couple of Steve Kilvingtons excellent photos – more can be found on his website at <http://www.stevekilvington.fotopic.net>



Ross Browne in Force 10



Paul Scapens – Audi S4



National Motorsport Week

11th-19th August 2007

The MSA have again designated a National Motorsport Week – Which this year will be between Saturday the 11th and Sunday 19th of August. As you will notice it is actually more than a week – the 9 day duration is designed to mean two weekends worth of events are included in the “week”.

As the week includes our Castle Combe Day, the club has decided to make the event part of National Motorsport week. We will be encouraging members of the public to come to the circuit and watch the activities – our event being an idea opportunity to come and enjoy Combe for free. We will have the club stand on display along with information on joining the club and information on Motorsport in general.

Members are encouraged to tell people about the day and invite them along for a look around. We will also be trying to get some mentions in the local press.

What is National Motorsport Week?

Nine days of motorsport activities - Saturday 11 August to Sunday 19 August - up and down the country

What is it meant to achieve?

More people in motorsport. More interest, more spectators, more competitors, more jobs, more marshals and more officials

How do we reach people if they are not involved now?

Through the general media, for best results. By working together to increase non-motorsport media time and coverage ~ TV, magazines, radio, newspapers, the internet ~ we can reach more people by promoting the Week's huge variety of events and activities

Why is there a National Motorsport Week, do we need it?

Without making the effort to introduce more people into motorsport, we risk losing out to other sports and activities. Let's make people enthusiastic about our sport!

Who is behind it?

The sport's leading organisations - the Motorsport Industry Association (MIA), the Motor Sports Association (MSA), major clubs, famous venues and well known companies

Who benefits?

Only one answer - motorsport

What will happen?

The Week's events are put on by clubs, venues and companies. There will be all sorts of live motorsport events, displays, gatherings, factory open days.....





Speed Events Track Guide Castle Combe Circuit

By Ian Hall

I've just enjoyed re-reading Pete Goodman's excellent and entertaining circuit guide to Llandow in an attempt to find some inspiration! I've never been a very good writer but was delegated and arm-twisted by Keiron, our chairman, to describe driving around Castle Combe Circuit.

I did my first circuit event there in... well it was a long time ago! I spun into the infield at Tower, got lost in the tall barley crop and had to reverse out of the hole I had made! As my home track I have always enjoyed Combe, except that all my previous cars were powered by the small BMC/ Austin Rover old 'A' series engines, and with Combe being fast I found out how to destroy them in 10 laps.

When Howard Strawford took over the circuit from Mrs Thomas in the early 1970's it was threatened with closure. Howard set about obtaining permanent planning permission for racing as it was only running on temporary planning permission. Great improvements were made for spectators and the locals with the building of vast earth banks giving viewing for the spectators and helping with noise reduction for the local residents. Rusty corrugated-iron toilets were torn down and new ones built and generally almost everything was up-graded. However Combe has a problem - it's 'undulating' surface as Howard describes it - well, it probably is in his Mercedes. So hang on tight!!

So now to driving the circuit... It is a nice simple triangular track, 3 main comers and 3 straights with kinks in each, plus the addition some years ago of MSA inspired chicanes in 2 of the straights to slow it all down. Should be easy then - **wrong, very wrong**, it bites!!

From the startline the first curve is the right hander 'Folley' - stay left late & turn so that you stay right going up Avon Rise - fast & smooth at the fastest curve of the circuit. A definite corner though at 150+ mph. Over Avon Rise and you must stay straight **whatever** line you are on & brake before (if necessary) & after, but not over the actual hump of Avon Rise while also clipping the left side apex. I aim towards a spot a car's width from the outer edge of the track. Yes, theory says follow left edge of the track BUT that's very dodgy ground, marbles, off camber etc. If you get it wrong, it will be a very painful and expensive accident at high speed..... I have never liked the look of that outside bank!! So keep straight for heavy braking before turning for the right handed Quarry comer running out to the left side on exit. Stay parallel with the edge of the circuit along the now shortened 'Farm Straight' due to the Esses coming up quite soon - this being a right, left, & right at Old Paddock. Do not turn in too early otherwise you will be too early for the left which means you have to slow too much & turn sharper to get back to the left side for a straighter line for the critically fast Old Paddock. It's better to go slightly slower through the Esses to get through Old Paddock faster. Now it's flat out all the way to Tower - take the shortest & straightest line to



arrive on the left-side of the track for Tower. A very nasty & very off camber right hander. You can easily fall off on the outside of this corner it has a very narrow run-off, so build up your speed here carefully. (Are you all still with me?)

