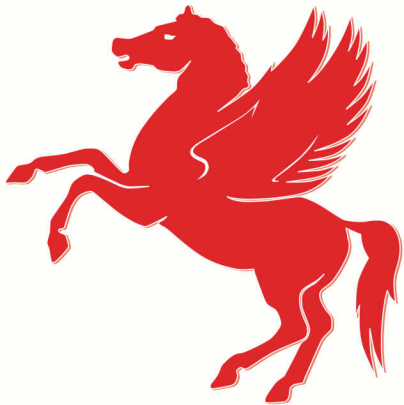


Backfire

August 2009



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

Cover : July Club Night - Bristol Hot Roads Visit - Photo Tony Smith

2009 BPMC Events Calendar

Updates in Bold

Month	Date	Day	Event	Venue
Jan	12th	Mon	BPMC Club Night	Almondsbury Sports & Social
Jan	23rd	Fri	Navigation Exercise	Fedw Wood ref, 504.1/2 984
Feb	9th	Mon	Club Night - Vince Woodman	North Bristol RFC Almondsbury
Feb	20th	Fri	Navigation Scatter	Gordano Services M5 J19
Mar	6th	Fri	Navigation Exercise	Fox & Hounds, Map 173, Ref 808/808
Mar	9th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Mar	13th	Fri	Stoneleigh Historic Show	Club Trip
Apr	6th	Mon	Club Night - Tony Castle-Miller	North Bristol RFC Almondsbury
Apr	19th	Sun	PCT	Dundry
May	4th	Mon	Wessex Sprint	Colerne Airfield
May	9th	Sat	Mercedes World/Brooklands Trip	Club Trip
May	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
May	18th	Mon	Treasure Hunt	Announced in time for the event
May	25th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
Jun	8th	Mon	BPMC Club Night	Bring & Show Your Car
Jun	14th	Sun	ACE Classic Tour	
Jun	20th	Sat	Chepstow Solo	Chepstow Racecourse
Jun	22nd	Mon	Treasure Hunt	Announced in time for the event
Jul	13th	Mon	BPMC Club Night	Bristol Hot Rods Visit
Jul	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	10th	Mon	BPMC Club Night	Chris Hartnell Talk
Aug	15th	Sat	CC Test Day	Castle Combe Race Circuit
Aug	17th	Mon	Treasure Hunt	Announced in time for the event
Aug	31st	Mon	2 Club Sprint	Colerne Airfield
Sep	14th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Sep	19th	Sat	Chepstow Solo	Chepstow Racecourse
Oct	12th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Oct	17th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	30th	Fri	Navigation Scatter	Announced in time for the event
Nov	9th	Mon	BPMC Club Night	An Audience with Whizzo
Nov	19th	Thur	Karting Challenge	Raceway
Nov	27th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	14th	Mon	BPMC AGM	North Bristol RFC Almondsbury
Dec	30th	Wed	Xmas Noggin & Natter	Golden Heart Winterbourne

This Month

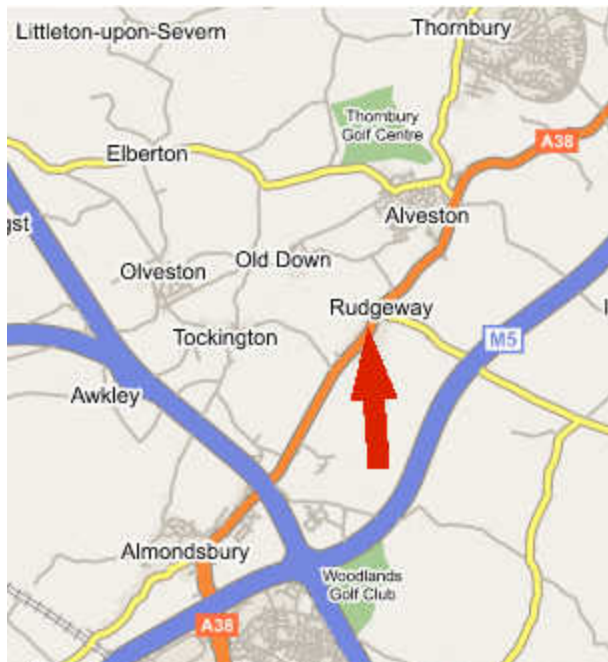
Monday 10th August – Talk by Chris Hartnell

Chris Hartnell and his car Backdraft will be coming to the club night, where he will be giving us a talk and demonstration.



Saturday 15th August – Castle Combe Track Day

As well as all the usual Track day activities we will be joined by Bristol Hot Rods who will be entertaining us at lunchtime. If you missed them at Club night now's your chance to see what you missed. All track places are sold out, but admission is free so come along for a look around.



Monday 17th August Treasure Hunt

Andy Moss organises the August event. The final Treasure Hunt of the year will start from the junction of the A38 and the B4227, near Rudgeway (MR 172/626 867). The start is marked on the map on this page. Start time is 7.30 pm.

Andy promises a simple event with easy to follow route instructions. As the light will fade quite early this month the event will be quite short – the emphasis being a good social night out rather than making things too difficult. All you need is a pen

or pencil to write down your answers. The event will finish at The Swan in Tockington at 9.30pm for those who want to come for a drink at the finish.

Monday 31st August – Bristol Two Club Sprint

Colerne Airfield will once again be the venue for this year's Bristol Two Club Sprint. The Regulations are now available on the website.

The Entries Secretary is Andy Moss, who can be contacted on 0117 904 1841 or andy@mossdata.co.uk should you wish to receive a printed copy or want further information.

The Chief Marshal is Simon Child, who would be pleased to hear from you should you wish to volunteer to help on the day. Simon can be contacted on simonjchild@hotmail.com or 01934 418544.

Forthcoming Events

Monday September 14th - BPMC Club Night

Saturday September 19th - BPMC Chepstow Auto Solo

Saturday October 17th - Pegasus Sprint - Castle Combe

Regs will be available in late August and will be sent to past entrants and available from the club website.



Monday 9th November – An Audience with Whizzo

Barrie Williams will be talking to us about his life in motorsport with lots of amusing anecdotes I'm sure.

Event details on these pages are updated by Richard Reynolds, who can be contacted by email webadmin@bristolpegasus.com or phone 07866 422138.

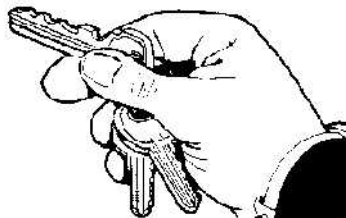
As always, we are looking for contributions for Backfire

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Bristol, BS14 0JJ. By email: backfire@bristolpegasus.com**

Website WWW.BRISTOLPEGASUS.COM

Publication deadlines for Backfire

**September – 4th September October – 2nd October November – 30th October
December – 4th December**



CHAIRMAN'S CHAT

By Andy Moss

What else can I start with this month other than our July club night ?

Social Secretary Nick Wood again did us proud by arranging a visit from Bristol Hot Rods, and despite another typical British summer evening (showers and overcast), we had an incredible display of vehicles for members to enjoy. Everyone really appreciated the effort made by our visitors and we really enjoyed looking at the mechanical masterpieces they'd created - the amount of work and attention to detail in the cars had to be seen to be believed. I also have to say that the hot rod drivers were a really friendly bunch and we had a great time talking cars with them. If you missed out, have a look at Simon Child's excellent photos later in the magazine or have a look on the web site to see more photos from Tony Smith.



