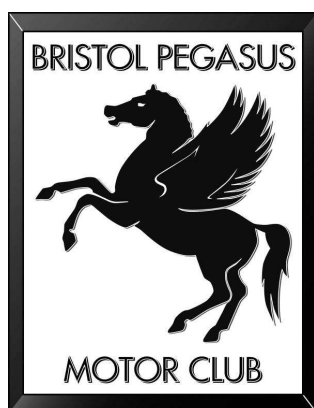

Backfire

December 2005



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

2005 Pegasus Sprint Paddock– Photo Andy Moss

Events for December

Friday 9th - Navigation Exercise ***NOTE Changed date from calendar***

Bob Hart Organises the December Navigation Exercise which has moved to a week later than the date shown on the club calendar. The event will start from the car park in Charlton Road - Map Reference 653687½ . The route will all be on OS map 172 – Bob has planned the event on the C2 edition. The start will be at the normal time of 7:30pm, so competitors should arrive around 7:15pm to allow time for signing on. The finish will be at a good pub in time for a beer and a chat.

Monday 12th AGM & Prize Giving & Buffet ***NOTE 8pm START***

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2005, at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m. (please note that this is 30 minutes earlier than our usual start date for Club Nights).

Agenda

- Propose Minutes of the 2004 AGM
- Chairman's Report
- Treasurer's Report
- Re-appointment of Auditor
- Nominations for Board of Directors
- AOB

More details later in this edition.

Monday 9th Club Night

Friday 27th January - Navigation Exercise

Details of Events on these pages are compiled by Competition
Secretary John Corfield.

For further information contact John on
Telephone 0117 9870763 e-mail john_e_f_corfield@hotmail.com

Download the electronic version of backfire in pdf format at :-
www.bristolpegasus.com/backfire

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

Website WWW.BRISTOLPEGASUS.COM

Bristol Pegasus Motor Club Visit Historic Motor Sport Show – Stoneleigh Friday 24th February 2006



The enthusiasts and competitors show for event organisers, car and motorcycle engineering and the supporting trades.

This is the third Show held at Stoneleigh Park and the number of exhibitors has expanded to 475.

Due interest shown in previous shows by club members, The Bristol Pegasus Motor Club are going to organise a minibus to the show on Friday 24th February 2006.

The cost per person will be £15 which includes entry ticket.

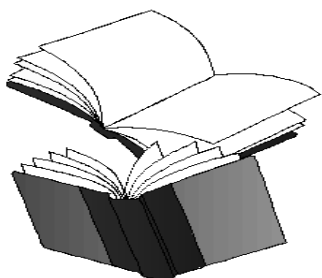
Seats are very limited and will be allocated on first come – first served basis. To register your interest please contact Martin Emsley on 01454 250067.

Cheques payable to Martin and need to be with him by 1st January 2006 to allow for ticket ordering.

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 St Peter Hospice.

The amazon site sells books, videos, CD's, DVD's etc etc ideal for Xmas Shopping !