Next is Bobbies chicane, another right, left, right but slower. Use the apex curb, braking as necessary on entry, bearing in mind the left part is quite slow, although cambered in your favour, but taken too fast can spit you into the infield, mud / com or whatever the local farmer is growing! Then it's out of Bobbies chicane & flat out through Westway & onto Dean straight towards Camp Comer. Stay on the left side where the exit of West way will have thrown you. Now Camp Comer is coming up fast & has several apex's - you want to take the last one. You will have braked here quite hard & probably changed down as well in a straight line before turning late for the last apex allowing the car to run out wide using the whole track width on exit heading to the finish line or staying left & building up to maximum speed for Folley again.

DO'S, DONT'S AND WARNINGS

- Do keep at least one foot of space to edge of track - many undulations which can throw you off into the narrow run offs. Don't even think of using the grass verges - ditto above comments.
- Don't turn and brake over Avon Rise, particularly in FWD cars with light rear ends. I once spun my Mini-Jem here with the result of two very flat-spotted tyres.

- If you must spin - keep it on the tarmac - if you have a choice! Tyres are the cheapest repair rather than barrier damage. If on a track day, you will be told to only overtake on the right, racing being on the left. If your overtake is at Folley be careful of the bump at it's apex. Don't tighten your line there as I embarrassingly did recently in Richie Devall's Ginetta, flat spotting a pair of front tyres at high speed, but keeping it out of the barriers.
- If it's wet at Tower comer - do not run out fully to the left side of track on exit - there's a bad dip and bump just on the turn point to Bobbies chicane.
- Also if it's wet - as you exit Bobbies - there's a bump at Westway as the tarmac rejoins the old course. It gave me a real tank /slapper at last years Pegasus Sprint thereafter driving gingerly through Camp Comer to the finish. I was so surprised by it!!
- Finally the noise limits are strictly enforced, most track days are 100db, but not very well publicised @ 4500rpm, for car engines – differeent limits apply for bike engined cars.

So there you are - enjoy Castle Combe but if you are new to sprinting - go to Colerne first as there's much more space and run offs !!

So next over to Dave Cutcliffe for a drive around Colerne.