The club once again had a stand at the Frenchay Car Show. I was down in Devon so could not attend, but Alan Spencer arranged an excellent display of club cars. Among those attending were the trials specials of Spence and Mal Allen, with sprinting represented by Nick Wood in the 106 and John Page with his excellent single-seater. Gerry Bath and Mike Marsden also brought along their Lotus', which I have enjoyed looking over in the past. I was a bit disappointed to miss out on having a look over John's car as we don't see it out on our events, with him doing most of his competition in France. It would have also been interesting to have another look around Mal's Marlin to see all the bits I have done wrong on mine!

I enjoyed the July Treasure Hunt – Ken Robson and Dave Bence organised their second Treasure Hunt, which this time started and finished at the Rose and Crown in Pucklechurch. The event attracted a good turnout of crews and the sun made an appearance despite the fact that it had been quite dull during the day.



At the end of the month, we spent a week in Devon and Cornwall and arranged to meet up with our club website guru Richard Reynolds and family who live in Devon. This was a good excuse to visit the classic car show, which is an annual event on Paignton sea front. Sadly the weather was not kind to us and when we met mid

afternoon the rain had been falling all day. As we drove in we saw many cars setting off home already and by the time we made it to the sea front there were only a few cars left.

The second part of our afternoon was a little more successful, as we planned to see the "Torbay Express" being hauled by Tornado. As many of you will know, Tornado is a completely new Steam Locomotive that's been built from scratch over a period of almost twenty years. Many of you may have seen the engine on Top Gear when it raced against a Jaguar and a Vincent motor cycle. We managed to time things just right and had an excellent view as the engine steamed past - being on a preserved line meant it was not running at full speed as it would on the mainline, but still an impressive piece of engineering and a remarkable achievement.

As we are going to press, entries are coming in fast for the Two Club Sprint, and as I am entries secretary I am trying to make sure they are entered on the computer in a timely manner so I don't end up with a last-minute panic to prepare the entry list come the closing date. There is a large BPMC contingent involved in the organising roles for this event, with regular event Secretary Dick Craddy joined by Martin Baker and Dick Craddy as clerks of course. Simon Child is also organising the marshals for the first time, and I hope many of you will make his life a little easier by signing up to help out. If you are not entering it is the only way to get to see the action and no experience is necessary because we will ensure newcomers are looked after by some of the experienced regulars.



Escursioni

By Martin Emsley

A few thanks first of all: John Corfield had quite a chat to me about the Matiz in response to my earlier plea; he was most informed, interesting and confirmed a view that this was probably the right direction to go, so post summer holidays we will most likely start looking for one in the chosen colour. Talking of summer holidays, we're off to Majorca this year and have a hire car as part of the package. We've had some fun time trying to guess what it will be - I'm sure it'll not be big enough for four people and luggage. I'll let you know, along with any other interesting motoring-related items upon our return.

Secondly, thanks to our chairman Andy for lending me his superb new camera at Llandow. You will have seen some of the pictures in Backfire and they look even better in colour. It's a truly wonderful bit of kit, and shows how technology has permeated into the lower price ranges. I was amazed at the predictive auto-focus - the fastest I've yet experienced in a digital camera - allowing a series of good pictures to be shot even when a car's approaching. With the options of focus / metering, it's extremely versatile and I'm sure that with a little practice it would be fairly simple to produce motorsport pictures on a par with those only available professionally a few years back.

The technology just seems to move on so fast. The downside is for general shots, less human skill is required so it's available to more 'mere mortals'. It's a bit like all the driver aids in cars, in some respects. However, there will always be a place for those gifted in composition and the imagination to get a 'different' picture, thank goodness. Of course, the other thing I take for granted with digital photography is shooting hundreds of photos then viewing for best ones and rejecting the rest on computer - not like the days of film and development expense, only to find I had shot a load of rubbish. I'm sure within a short while the same features will be available in 'compacts' (my favoured type) so I'm going to beg to borrow Andy's SLR until I purchase a new one.

Seems in addition to the Alfa Montreal, I see 'interesting' cars on the M32. Guess I only use it



about once a week but the latest sighting, which flashed past me, was a dark blue Noble (M12, I think) - it sounded and looked gorgeous. Talking of good looking, I keep having my eye caught by the few new VW Sciroccos on the road. Have seen them in a variety of colours now and they look most attractive. Talking of attractive, I saw an article about Paula

Hamilton - you know, the lady in the Golf advert a few years back who threw away everything but kept the VW keys. I was surprised she's about the same age as me, but in very much better shape. Anyway, what a lovely and dramatic-looking car, just hope they go as good as they look. Funny that they evoke the same interest in me that the original Audi TT did, but in that case the interest rather waned over the years as they became a more common sight. Wonder what I'll think of the VW in a few years? Have just seen an article on the forthcoming Focus coupe being cited as a direct Sirocco rival, I just hope it's as good in the flesh as the artwork makes out. It too will be pretty smart.

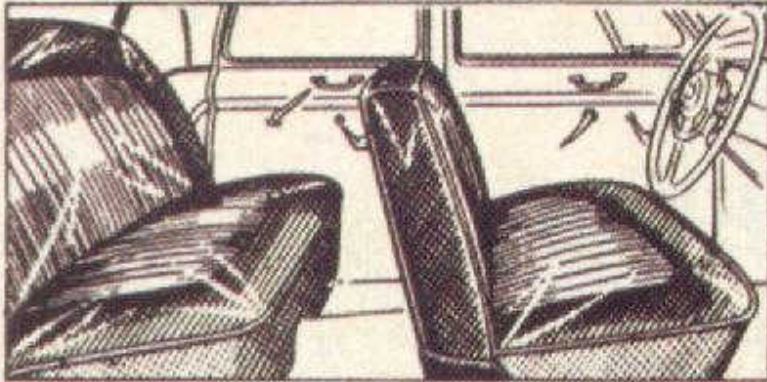


One VW I still think a lot of, as you have read, is the Mk4. In real terms the GTi is the heaviest / slowest produced over the years but it appeals to me so much for some reason (probably old age). When I had the 'Fordson Blue' turbo diesel hire car for Derby working, the Scottish lads called it my tractor - West Country yokels, etc - but I got very fond of it. The correct colour was Jazz Blue and over the past few months I have kind of been thinking 'why not'? So I've begun researching and looking with a view to maybe a Jazz Blue GTi, 1.8, 1.8T or 2.0. Will have to see what happens.

PS: Our new neighbour has moved in and he has a mid-metallic blue Scirocco. Hmm - good reason to make friends.

GAMAGES

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99/6

Treasure Hunt - Monday 20th July

By Dave Bence and Ken Robson



A Chuckle around Puckle

This year's treasure hunt that Dave Bence & I organised took in the routes Dave was very familiar with from his misspent youth. We were due to organise the August event but due to Phil Turner having to rebuild his rally car, we agreed to bring our slot forwards. Not that this helped much with our organisation and planning as the clues were set on the Friday night, only 3 days before the event itself!!

The route started and finished at the Rose & Crown pub in Pucklechurch and along the way took in Doynton, Dyrham, Dyrham Park, West Littleton, Tormarton, Dodington and Codrington making for a pretty route. Last year we made the mistake of making the route too short and the clues too easy so we decided not to let that happen this year and tried to make things a little more difficult. One "impossible" clue though that no one got correct came about completely by accident. When setting the route we saw a sign that said "Fine for

Littering £75” so we asked what the fine was as one of our clues. We were then surprised when everyone came back with the wrong answer as Unlimited Fine which was on the following sign for fly tipping! Discussion revealed that no one could find the sign even though some crews had left the car and walked up and down to look for it. A few days later Dave went back to check and sure enough the sign that was there on the Friday was no longer there. At least every one was in the same boat and no one gained an advantage.

Out of a possible 129 (less 2 for the missing sign) the highest score was 117 with second place being 116. As it was so close and in the interests of fair play Dave & I rechecked the scores which were correct so the results stood. The top 3 crews were rewarded with various boxes of chocolate which I am sure will have been consumed by the time you are reading this. The final scores were: -

Pos	Crew	Points
1	Chris Goodchild & Andy Moss	117
2	Martin Baker & Evan Sanders	116
3	Nick Wood & Simon Moss	104
4	Paul & Judith Bird	102
5	Chris Thompson & Alan Dillamore	98
6	Antony & Sharon Weeks + Maureen Musgrove	97
7	Liz Moss & Cherry Robinson	93

Ecurie Shoestring Quiz (answers later in Backfire)

1. In what year was the Ford Mustang launched?
2. Which French racing driver fought in the US army in WW2, after being stuck in America while driving in the 1940 Indy 500 when France fell?
3. When was the first Monte Carlo Rally held?
4. Who was the first chairman of British Leyland when it was formed in 1968?
5. How many F1 races had Jenson Button competed in before scoring his first win?
6. Which company currently owns Lotus?
7. Who holds the outright lap record for the Isle of Man TT circuit?

Local Hero

Don't know if any of you saw this in The Bristol Evening Post, but thought it might be of interest. Richard is a local lad and owns The Five Stokes Garage in Stoke Gifford. I've known of Richard since about 1983 when he purchased Martin Jubb's old Toyota to rally. At the time, I was a member of Tavern Motor Club. He also has a rather nice Lotus Esprit Turbo, a Mk1 Escort rally car and a tasty Toyota GT4 Celica - ex-British championship, I think. Friendly chap and unless very busy good for a chat when I walk through the village. Excellent result.

Martin Emsley

Driver clocks up first win in 30 years



Driving ambition: Richard Baker, from Stoke Gifford, with his race-winning bright orange 1976 Ford Escort Mk II

Rallying dream saved from the scrapheap

by Martin Booth
m.booth@bepp.co.uk

AFTER more than 30 years of trying, a rally car driver from Stoke Gifford has won his first race.

Richard Baker, the owner of Five Stokes Garage on North Road, says that he "eats, drinks and sleeps" rally cars and it is a dream come true to finally register a win.

Mr Baker won the two-litre class at a South West Rally Championship event in Swindon in his bright orange 1976 Ford Escort Mk II. The car has a 280hp engine and a six-speed sequential gearbox, which he has taken two years to build and then fine tune.

This season, Mr Baker and friend and navigator David Porter, a construction engineer, also from Stoke Gifford, have consistently placed well, but it was not until the race in Swindon that they tasted victory for the first time.

"This has been an exceptional sea-



son, but it has been a lot of hard work," said Mr Baker, 53. "We had two years of trying and trying with this car but with no success.

"It got to the stage when I put the car up for sale. I was wasting my time and when I looked at my bank balance I was wasting money, too. I was banging my head against the wall.

"I was about to pack it all in, but then we got to the bottom of the problem with the car and this season has been exceptional. We had our first top-10 in January and we have always been in the top-three since then."

In rally driving, the winner is the car which completes two circuits of the course in the fastest time. Before the second leg in Swindon, Mr Baker had three seconds to make up on the car in first place. He eventually won by three seconds.

"Considering I had started racing when I was 18, so that's more than three decades of trying, it was quite an achievement to win. All my life I have always wanted to win, and now I have done it."

Mr Baker has devoted his life to rally driving. Much of the work done at his garage is building and mending rally cars, and he spends every weekend away from home at races.

But he has a surprising confession to make: "I don't like racing. I hate it. I don't know why I do it. Building the car I love, but when the weekend comes up I don't want to go because of the nerves. There's always that element of smashing the car, and yourself, up."

"But I get such an adrenalin rush and at the end of the day, it's well worthwhile, especially if you win."

HSCC Superprix - Brands Hatch

By James Page

The first weekend in July offered an embarrassment of riches in terms of historic motorsport. On the Friday, I paid a visit to the Goodwood Festival of Speed. Unfortunately, I was there for 'work', which meant that I was dashing around a bit and had to leave early to get back to the office. Even so, there was enough there to convince me that maybe next year I'll have to go for a couple of days.

I spent the first hour or so up on the rally stage at the top of the hill. It's a bit of a hike to get there, but well worth the effort. It's much quieter than the hillclimb itself, and the drivers seem to be trying harder. For obvious safety reasons, few people really get stuck in on the narrow hillclimb, but thankfully the same rules don't seem to apply for the rally drivers. That said, Justin Law wasn't hanging about in the glorious Jaguar XJR-9. Come to think of it, nor was Mark Walker in the Edwardian Grand Prix Panhard...

I also had what can only be described as a 'Goodwood moment' when I walked into the Cartier Style et Luxe concours. The first car I saw was a T57 Bugatti. Just when I was thinking that you don't see many of those around, I saw a second one - and then a third. You get used to that sort of thing at Goodwood - I lost count of how many Porsche 917s were present.



Anyway, the Festival is rightly trumpeted as one of the summer's highlights, but one of the more low-key events (comparatively speaking) is the HSCC Brands Hatch Superprix. Held on the full Grand Prix circuit, the usual array of HSCC classes are joined for this meeting by the Historic F1 Championship and the Orwell Supersports Cup. The former deals with 3-litre F1 cars raced between 1968-85,

with those running at the front mostly coming from the ground-effect era. The latter mixes 2-litre Chevrons and the like with outrageous Can-Am machines.

For about quarter of the price of a Goodwood ticket, we enjoyed a full day's racing and access to the pits and paddock. In fact, we watched the F1 warm-up from the back of the paddock itself. Brands is also beautifully presented these days, and there's good food on offer in the restaurants. Jonathan Palmer's done a great job there. You get real bacon in the bacon sandwiches, and PG Tips for your cup of tea. Silverstone, take note...

But the real attraction is being able to watch out on the Grand Prix loop. If you're ever feeling slightly disenchanted with motorsport after listening to the latest political machinations in modern racing, stand on the outside of the entrance to Hawthorns while DFV-engined F1 cars come howling down Pilgrim's Drop towards



you. Or wander through the woods to the exit of Westfield as a rumbling 8-litre McLaren comes through chased by a pack of Chevrons. If that doesn't clear the cobwebs, nothing will. It also goes to show how Brands Hatch has benefitted from not hosting a Grand Prix anymore. No doubt Ecclestone and co would have ruined the place by now.

Brands might not be the most local track for many of us in this part of the world, but this meeting's well worth the effort. Even after the 'star turns' had done their thing, there was plenty to keep us there until the end of the day. Sadly, the Orwell Supersports race was abandoned after a couple of attempts thanks to drivers throwing themselves at the scenery, but the saloon-car race was incredibly entertaining. The two Goodwood events might be the first things in my diary at the beginning of every year, but the Superprix follows very closely behind. Why not give it a try next summer?



Letters to The Editor

Dear Sir,

Read with some interest and much concern the piece by Ian Hall about tyres in Backfire July 2009. Whilst agreeing that safety is our primary concern and always should be, it's not a logical argument to use in the 1A / 1B tyres debate. Quite simply a driver should use their skill to drive within the limits of their equipment in the prevailing conditions. If drivers are spinning off in 'cold and slippery conditions', it is because they are simply not within limits for those conditions regardless of the tyres fitted on their vehicle (are 1B tyres going to make much/any difference?).

What is the point of saying drivers were spinning off at Pegasus and Great Western Sprints in 2008, were they using 1B tyres? If they were, what does that prove? Either the tyres are no good or the drivers were pushing beyond the limits of adhesion. I would love to see the written guarantee that says anyone with 1B tyres will not spin off the track. Whilst the 1B tyres may be considered to have more 'grip' are they 'safer'? No, of course not - same argument, it is how the driver uses them and if they do have more grip then when a driver overdoes it they will be possibly going faster, creating a larger incident, so therefore the tyres are actually less safe! Also, whilst they may have more 'grip' in fine dry conditions they may actually not perform as well as a 1A tyre in wet conditions. Evidence for this being that many users have them in a 'worn' state with insufficient tread to clear water and large plain patches to aquaplane.