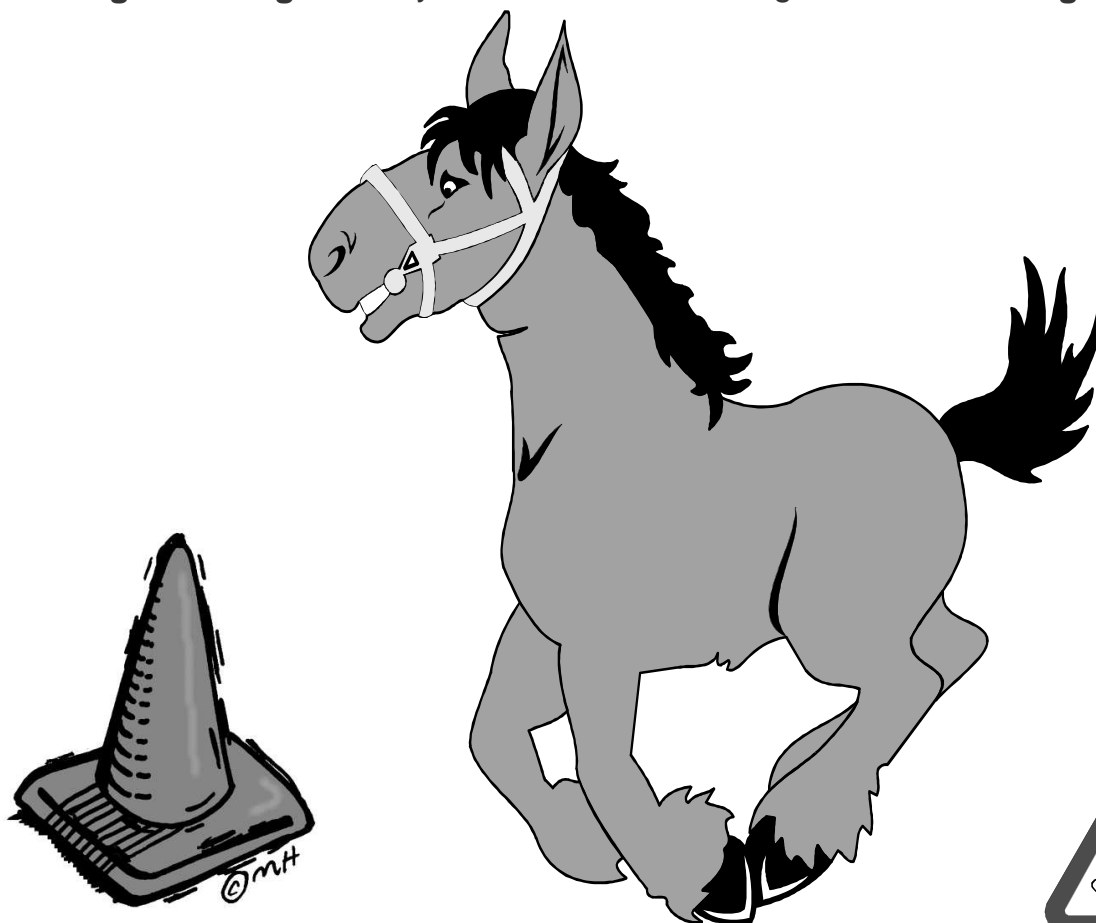
THE CHEPSTOW SOLO

A Clubsport Autosolo on Saturday 8th September 2007 at
Chepstow Race Course

Entry fee £25 Any road car is suitable
No competition license, overalls or
helmet required

An excellent venue and only 20 minutes journey from the
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Our first Solo there will make use of an area that includes both tarmac and internal
roads within the Racecourse site. **A timed test around the course, no gearbox**
crunching reversing. This layout offers us something a little different - **great fun.**





National & International Motorsport Dates

July / August 2007



Date	Event	Location
4/8 Aug 2007	Dunlop Great & British Motorsport Festival	Donington Park Circuit
11-Aug-07	VW & Audi Track Day	Castle Combe Circuit
11/12 Aug 2007	Hillclimb	Lostwithiel, Cornwall
11/12 Aug 2007	Hillclimb	Loton Park, Shropshire
11/19 Aug 2007	NATIONAL MOTORSPORT WEEK	United Kingdom (many venues)
12-Aug-07	BriSCA Formula 1 Stock Cars	Mendips Raceway, Shipham
12-Aug-07	Solo Autotest	Weston Airfield, Weston-super-Mare
17/19 Aug 2007	FIA WORLD RALLY CHAMPIONSHIP	OMV ADAC Rallye Deutschland
17/19 Aug 2007	Nicholson McLaren British Hillclimb Championship	Shelsley Walsh, near Worcester
18-Aug-07	Wugging Stages Rally	Colerne Airfield, Wiltshire
18/19 Aug 2007	Race Retro LIVE Show	Donington Park Circuit
18/19 Aug 2007	Dunlop MSA British Touring Car Championship	Brands Hatch Circuit
18/19 Aug 2007	Welsh Endurance Rally	Caerwent Training Area, Monmouthshire
19-Aug-07	NASCAR Nextel Cup	Michigan Speedway, Brooklyn, USA
24/26 Aug 2007	FIA FORMULA ONE WORLD CHAMPIONSHIP	Istanbul, Turkey
25/26 Aug 2007	Nicholson McLaren British Hillclimb Championship	Gurston Down, Wiltshire
26-Aug-07	Short Oval Races	Mendips Raceway, Shipham
26-Aug-07	50th Anniversary Motor Sport Show	Weston-super-Mare, Somerset
27-Aug-07	SBD Motorsport British Sprint Championship	Colerne Airfield, Wiltshire
27-Aug-07	A Plant LUX Traffic Controls Sportscar Raceday	Castle Combe Circuit
31 Aug/2 Sep 2007	FIA WORLD RALLY CHAMPIONSHIP	Propecia Rally New Zealand
31 Aug/2 Sep 2007	Revival Race Meeting	Goodwood Motor Circuit
1/2 Sep 2007	FIA World Touring Car Championship	Oschersleben, Germany
1/2 Sep 2007	Nicholson McLaren British Hillclimb Championship	Prescott Speed Hillclimb
1/2 Sep 2007	Midland Kart Championships	RAF Little Rissington, Gloucestershire
1/2 Sep 2007	Hillclimb	Wiscombe Park, Devon
02-Sep-07	Motorcycle Hillclimb	Margam Park Rally Stage, West Glamorgan
2/6 Sep 2007	2007 Speedweek	Bonneville Salt Flats, Utah



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Llandow Track Day

Saturday 22nd September

Marlin Sports Cars invite members of the Bristol Pegasus Motor Club to join them for their Annual Track Day at Llandow Circuit.