Whilst agreeing brakes and steering are most important I would submit suspension should be added to the list: how the tyre is kept in contact with the 'track' and the available grip used is crucial regardless of the tyre type. All it is really about is the co-efficient of friction between the rubber and tarmac. Absolutely correct that the quality of tyre is important, utilising the 'best' available within the competition regulations specification has always been so!

Is the car more controllable to drive on 1B tyres? Just because these tyres have been fitted to an ill-handling car or one the driver chooses to have set up 'edgy' will it be more controllable? I think not, again down to driver skill and inputs. Less likely to throw you off the track – let's get real about this, it is not tyres that throw us off the track but the person behind the wheel, overstepping limits or something untoward happening which driver cannot control or correct. This again will happen regardless of tyre fitted. Finally how can it be the tyres would make the car more fun and rewarding to drive! That is very subjective and whatever the equipment they have the driver will always endeavour to get the best out of what is available. Faster? Maybe, but again depends on driver, does it not, and ability to use them properly, and everyone else will be correspondingly faster, so the point being made is what exactly?

Just out of interest, how about governing those in the roadgoing classes utilising tyres that would no way pass an Mot test? Is that 'safe'? If we want to discuss safety how about ensuring the tyres are at the correct pressures, that they are not 'aged' as performance can significantly decrease with age, and they have sufficient tread. How they have been stored and treated before we get them can also have an effect upon their subsequent performance. How many times have we heard at an event that a driver has only one set of tyres which may be most suitable in the dry but when it gets a bit wet do not have sufficient water clearing ability? Also, in addition to points already made, ultraviolet light and how tyres are stored are major performance affecting factors. How do competitors look after tyres between events?

I believe the issue is about having a level playing field not just in South West but in UK. So let's get real about this tyre business: regardless of MSA rubber stamping there are going to be regulations, this has no effect upon people being 'set to go for next year.' As has been said before, it is about time regional organisations stop trying to 'reinvent' regulations but support the MSA in having unilateral rules across the country. That is a level playing field and common sense where competitors can care and utilise the regulated chosen tyre to the best of their ability.

In conclusion any argument in favour of 1B tyres on safety grounds is just bunkum; having no factual basis.

Yours
Martin Emsley



Editor's note - please please no more on tyres.

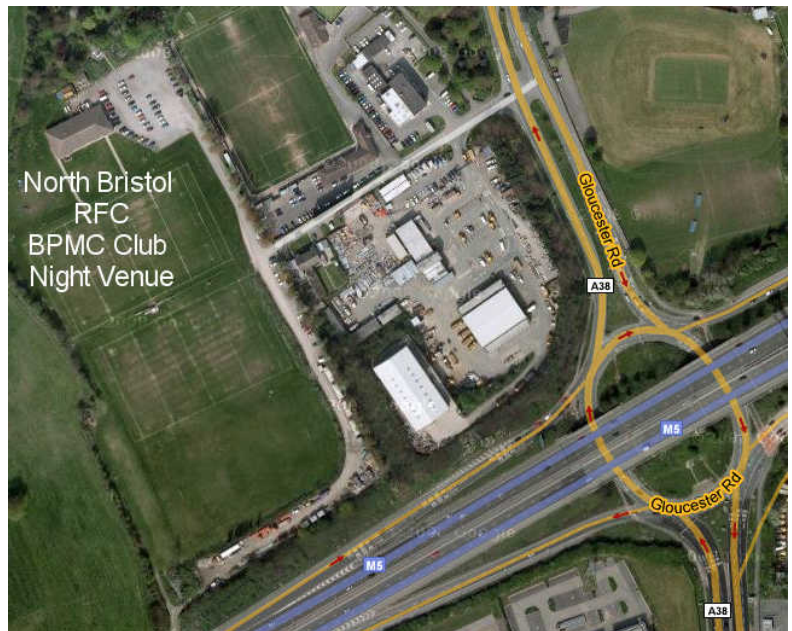
Club Night - Directions

North Bristol RFC - Almonsbury Bristol

Exit M5 at Junction 16. Arriving from the south, take the left exit lane. Turn left at lights and venue is 150 metres on left-hand side. Arriving from east, take right-hand lane on slip road.

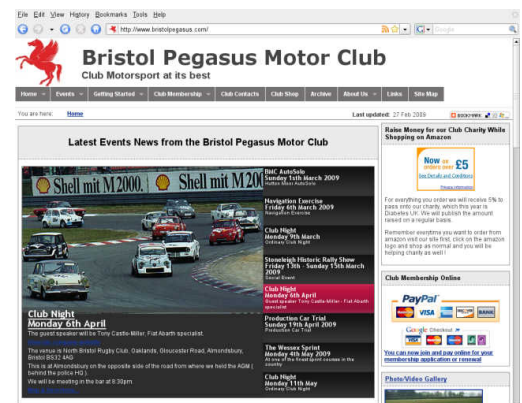
Take 3rd exit.

After approx 150 metres, turn left before Police HQ. Continue past the Gloucester Football Association building. At T junction, turn right into North Bristol RFC.



Why not visit our website

www.bristolpegasus.com



Ecurie Shoestring Answers

1. 1964
2. Rene Dreyfus
3. 1911
4. Donald Stokes
5. 113
6. Proton
7. John McGuinness (131.578mph)

MEMBERS' ADS

For Sale/Part Ownership

I am reluctantly offering for sale my Peugeot 205 GTI (MI16). It is basically a very sound, reliable car, but could do with a bit of love and affection and further development.

Whilst I would consider offers for an outright sale, I would be particularly interested to hear from anyone with a bit more mechanical ability than me who might be interested in making an offer for part ownership. If a garaging or storage facility was available then even better.

It has had very little use since I bought it in Sept 2006, although I did the Castle Combe track day in the rain last year.

Basic spec as follows: Black with white wheels, Cat 1 alarm & immobiliser, MI16 1.9 Alloy block engine 160 BHP, Group N engine mounts, 1.9 GTI front hubs, front brakes, driveshafts, ITG induction kit, 1600cc gearbox (quicker acceleration), New clutch (approx 500 miles ago), 1.9 GTI wheels, with toyo proxies & Uniroyal Rainsports (on rear), Avo springs on front with torsion on rear adjusted to match, 340mm seat Mountney suede wheel, Boos kit, OMS HTS drivers seat FIA approved, OMS RS PT passenger FIA approved, OMP HC733 FIA approved seat mounts, Sparco 4 point harnesses FIA approved, OMP AB105 FIA approved cage, professionally installed, Rear strut bar/Harness loop, Roll cage padded, Stripped interior
Photos of the car at last year's Castle Combe track day can be seen on the website. Please call Clive Pinnell 01179 827166.

FOR SALE

Mazda MX5 Steel Wheels 4-Stud New Four £85

Vauxhall 16" Alloys With Tyres Four £95

Vauxhall Steel + 195-60-14 new £25

Mini Cosmic Alloys 5x10 Pair £45

Citroen AX GT 1360 1990

OMP 8 Point Roll Cage, Motordrive Seats, 3 Point Harnesses, Lower Susp Brace.

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Andy Baverstock. Tewkesbury 01684 299062 07952 202170

2009 CLUBMANS CHAMPIONSHIP
UP TO 1st AUGUST NOT INCLUDING PCT RESULTS
Prepared by Chris Thompson

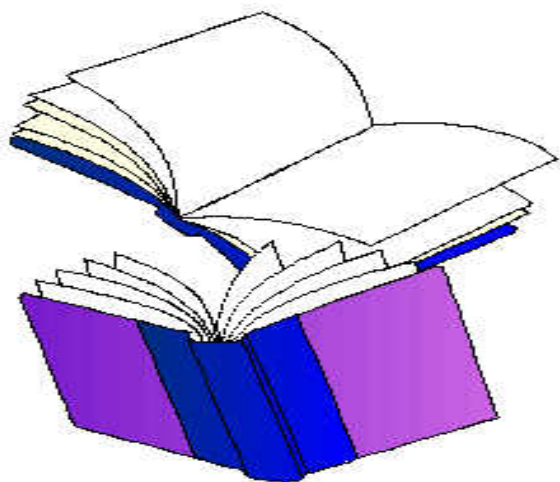
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
27.60	Andy Moss	1	8	Yes
21.64	Chris Goodchild	2	5	No
18.55	Matt Marples	3	4	No
17.84	Paul Bird	4	4	Yes
13.36	Martin Baker	5	3	Yes
13.27	Mark Astin	6	3	No
13.20	Alan Spencer	7	6	Yes
11.98	Nick Wood	8	5	Yes
11.04	Alan Dillamore	9	3	Yes
10.90	Toby Harris	10	2	No
10.04	Bradley Hobday	11	2	No
9.39	Martyn Mees	12	2	No
9.29	Dave Bence	13	2	Yes
9.09	Lisa Selby	14	2	No
8.87	Cherry Robinson	15	5	Yes
8.75	Stephen Dummett	16	2	No
8.25	Ian Hall	17	2	No
8.07	Grahame Harden	18	2	No
8.07	Trevor Hartland	19	2	No
7.63	Martin Emsley	20	2	Yes
7.39	Martin Corfield	21	2	No
7.14	Adrian Tillin	22	2	No
6.79	Andy Baverstock	23	2	No
6.29	Chris Thompson	24	2	Yes
6.29	Ken Robson	24	2	Yes
5.93	Trevor Newman	26	2	No

2009 MARSHALS CHAMPIONSHIP

UP TO 1st AUGUST

Prepared by Chris Thompson

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
5	Dick Craddy	1	2
4	Chris Thompson	2	2
4	Mal Allen	2	3
4	Nick Wood	2	3
3	Bob Hart	5	1
3	Donny Allen	5	2
3	Martin Baker	5	2
3	Tim Murray	5	2
2	Andy Moss	9	1
2	Cherry Robinson	9	2
2	Dave Bence	9	1
2	Martin Emsley	9	1
2	Paul Bird	9	1
2	Ken Robson	9	1



Online Books, Videos, CDs, DVDs

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The Amazon site sells books, videos, CDs,
DVDs etc

July Club Night - Bristol Hot Rods Visit - Photos Simon Child



July Club Night - Bristol Hot Rods Visit - Photos Simon Child



From The Archives - A look at club Activities in the Past - 1983

At a recent Club Night we were looking through some old White Horse MC Magazines when we found an article written by our very own Alan Spencer describing a White Horse member finishing as runner up to our very own Tim Murray at the Motormind National Quiz in 1983.

BRISTOL CLUBMEN TAKE TOP HONOURS!

The Motorcraft Motormind National Final

15th January at the Daily Mail Motorsports Show.

Supporters from White Horse MC, Bristol Aero Co. MC and Weston Super Mare MC travelled to the Cunard Exhibition Centre, Hammersmith, London to support their respective club members, who were among the fifteen regional finalists from all over Great Britain.

The Motorcraft Motormind Quiz, as many of you may know, started life in British Motor Clubs in 1982 as an audio Quiz, from which the best went forward to regional quizzes around the country. The Bristol area clubmen who won through were Tim Murray of BAC MC who won at Cardiff with 54 points, Martin Collier, Whitehorse MC who won at Bournemouth with 41 points and Pete Davis, Weston Super Mare MC who won at Plymouth with 35 points, all out of a possible 70 points.

The final consisted of 2 parts, the first based on fifty tough oral audio and film questions, asked and compiled by the quiz master, Graham Robson, the Motor Sport writer, with questions relating to the Motor Sport industry, racing, rallying, and the history of motor sport. During the interlude each finalist was presented with his area prize a cheque for £100 and a calculator, by Director of Ford Public affairs Stuart Turner (himself) while the quiz master locked himself away to find the top 5 contestants.

Part two saw Tim Murray just ahead of Martin Collier, Graham Sutherland-Cumbernauld, Tony Rees-Twickenham and Adam Going-Portslade, Pete Davis just missing the top five. Each of the five then took their place in the motor mind black leather chair, for the final grilling by Graham Robson. Everything depended on these last 20 questions some of which were a bit tricky!

Tim Murray reached the last few questions, cheered on by his club supporters kept calm and managed to pip Martin Collier into second place, by only 5 points, to achieve 57½ out of a possible 70.

As motor mind champion Tim Murray, a 32 year old Aero Engineer from Stoke Gifford, Bristol, received a specially designed trophy, his Regional Winners Cheque for £100, and his Champions prize of £500 worth of equipment for his club.

Frenchay Car Show 2009 - Photos By Liz Moss



MARLIN ROADSTER REBUILD

By Andy Moss

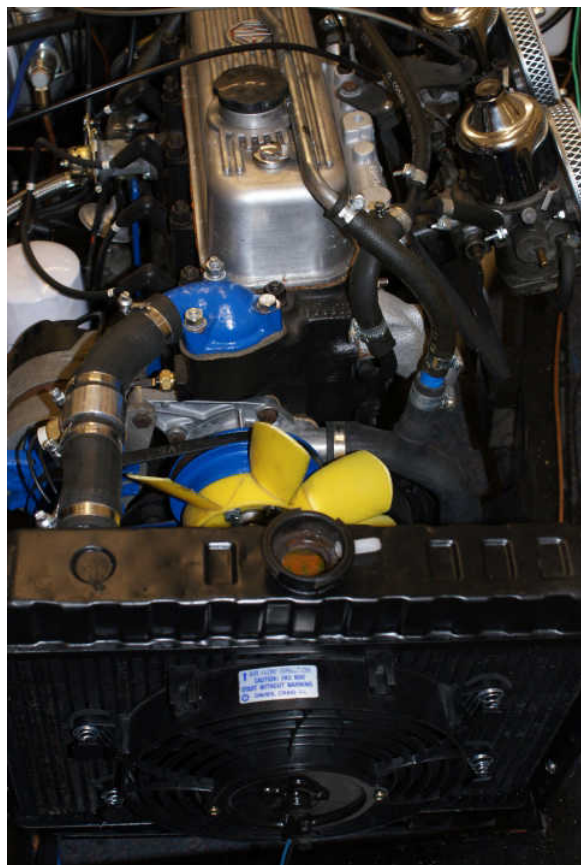


Slowly but surely the Marlin is coming back together. A significant milestone was reached when I managed to get the engine started. The replacement B series engine and gearbox had been purchased sometime ago via e-bay. On paper it was a good buy with the engine having been converted to unleaded and reconditioned 11,000 miles before. As with anything on e-bay it is a bit of a leap of faith that the description and photos are a true representation of the item you are buying. When I went to collect it from Taunton my confidence grew. The seller seemed to be a true enthusiast – and the rather nice “farm” he lived on suggested he did not need to rip me off. In the many out buildings there were some interesting cars, including a rather nice E-Type. (O.K he could have bought the E-Type by selling dodgy engines on e-bay). The story behind my engine was that he had a race car, complete with a rather nice engine, that unfortunately he had managed crash. Having destroyed the body shell he had bought a restored road car to get a replacement shell, hence the standard engine was surplus to requirements. We did a deal which included engine, gearbox and a load other bits and pieces, many of which went back on e-bay to help make it an even better deal.