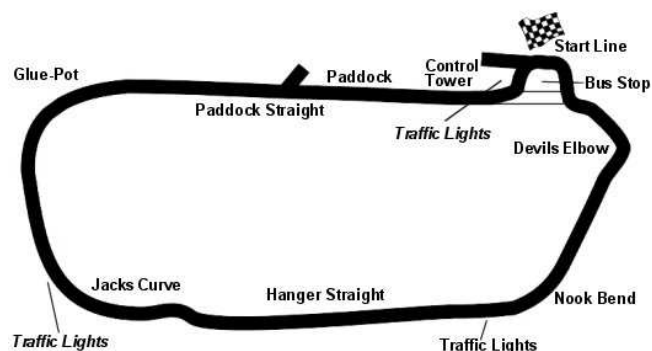
Signing on will commence at 9am with the drivers briefing at 9.30am. The track action will start at 10am through until 5pm with an hours break for lunch. Initially drivers will be divided into 3 groups according to their ability with instruction provided if requested. Once each group has completed 2 sessions the rest of the day will be an **Open Pit Lane** format.

Numbers are strictly limited to 25 cars plus demonstrators so please do not delay in booking your space.

The cost per car is **£99 which includes a BBQ lunch**. Additional BBQ lunches for friends, family or passengers can be purchased in advance at £5 per person.

Llandow circuit will charge a nominal amount for additional drivers and passengers which can be paid directly to them on the day.

To book please contact Terry Matthews at Marlin Sports Cars on 01363 773772 or email terry@marlincars.co.uk



Club Night Venue The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

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

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





Special GT Championship Castle Combe Circuit Race Report for Round 4 23rd June 2007

A new feature in this months Backfire as we follow the exploits of our friends at Marlin Sportscars in the Castle Combe Special GT series.

This race promised to be much better for the Marlin race cars of Mark and Dylan. This was especially true for Dylan who had had a turbo kit imported from the USA and fitted to his car.

In preparation for the race Dylan's car had been modified from twin carbs to fuel injection, fitted with a new T3/4 turbo and remapped to suit on a rolling road which showed that the car was now producing 218BHP up from the previous 160BHP. This meant that the all important power to weight ratio was now over **400BHP per Tonne!** This was followed by a test session at Llandow circuit which showed the cars true potential and in the words of Dylan was "devastatingly quick". Did this mean that Dylan's Marlin could finally mix it with the Ferrari 360's at the top of Class D?

Alas it was not to be, as a manufacturing fault on the turbo meant that it self destructed on the first lap of qualifying. This left Dylan with no turbo for qualifying or the race which would not have been so bad in itself but the ECU had been remapped to suit the turbo. This meant that the mixture was running far too rich resulting in a power output of 110-120BHP instead of

the 218BHP achieved on the rolling road. It was therefore inevitable that Dylan had a lonely race towards the beck of the field and finished second from last some 3 laps behind the leaders.

Mark however had no such problem as he was stilling running the normally aspirated 1.6 VTEC engine on twin carbs producing 160BHP. One problem that he did have however as did everyone else was the weather. The Caterham Academy Race had witnessed a sudden cloudburst with the Safety Car having to come out due to 3 cars being in the wall at Quarry! The track was however drying rapidly and the decision was made to run on slicks even though there were still some damp patches on the track. Mark had an eventful race dicing with a few cars eventually finishing 5th in Class D behind the 3 Ferrari 360's and a Caterham.

The pressure is now on to get another turbo over from the States and into Dylan's car in time for the next race on 15th July. Read next months report to see how **Team Marlin** get on or better still, get yourself down to Castle Combe for the Summer Racing Festival weekend on 14th and 15th July.





Clubmans Championship 2007

Up to the July Treasure Hunt

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
27.54	Chris Goodchild	1	7	Yes
20.99	Paul Bird	2	7	No
19.57	Martin Emsley	3	6	Yes
18.33	Alan Spencer	4	6	Yes
16.25	Mark Astin	5	4	Yes
16.08	Kieron Winter	6	5	Yes
14.63	Matt Marples	7	3	No
14.50	Martin Baker	8	4	Yes
13.38	Andy Moss	9	4	Yes
13.17	Michelle Rogers	10	3	No
10.75	Toby Harris	11	2	No
10.00	Ian Cameron	12	2	No
9.38	David Adams	13	2	Yes
9.13	Martin Mees	14	2	No
8.38	Howard Johnstone	15	3	No
7.68	Nick Wood	16	3	Yes
7.50	Judith Bird	17	3	No
7.42	Lisa Selby	18	2	No
7.33	Martin Corfield	19	2	No
6.36	Ken Robson	20	3	Yes

Marshals Championship 2007

Up to the July Treasure Hunt (Excluding Wessex Sprint)

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
7	Martin Emsley	1	3
6	Martin Baker	2	3
5	Dick Craddy	3	2
5	Mal Allen	3	3
5	Tim Murray	3	3
4	Andy Moss	6	2
4	Kieron Winter	6	3
3	Bob Hart	8	1
3	Lewis Bird	8	2



Frenchy Car Show 2007

Saturday 21st July 2007 - Club Stand



Bill Farrow and Alan Spencer enjoy a chat



Martin Emsley, John Corfield and Mark Elvin



Bill Farrows and Morgan made the trip from Dorset



Pete Goodman with Elise chats to an BAC enthusiast



Mark Elvins Cooper and Spences Parsons Special



Keith Yeandel and Westfield



some great classic cars on other clubs stands



Dellow – popular 50s special



Norwich Union MSA Classic 2007

International Motor Sports Ltd. (IMS) – the commercial arm of the Motor Sports Association (MSA) - has today announced that it is to reinstate its iconic classic car event, in partnership with Norwich Union, after a ten-year gap.

The Norwich Union MSA Classic 2007 will take place on Sunday 14th October from start locations across the country, with cars finishing at Silverstone, after driving parade laps of the legendary Grand Prix circuit.

In its heyday, the event – then called the Norwich Union RAC Classic – welcomed over a thousand participating cars every year. The event reached a peak in 1996 with entries of over 1,600, including a host of unusual models, which included anything from Morris Minor to a Ferrari 365 or a 1904 Benz and even a threewheeler Morgan built in 1932.

The 2007 Norwich Union MSA Classic sees the original organising team and the historic sponsor unite once more to revive the original and highly successful event format to relive the glory of past events, for both participants and spectators alike.

With the cost of entry set at just £100, which includes the opportunity for drivers to parade their automotive pride and joy on Silverstone's full Grand Prix race

circuit, organisers hope to encourage a wide variety of classics - and classic car lovers - from across the country to take part. The only criteria being that all cars entered are at least 20 years old.

"Our 'mission' is to create the most complete motoring experience possible within one day, for the classic car owner," explained Andrew Coe, chief executive of event organiser International Motor Sports Ltd (IMS). "Utilising simple roadbookstyle navigation, the routes will incorporate some of the best driving roads in Britain, set amidst beautiful countryside."

"We have strived to keep the cost of entry low in order to attract an unrivalled lineup of Britain's best-loved cars, making it the most unique event in the classic car calendar," Coe continued.

As in the past, there will be checkpoints specifically of interest to the dedicated motoring and motorsport enthusiast, in addition to venues of more general interest, creating even more opportunities for spectators to come along to see the cars – and their drivers!

Commenting on the decision to re-launch the event, Tanya Veingard, Head of Sponsorship, Norwich Union, enthused: "Since the last event in 1997, IMS have been inundated with requests asking them to reinstate the event and we are delighted to be able to support them in doing so for 2007. We are particularly excited to be able to offer Silverstone as the finish point, making it easier for participants to realize their dream and drive their car on one of the world's bestloved race circuits."



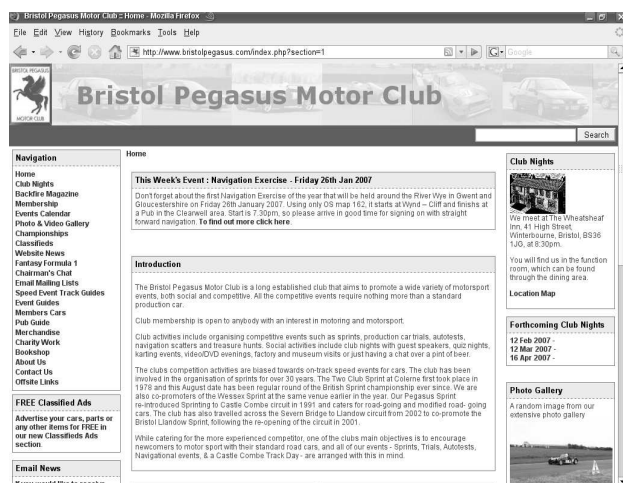
Entries for each start location will be limited, a full list of which will be announced by organisers in the coming weeks. More information about the 2007 Norwich Union MSA Classic and its history can be found at www.msaclassic.co.uk

The provisional list of start locations has now been published: Bath, Brooklands, Norwich, York and Silverstone.