Anyway, 18 months later the engine was now in the Marlin and it was time to see if it really was a bargain. With a temporary petrol tank in the form of a plastic 5 litre can connected up I turned it over but no joy. First task was to go through the normal checks – we had a spark, but perhaps not the strongest one in the world. A new coil, spark plugs, leads and distributor cap were fitted – I had planned to replace these anyway, with the old items going in my spares kit. I am not a great fan of points. Having previously replaced the conventional set-up on my Rover with a Lumenition Magnetronic unit with good results, I planned to do the same on the Marlin. The only slight catch was the price – the going rate seems to be upwards of £80 so I started to look for cheaper alternatives. A bit of web based research led me to a lower priced alternative. These seem to be sold by quite a few people, and I bought the latest “red” version from e-bay. The cost was under £20 – a good saving. In principle this works in the same way as the Magnetronic. A “hall effect” sensor is bolted to the distributor base plate – this acts as the switching mechanism and replaces the points and condenser. The sensor is triggered by a magnet for each of the four cylinders – on the Magnetronic this is a add on disk that fits under the existing rotor arm, on the cheaper version there is a replacement rotor arm that contains the magnets and replaces the original. Unfortunately I don't yet know if this will be as reliable as the Magnetronic – ask me in a couple of years time and I'll let you know ! In the meantime if you see me stopped at the side of the road, you'll know I got it wrong.

With all of this replaced I had to set the timing. This was done statically to start with, which should at least be accurate enough to start the engine. So now we had a decent spark and fuel

– turn the engine over and it starts – excellent. Out with the timing light and the timing seems quite a long way out, loosen the distributor and adjust it, turn the engine off – and sure enough it no longer wants to start. Fortunately it did not take me too long to work out what I was doing wrong. Not being the worlds best mechanic, I had forgotten about the vacuum advance, which was doing exactly what it is meant to, advancing the timing Start again but this time disconnect the vacuum advance tube and it all works a lot better !



So as far as I can tell the engine is running very nicely, so hopefully I have got a bargain. As normal things don't always go to plan and I notice I have a slight leak in the radiator – not too surprising really as it is the original unit, which must have been sat on the car since the last tax disc expired in 1992! I had planned to think about upgrading it anyway, so my nice new anti-freeze was drained (o.k I should have just filled it with water to test !) and it was time to find someone to rebuild the radiator. A quick look in the Yellow Pages and I have found a place called Advance Autocooling – selected because they were near to work and it would be quick to visit during the lunch hour. This company is based in a small unit near the Avon Valley Country Park. Although it might not be the fanciest workshop in the world, I got a reasonable feeling when I walked in clutching my radiator and the man in the workshop says “Viva

or Chevette” - he was not wrong, I guess if nothing else it shows you have been in the business a while when you can do that – one radiator looks much like any other to me. We discussed what could be done to increase the cooling capacity and I left it with the promise it would ready with an up-rated core in a few days. The finished job looks very good and it was ready on time. With my electric cooling fan carefully fitted it is now back in the car and ready to go. Apparently the original was one of the most silted radiators he had seen, I guess you would expect that after 17 years off the road.

Next job has been to fit the petrol tank – this is from a Mk1/2 Escort Van or Estate, so not the easiest thing to get hold of should I ever need a replacement. The original had a bit of surface rust on the outside but cleaned up well and was spotless inside. A coat of Hammerite tidied up the exterior and I stripped down and replaced the wiring in the sender unit. The locking petrol cap also needed stripping down and rebuilding – these are the sort of jobs that take a lot of time, but you have very little to show for at the end. The positive is they are the sort of items that are expensive to replace with new items, so the effort is worth it in the end.

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Poloshirts are £6.50 each and Sweatshirts are £10 - a bargain!

Name.....

Membership number.....

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Grey				
Light Blue				
Royal Blue				
Black				

Polo Shirts

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Grey				
Light Blue				
Royal Blue				
Black				



BRISTOL PEGASUS FANTASY F1 2009

Positions after Hungarian Grand Prix

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Andy McBride-Coogan	Button	Massa	Brawn	Red Bull	Ferrari	885.5
2	Toby Harris	Button	Hamilton	Ferrari	Brawn	Mercedes 3	852.5
3	Juliet Child	Button	Rosberg	Brawn	Williams	Mercedes 3	847.5
4	Jonathan Prestidge	Button	Barrichello	Ferrari	Brawn	Ferrari	845.5
5	Ken Robson	Button	Vettel	BMW	Brawn	Ferrari	787.5
6	Martin Baker	Button	Trulli	Brawn	McLaren	Ferrari	781.5
7=	Alyson Marsden	Button	Massa	Ferrari	Brawn	Renault	770
7=	Chris Lewis	Button	Massa	Ferrari	Brawn	Renault	770
7=	David Garnett	Button	Massa	Ferrari	Brawn	Renault	770
10	Paul Bird	Button	Raikkonen	Ferrari	Brawn	Ferrari	763.5
11=	Richard Ibrahim	Alonso	Button	Ferrari	Brawn	Mercedes	753.5
11=	Tony Sighe	Alonso	Button	Ferrari	Brawn	Mercedes	753.5
13	Joe Robson	Raikkonen	Vettel	Ferrari	Brawn	Mercedes 3	738.5
14	Bill Farrow	Barrichello	Webber	Ferrari	Red Bull	Ferrari	737.5
15	Joanna Prestidge	Button	Heidfeld	Brawn	McLaren	Ferrari	718.5
16	Victoria Phillips	Button	Hamilton	BMW	Brawn	Mercedes	707.5
17	Andrew Moss	Button	Hamilton	Ferrari	Williams	Mercedes 3	699.5
18	Judith Bird	Button	Massa	BMW	Red Bull	Ferrari	693.5
19=	Gary Tanner	Hamilton	Massa	Brawn	Williams	Mercedes 3	681.5
19=	John Page	Alonso	Vettel	Ferrari	Brawn	Ferrari	681.5
21	Simon Moss	Massa	Vettel	Ferrari	Brawn	Ferrari 2	668
22=	Jane Tanner	Hamilton	Massa	BMW	Brawn	Mercedes 3	642.5
22=	Manisha Thorp	Raikkonen	Vettel	Ferrari	Brawn	BMW	642.5
24	Rex Meaden	Alonso	Rosberg	Ferrari	Brawn	Mercedes	621.5
25	Caroline Meaden	Raikkonen	Webber	Brawn	McLaren	Ferrari 2	621
26	Rob Crossland	Glock	Heidfeld	Ferrari	Brawn	Mercedes	618.5
27=	Mike Marsden	Kubica	Raikkonen	Ferrari	Brawn	Mercedes 3	609.5
27=	Stuart Morgan-Nash	Alonso	Heidfeld	Ferrari	Red Bull	Mercedes 3	609.5
29	Sharon Reynolds	Button	Hamilton	Force India	Williams	Renault 2	591
30	Elisabeth Lewis	Alonso	Massa	Brawn	Renault	Ferrari	575.5
31	Ross Willing	Alonso	Hamilton	Brawn	Renault	Ferrari	569.5
32=	Bennett A	Massa	Rosberg	Ferrari	Williams	Renault 2	555
32=	Richard Reynolds	Alonso	Kovalainen	Ferrari	Brawn	Toyota 2	555
34	Peter Farrow	Glock	Raikkonen	BMW	Red Bull	Ferrari	545.5