The exact routes and checkpoints are being finalised and should be announced by the end of July.



For all the latest news
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www.bristolpegasus.com

Junior Champs Karting Championship

The Raceway

After 2 rounds of the 2007 championship both Class A and Class B have new leaders and both of them are very young BPMC members.

Gareth McBraida the grandson of Mike McBraida, drove a storming race in round 2 to take a maximum of 12 points in Class B. He gained 10 points for a race win and 1 point each for pole position and fastest lap. Joe Robson son of committee member Ken Robson could not repeat his round 1 Class A win but managed to pick up 9 points, 8 for second and 1 point for fastest lap. The top of the championship table now looks like this :-

Name	Class	Race1	Race2	Pole	Fastest Lap	TOTAL
Gareth McBraida	B	8	10	1	1	20
Joe Robson	A	10	8		1	19
Mark Eynott	B	10	6		1	17
Damian Govier	A	5	10	1		16

Gareth now leads the overall championship with 20 points but Joe is breathing down his neck on 19 with the rest a few points adrift. Are we seeing the next generation of kart champions like Senna and Hamilton?

The championship now takes a break for the summer with round 3 being on the 30th September. We will let you know what happens.

FORUM AND AGAINST

Someone pointed out after my piece about Strengths and Weaknesses that a similar debate could be held on the use of Information Technology by clubs. Among the strengths is, of course, the ability to communicate quickly and cheaply – costs plummet if magazines become e-zines. Increasingly, regulations and entry forms are going on line too, although not all organisers are enthusiastic – one experienced hand is still happier with printed regs because he knows what's in them and that the content has not been corrupted; he prints entry forms on tinted paper to track them, assuming white ones have been downloaded.

IT should mean that all clubs have the strength of websites – ideally up-to-date ones – and it should also make it much easier to communicate with the media but that doesn't happen enough. Sadly. We may not like it, but outside F1 we're a minority sport and we'll remain so unless we get better at communicating with the wider world.

One area where IT scores is with eBay, or 'eBay gum' as it's known in Cod Fillet circles. I've only done a dozen deals, ranging from buying a small antique to selling a big one (a Dellow), but they all went smoothly not least because I got someone with over 1000 transactions to his name to do them. His advice if selling? Use English not 'text' speak,

don't exaggerate what you are selling, and use good pictures. If searching for something, use as many variations of the possible description as you can.

So, the wonderful, magical Strengths of IT. And the Weaknesses? Well, above all I think, the risk of *over*-communication. Keep shovelling stuff out and you may get a 'not again' reaction, while if you bombard journalists with news releases that aren't actually news (eg someone is 'hoping' to do well on an event. Yawn.) you'll just wear out their delete keys.

Another problem clubs may face is balancing the interests of those with PCs and those without. Maybe before long the 80% in a club taking everything on line, may ask why they should be subsidising paper and postage for those still using oil lamps.

E-zines can be hard going if they're just printed mags put on line – a simpler design may be called for – but clearly we are going to see fewer printed publications. Maybe clubs will just print Year Books like the ones they did in olden days.

But the biggest weakness with the IT revolution still lies with chat rooms or forums or whatever they're called. Swapping information about widgets is great... until someone posts "but don't buy your widgets from Anytown Motors because they're a bunch of crooks." If anyone at Anytown

notices, the originator may be sued for defamation, as may the club itself if it can be seen to be negligent in monitoring things. If a member repeatedly attacks a club on-line then look at the small print of the club's constitution – and use it to chuck them out.

As I've mentioned before, boasting on-line about doing handbrake turns in the middle of a town coming back from an event isn't clever but crass – anti-motorsport campaigners may simply add it to their file of ammunition, while if the Law see it, well, it might be simpler to report to the local police station and ask for a cell with an en-suite bucket.

Last word on IT should perhaps go to a CEO I saw end a recent staff conference by saying "Remember, garbage is still garbage even if you put dot com after it."

Stuart Turner



COD FILLET QUIZ

1. In which year did Louise Aitken-Walker become Ladies World Rally Champion?
2. How many times has Derek Bell won the Le Mans 24hr race?
3. Which British town is the base for the Ford World Rally Team?
4. Who won the MSA British Hill Climb Championship in 2006?

ANSWERS ON PAGE iv

Recruitment aids

Volunteers in Motorsport (ViM) has now concluded its second phase and is commencing the third phase when it will provide further help and support to clubs in their recruitment campaigns.