35	Mal Allen	Hamilton	Massa	Red Bull	Williams	Ferrari 2	543
36	Dick Craddy	Alonso	Kubica	Ferrari	Brawn	Toyota 2	540
37	Lisa Selby	Button	Hamilton	Renault	Toro Rosso	Ferrari	536.5
38	Liz Ibrahim	Hamilton	Raikkonen	Brawn	Renault	BMW	530.5
39	Alex Wooldridge Smith	Hamilton	Raikkonen	Brawn	Toro Rosso	Mercedes	519.5
40	Bradley Hobday	Alonso	Kovalainen	Brawn	Renault	Ferrari	518.5
41	James Page	Alonso	Vettel	Ferrari	Williams	BMW	496.5
42	Audrey King	Button	Kubica	Renault	Williams	BMW	488.5
43	Donny Allen	Alonso	Kovalainen	Ferrari	Williams	Mercedes 3	478.5
44	Martin Emsley	Alonso	Vettel	Force India	McLaren	Renault 2	475
45	Kate Umfreville	Kubica	Massa	Red Bull	Toro Rosso	Ferrari	464.5
46=	Simon Child	Heidfeld	Kubica	Red Bull	Renault	Ferrari	448.5
46=	Tim Murray	Kubica	Vettel	Ferrari	Williams	BMW	448.5
48	Julie Farrow	Hamilton	Vettel	BMW	Renault	Toyota 2	446
49	Mary Craddy	Hamilton	Raikkonen	BMW	Williams	Renault 2	440
50	Tom King	Hamilton	Kovalainen	Red Bull	Toro Rosso	Ferrari 2	436
51	Pete Stowe	Rosberg	Sutil	BMW	McLaren	Mercedes 3	423.5
52	Liz Moss	Massa	Trulli	BMW	Renault	Toyota 2	416
53	Ann Farrow	Barrichello	Kubica	Ferrari	Toro Rosso	BMW	392.5
54	Andy Baverstock	Hamilton	Kubica	Toro Rosso	Toyota	Ferrari 2	363
55=	Bennett B	Alonso	Kubica	BMW	Renault	BMW	279.5
55=	Tony Thorp	Alonso	Kubica	BMW	Renault	BMW	279.5
57	Charlie Emsley	Kubica	Piquet	BMW	Toro Rosso	Ferrari	229.5



BPMC Autosolo

Saturday 19th September

The club will return to Chepstow for an Autosolo event on Saturday the 19th of September

Chepstow race course is an excellent venue and only 20 minutes journey from the Almondsbury interchange junction of the M4/M5.

The September event is a round of the Cotswold Motor Sport group Autosolo Championship and will make use of the large open tarmac area rather than the stables area we used in June for a more traditional Solo format. Regs on the club website soon or contact Andy Moss on 0117 9041841 for a paper copy.

Goodwood Festival of Speed 2009



NEWS FROM CASTLE COMBE CIRCUIT



August revs up as the busiest month of the year

With 3 race meetings in virtually 3 weeks we are looking forward to one of the busiest months of the year · but even this weekend we are busy.

Race Meeting 1 · 8th & 9th August

For lovers of big powerful cars then the Britcar Production and GT Championship will be a must as it highlights a programme that will include a round of the spectacular MSA British Superkart Championship, a welcome return to TVR Tuscans in the European Challenge plus Club Formula 3 which should provide the fastest single seater lap of the season, Fiestas and Metros and of course our own Championships for Saloons, Formula Ford 1600 and Special GT's which all reach a crucial part of the season and Championship.

Qualifying starts at 8.40 on Saturday with racing from 14.10 and on Sunday qualifying starts at 08.45 with racing from 10.00. Admission charges are Saturday Adults £8, OAP £4, Paddock Transfer free. Sunday Adults £15, OAP £7.50, Paddock Transfer £2.50. Accompanied under 16's free.

Race Meeting 2 · 22nd August

Motorcycle racing returns to us for the revised one day Fowlers Pro Bike National Meeting. With a packed programme, covering just about every solo class, and a lunchtime parade of classic bikes this will be National/Club motorcycle racing at its best. Races include 125, 250, Formula 400 and 600, Sound of Thunder, Desmo Ducati Due, up and coming riders in the Suzuki GSXR Cup and for classic fans the Lansdowne Cup.

Practice starts from 08.45 with racing from 10.30. Admission prices are £12 on the day, plus Paddock Admission of £2.50.

Race Meeting 3 - A Plant Lux Traffic Controls Race Day, Monday 31st August

Tailing off our hectic month of race meetings is one of our most popular meetings of the year, again sponsored by A Plant Lux Traffic Systems the meeting includes races for Ferrari, Porsche, Aston Martins, Sports Racing and GT Challenge and the penultimate rounds of the Castle Combe Championships for Formula Ford, Saloons and Special GTs.

Qualifying gets underway at 08.40 with racing from 12.45. Admission on the day, Adults £15, OAP £7.50, Paddock Transfer £2.50 accompanied under 16's free.

More thanks

We reported last month on the generosity of you our visitors in donating thousands of

pounds to some great good causes so it's with much pleasure we can also announce that the organisers of the Steam Rally, held at the end of May, were able to donate £4,312.47 to the Wiltshire Air Ambulance raising the total donated in June alone to £6,812. So again our thanks to everyone for their generosity.

Welcome visitors

Driving his Radical at the Dunlop Great and British meeting was Mike Roberts. Mike was always quick around Castle Combe Circuit as demonstrated when he beat Tony Sinclair to the fastest lap in the Special GT Championship final race of 2005 in Tony's dominant year. Pete Stowe our archivist whose excellent research will form the back bone of a new book on the circuit history currently being written to celebrate our 60th Anniversary in 2010 may well correct this statement but we believe that Tony Sinclair has so far come the closest in our own Championships, to the perfect score. 9 overall wins, 9 pole positions and just beaten by Mike Roberts once to otherwise record 8 fastest laps. Will any driver beat this?

Another well known visitor was Peter Jones of BBC Dragons· Den fame who visited the circuit with a BBC film crew to film the follow up to Formula Ford driver Rob Hall's appearance on the programme last year. At the time of writing we are unsure when this programme will be transmitted so keep a look out in the next few weeks.

Get well soon

Previous Special GT Champion, Bob Light was watching from Camp Corner at the last meeting with fellow ex Champion Louis Davidson, unfortunately Bob has recently been unwell and we wish him a speedy and complete recovery. His performance in the Stealth, possibly one of the most spectacular cars to have raced at Castle Combe is one of legends but more lately Bob has been racing a Norton framed BSA Gold Star in classic bike racing and is hoping to attend the bike meeting on 22nd August.

Some one else in the wars recently was long time friend of the circuit and regular photographer John Gaisford and again we wish John a speedy and complete recovery and look forward to seeing him again soon.

Ajec Performance Car Action Day

On the first weekend of September it will be a big welcome to Ajec Racing as they sponsor their first event at Castle Combe Circuit, the Performance Car Action Day. With some great cars on display including the World Touring Car Championship winning BMW as driven by Andy Priaulx, Ajec contacts and experience will bring a new dimension to the day with lots of further announcements to come. Action Days are still one the cheapest ways of getting your car on circuit with track time available from just £35, or cheaper in advance. Back by popular demand will be the Gloucestershire Drifting Club putting on a great display during the lunch break plus a chance to get up close to Laurence Kilby's lap record holding Mitsubishi Evo.

10 July 2009

adean.lewis@msauk.org

RDOs are Go!

The MSA has appointed eight Regional Development Officers to activate a new school visits programme as part of Go Motorsport. All eight have in-depth motor sport knowledge and proven communication skills – some are competitors others work in the media.

The eight Regional Development Officers will be pushing the MSA's widely praised Let's Go Karting scheme which allows children aged between eight and 16 to have a structured first experience of karting for just £5. On top of this, they will also be highlighting many of the other forms of MSA licensed motor sport accessible to those who are still too young to drive on the roads. For those aged eight and over there are Junior Dragsters and Cadet kart racing, while special classes in autograss, autotests, rallycross, circuit racing and rallying cater for those who've turned 14.