A Recruitment DVD and audio CDs are now available to clubs free of charge for use at promotional events. The Recruitment DVD consists of up-to-date footage of motor sport in two-minute and eight-minute versions. The audio CD contains four recruitment to motor sport advertisements – two short and two long – using both young and more mature voices. As well as being used at shows and exhibitions, it can be lent to commentators. These audio clips, together with other information, are also on the ViM website:

www.volunteersinmotorsport.co.uk

Free display stands

ViM wishes to remind clubs that display stands and display material can be borrowed free of charge for use at events, shows or exhibitions. They enable clubs to present themselves professionally and are informative and visually attractive. To book the stands (which are proving very popular), club representatives should contact Richard Nunn at the MSA on 01753 765000.

Other promotional material

such as leaflets, brochures, postcards and business cards are also available.

Focus on women

A Women in Motorsport focus group was formed by the MSA during the late 1990s and the Motor Sports Council considered a report on its findings.

As part of its proposals to widen participation in the sport, the MSA is seeking to again pull together a representative project support group of people with differing ideas on the greater inclusion of women in motor sport (to include the interests of clubs, competitors and officials across all the disciplines). A first brainstorming meeting of this group is likely during September 2007, either at Motor Sports House (near Heathrow airport) or in the Birmingham area.

A number of names have already been identified as possible members of the group. Although final numbers will be limited, any individuals wishing to be considered for inclusion in such a group should contact Allan Dean-Lewis at the MSA (email: adean-lewis@msauk.org), with a note of their background and motor sport involvement plus an appropriate MSA Club or Regional Association endorsement of their nomination.

Save it!

The MSA is working with Energy Efficient Motorsport (EEMS) to make sure that competitors and officials are fully informed of the opportunities which energy

efficiency in motor sport presents.

Fresh blood

A number of people have recently joined the MSA as full-time members of staff. Richard Nunn is Volunteer Officials Co-ordinator reporting via Allan Dean-Lewis. Joe Hickerton is Technical and Risk Control Assistant reporting via John Symes. Laura Tucker and Stuart Haviland are in the Licensing Department reporting via Steve Redhead as Manager of Licensing.

The Hamilton effect

After this year's F1 Canadian Grand Prix and Lewis Hamilton's first F1 victory, Britain's last world champion, Damon Hill, was quoted as saying: "We could be looking at the next British world champion." One thing is sure – the media attention on motor sport is almost unprecedented and could potentially extend to all levels of the sport. The success of Lewis Hamilton could provide an excellent opportunity to promote the sport and the activities of local Clubs. It goes without saying that liaison with local press and media contacts is more important than ever.

Wales Rally GB tickets

Tickets for Wales Rally GB are now available by calling 0870 060 1764 or online at www.walesrallygb.com

The biggest growth in 4x4 vehicles in recent years has been in the so-called 'soft roader' SUV sector of the market.

Soft Roader drivers who want to compete in 4x4 trials, often find that the traditional 4x4 club's don't cater for their vehicles. Most trials events use more demanding terrain than these vehicles with limited ground clearance can cope with. However, recent changes in regulations for production car trials, run by mostly 'car-clubs' mean that 4x4 soft roaders are now being welcomed to events alongside the 'production' 2WD cars, both running on the same terrain. 4x4 clubs should see this as an opportunity to join with 'car-clubs' and co-promote events for the soft roader owning members within both types of club.

Baja GB – The first ever FIA cross-country event in Britain. Defending FIA Baja champion Marc Blasquez has confirmed his intention to enter as has his team mate from the Nissan Spain team, along with entries from Spain, Poland, Russia, the UAE, Qatar, Norway, Hungary, Belgium and France. Interest has risen with speculation that the new McRae Enduro cross country vehicle, might make an appearance. £100,000 is being invested to improve tracks in the forest areas in Mid-Wales which will form part of the route and spectator points. The event starts with a super special stage at the Royal Welsh Showground at Builth Wells on Friday 16th August, before heading into the forests and to Sweet Lamb on Saturday and Sunday. More details visit www.BajaWales.com



REVIEWS FROM



MUSCLE CAR CONFIDENTIAL

ISBN 978 0 7603 2831 6
Joe Oldham, Motorbooks,
£25

With prices for genuine muscle going stratospheric, few are willing to give their cars a workout any more. Now you can get a vicarious thrill from reading what it feels like to burnout a Boss, courtesy of '60s US *Car* mag snapper and road-tester Oldham. He keeps his life story brief, concentrating instead on illegal street racing plus memories of testing the likes of the ally-fronted Catalina, Trans Am prototype, Judge GTO and Camaro Z28. You'll find stories of test cars arriving on slicks, 'puking transmission fluid' along the strip and being banned from AMC press events by chairman Gerald C Meyers. The text is light-hearted, the layouts lavish yet logical and the pictures good. Oh and it's only £25. Recommended to any muscle fan.