"This is not about trying to find future world champions," said MSA chief executive, Colin Hilton. "We want to ensure that all those who have an interest get the chance to get involved with motor sport at whatever level they desire."

Schools interested in hosting a Go Motorsport presentation should contact the campaign via info@GoMotorsport.net

Go Motorsport Regional Development Officers: Anthony Dunn (North East), Tom Gaymor (London and South East), Mark James (Wales), Steve Johnson (North West), Jonathan MacDonald (Northern Ireland), Rob Manger (South West), Ed Pead (Midlands), Duncan Vincent (Scotland).

Detailed information about Go Motorsport is available at <http://www.gomotorsport.net>

Green light for RGB

The MSA has agreed to underwrite the cost of running the 2009 Rally of Great Britain, to be held in Wales from 22 to 25 October 22nd to 25th.

The MSA agreed this course of action, in spite of the Welsh Assembly Government's recent unilateral and unwarranted decision to terminate its sponsorship contract for the event.

Give 'em a break!

The MSA is often asked how long a marshal should remain at their post before they have a break.

The MSA strongly recommends that opportunities for adequate breaks are planned and provided for marshals and volunteer officials within the structure of an event, bearing in mind the nature of different locations and prevailing weather conditions. Wherever possible, provision should be made for toilet facilities for both genders, relative to the type of event.

Under 18 Marshals Policy

Since the introduction of Cadet Marshals by the MSA during 2008, work has been going on to develop a proper and appropriate policy to reflect the different needs of the many disciplines of the sport for all under-18 marshals, given the variation of risk levels to which any intending marshals of any age may be exposed. A downloadable copy can be viewed on the MSA Website www.msauk.org by clicking on Officials>Form>Marshals. Please raise awareness of this document among marshals, officials, event organisers and clubs.

Conflicting interests?

The MSA is aware of a number of instances, predominantly on sprint and hill climb events, where the Championship Co-ordinators are also acting as Clerks of the Course for rounds of their own championship. The MSA believes that this is not in the best interests of the sport, as it could lead to challenge and conflict, and is clearly an area for a potential clash of interests. Clerks of the Course, Stewards and Championship Co-ordinators are therefore advised in advance that amendments to the *MSA Competitors' and Officials' Yearbook* are expected to be made to exclude such a practice in 2010 and beyond.

Online Manual

The MSA Motor Club Manual is a useful reference tool for Clubs and having been subject to a major revision can be viewed on the MSA website at:

http://www.msauk.org/uploadedfiles/msa_forms/Motor_Club_Manual.pdf

Within the next few weeks printed versions will be sent to all MSA Registered Motor Clubs who have organised Permit events in 2008 and 2009. Any other MSA Registered Clubs requiring a copy should request one from Allan Dean-Lewis at the MSA (adean-lewis@msauk.org)

CRB checks

As part of its Child Protection Policy and process, the MSA continues to undertake enhanced level CRB Disclosure checks (at no charge) for its volunteer Club Child Protection Officers and for those MSA Licensed Officials who declare that they work with under 18s in the course of their duties on MSA permitted events. From 1 June 2009, the CRB Disclosure checking process was made available to Instructors of the MSA Schools Associations (ARDS, ARKS, BARS and AHASS). The previous Personal Declarations made by ARKS Club Examiners are also being upgraded to a full Enhanced level check from 1 July 2009.

Any enquiries regarding this process should be directed to Allan Dean-Lewis, as the MSA's Lead Signatory on Child Protection matters, at adean-lewis@msauk.org

Be an RLO

The MSA needs Route Liaison Officers (RLOs) for Hertfordshire and for Suffolk.

Route Liaison Officers assist in the smooth running of rallies and trials on the public highway by liaising between the MSA, event organisers, the police, national parks and residents en route.

Clubs send RLOs copies of their routes and public relations letters that must be approved before the event can run. A good knowledge of local geography and the ability to act firmly but diplomatically is obviously helpful.

These positions would suit someone experienced in motor sport, familiar with MSA and the Motor Vehicles (Competitions & Trials) Regulations, who is willing to act impartially and respect confidences when dealing with route information supplied by event organisers.

The MSA pays agreed out-of-pocket expenses.

Medics Day

The British Motor Sports Training Trust – the MSA's own registered charity – has teamed up with Castle Combe Racing Club to grant aid its running of a Medics Introductory Training Day on Sunday 6 September 2009. The event is available to any interested doctor or paramedic who wishes to attend and who is either currently active or would like to become active in supporting MSA events in a Registered Doctor or Registered Paramedic capacity.

The number of places is limited. For further information and registration please contact Brett Rocos BSc (Hons) MB ChB MRCS ST1 Trauma and Orthopaedic Surgery, email APPLY@MSTCUK.COM or telephone 07973 628108.

CCPR Sports Club Survey – reminder

If you or a representative of your club has not completed this online survey (see article in *e-Wheels* June 2009), please do so.

To begin the survey, click on the following link: <http://sircspss.hwb.shu.ac.uk/ccpr>

Remember, there are prizes to be won!

Downloading e-Wheels

If a paper copy is required and to access back issues, Word and pdf versions of *e-Wheels* can be downloaded from the MSA website www.msauk.org by clicking on MSA publications.



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Bristol Pegasus Motor Club
Club Motorsport at its Best



EVENTS FOR AUGUST

Monday 10th August

Club Night

Talk by Chris Hartnell

'Crazy' Chris Hartnell and his car Backdraft - a Slingshot will be coming to club night. He will be giving us a talk and demonstration. His achievements: won the "Don Garlits "Spirit of Drag Racing" Shield" in 1999. Won "Best



Slingshot" for Wild Bunch 4 years in a row (2001-2004) and again in 2008. Won the SPRC "Most Professional Appearing Team" Shield in 2008. Ran his first 8-second run on 16th April 2005, an 8.885 @ 150.03 mph, a long-time dream come true! Backdraft was originally built in 1969 and called "Malibu Express", he is celebrating the car's 40th Anniversary in 2009! It was later called "Pink Panther" in the early 70s. Chris has owned the car for 17 years, debuting it in 1995, so 2009 is his 15th season of racing. See the website www.backdraftdragracing.co.uk

Backdraft's Specifications:

ENGINE - 377ci Small Block Chevy. PISTONS - Ross Forged 14:1 Compression.

CYLINDER HEADS - World Products Motown Heads; Ported & Polished.

CAM - Competition Roller Cam. FUEL SYSTEM - Crower Fuel Injection System with Crower Fuel Pump, on ALKY!! IGNITION - MSD Race Pro-Billet Distributor & MSD 6AL & MSD Blaster 3 Coil.

GEARBOX - 2-speed TCI Race Powerglide, TCI 4500 rpm stall 8" Torque Converter with Ultra-Bell bell housing. AXLE - Roy Wilding Special - Narrowed Sherpa 400 Diff with 3/4 floating 200 hubs

REAR WHEELS - Wolfrace Slot Mags 10" x 15" with Mickey Thompson 10.5" x 33" Slicks

FRONT WHEELS - Motorcycle Rims, Bull hubs 17" x 2.5", Mickey Thompson front tyres

Saturday 15th August – Castle Combe Track Day

Monday 17th August - Treasure Hunt

Andy Moss organises the August event. The final Treasure Hunt of the year will start from the junction of the A38 and the B4227, near Rudgeway (MR 172/626 867). The start is marked on the map on this page. Start time is 7.30 pm.

Monday 31st August – Bristol Two Club Sprint

Regulations are now available on the website. Chief Marshal Simon Child would be pleased to hear from volunteers and can be contacted on simonjchild@hotmail.com or 01934 418544.