**MY DAD HAD ONE OF
THOSE**
ISBN 978 0 563 539193
Giles Chapman and
Richard Porter, BBC
Books, £9.99

Surfing on the wave of car-spotting nostalgia courtesy of *Life on Mars* and the rise of '70s cool (whodathunkit?), comes this pithy, pocket-sized and cut-price slice of humour from former C&SC editor Giles Chapman and *Sniff Petrol* guru Richard Porter. Supported by a series of press shots, it's a run through all those cars that dads owned from the late 1950s through to the '80s

split into categories such as Techno Dad (that would be the Citroën and Ro80 fetishists), and with the Cortina getting a whole section to itself. Quite apart from the often hilarious fashions, it's the details and the words that make this book.

**COBRA BOOK
REPRINTED**
ISBN 978 0 9625093 08;
£49.95; and available
from Motor Books, call
020 7836 5376.

Copies of *The Cobra-Ferrari Wars 1963–1965*, Michael Shoen's outstanding history of Carroll Shelby's World Championship challenge, have been making \$700 secondhand but now a second edition has been published. Scanned from the original and self-published by Shoen, it has revised text and a softer view on Enzo.

MONACO GRAND PRIX
ISBN 978 1 84425 4019
Michael Hewett, Haynes,
£40

Hewett has a long association with Europe's glamorous street race, stretching back to 1962 when he watched the first-lap mayhem from the front row of the Gasworks Grandstand. The following year Eoin Young, then at McLaren, gave him a track pass and he's been covering it ever since. Combined with the ACM's own archives to fill the pre-'62 gaps and most famous moments, this vivid 350-page book really captures the race's character. Clean layout and excellent repro do full justice to the wealth of pictures. Excellent.

MARSHALS POST

by the BMMC |



There has been a bit of controversy about Safety Cars recently and perhaps the time has come for a root and branch rethink of procedures.

When they go out is always going to be a decision for the Clerk of the Course.

What are more open to debate are the ground rules covering what Safety Cars should do once they are out there and what cars are suitable for use as safety cars.

The choice of car will always be a compromise. It needs to be fast enough to avoid causing problems for competitors like overheating, but roomy and quiet enough for the safety car observer in the passenger seat to see what is going on behind and

use the radio.

All too often, Safety Cars have zero rear visibility and noisy cockpits, which makes passing messages and waving lapped cars through a nightmare – and that's another source of controversy.

If the Safety Car misses the leader – or it is deployed in a long distance race where competitors will seize the opportunity to pit – does it really matter?

The priority is, surely, to bring the train of competing cars under control so that the incident can be dealt with, so it could be argued that getting the Safety Car out on the track as soon as possible is more important than picking up the leader.

If that is the case, then it can be argued that waving cars through in order to put the leader behind the safety car for the re-start has to wait until the incident has been dealt with.

But, why wave them through at all?

On the one hand, the restart is, potentially, more fraught with risk than a rolling start, particularly if the race leaders are close, but separated by significantly slower cars. On the other hand, waving cars through means the restart will be delayed for another two or three laps.

What's more, wherever possible, the Safety Car radio needs to be on the same channel as an intervention team dealing with an incident and everyone else should keep off the air until the incident is over, the Safety Car is back in and racing has restarted.

QUIZ ANSWERS

1. 1990 (Vauxhall/Opel)
2. Five
3. Cockermouth, Cumbria
4. Martin Groves



Monday 13th August
BPMC Club Night

An informal club night at our normal venue of the Wheatsheaf Inn, High Street, Winterbourne.

We meet in the function room at the rear of the dining area.
Come along for a drink and a chat from 8.30pm.

Saturday 18th August
Castle Combe Club Test Day

The Best Track Day in the area - for many highlight of the club calendar. Not entered? Come & watch – entry is free

Monday 20th August
The August Treasure hunt

Kieron Winter and Alan Spencer organise - start at 7.30pm from Gordano Services on the M5. A circular trip to finish at the nearby Rudleigh Pub in time for a drink and a chat

Monday 27th August
The 2 Club Sprint - Colerne

The British Sprint Championship top runners in action – along with the usual mix of club members from the two Bristol Clubs, the AWSMC Championship and Invited clubs.

If you are not entered the only way to see the action is to marshal – no experience necessary.