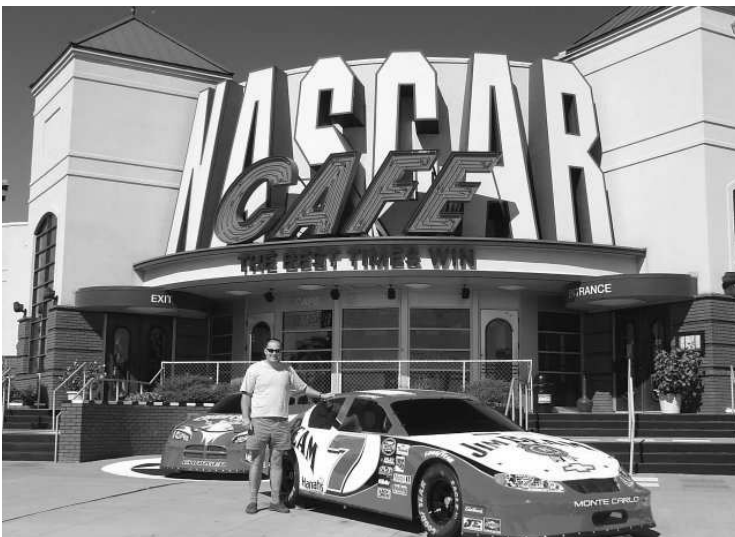
2069 Miles and 900 Photos

Part 1 - by Martin Emsley

Incredible when I thought about it, the whole vacation was booked using the World Wide Web. A few years ago, no personal computer, no understanding and now a whole new world has opened up. We started thinking about our holiday to the USA about a year ago and by February the serious planning / booking started. Plan 1 was to go adjacent to Easter when I was originally intending to be out there with work. This changed and I was subsequently glad, 6 weeks away and I was pleased to go home. Then Katrina put paid to our Gulf of Mexico route, so it was the third iteration that happened in October. I had pre-booked, and paid for, flights, hire car and accommodation, it all worked out very well, though took many hours with a map and sat in front of a computer screen. We tried to get a balance of time with family / friends, entertainment and Motorsport, you can probably guess my preference.

Flying into Atlanta we then had a 5-hour drive to Charleston, which turned into 6.5 as we obligatorily got lost. Having booked a large people carrier, upon collection at the airport were offered an upgrade, in a roundabout way we got it without paying to a larger 7-seater Chevy V6 machine which proved ideal, easy to drive and averaged 22mpg on the trip. Fuel was about £1.20 gallon US. The girls loved it as they could very much stretch out in the back and it had a DVD player, which meant we had to buy

some films. A reasonable move as it kept them amused on some boring interstates. The downside being that we were all nearly word perfect on Forrest Gump by the end of the holiday. This became a sort of theme, we passed through Alabama and my youngest daughter really wanted to go see where Forrest lived. It took many negative responses at restaurants, book shops and fuel stations to persuade her it is only a (very good) story.



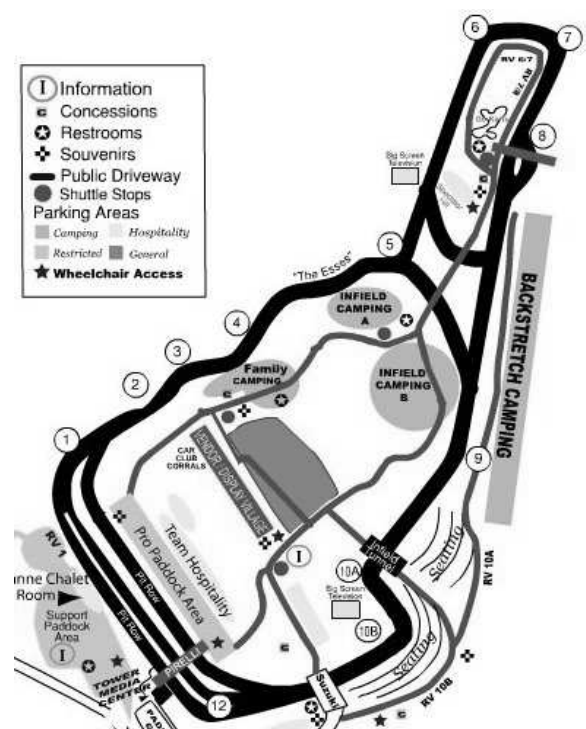
A few days in Charleston staying with my cousin included a visit to Myrtle

Beach, we lunched at the splendid NASCAR café, cars and memorabilia all around, chequered table clothes and trophies / cars to have photos taken with, most amusing. Out back they have a mini NASCAR theme park which had memorabilia shop and go-karts / tracks; road, oval etc. We had to try it though I thought it expensive and poor, very much a gimmick. Moving on to a really splendid shopping area built around a lake, which was very imaginative we found a car themed shop, loads of models / shirts etc, most fun and ready to take lots of money. Day later was the low point of the two weeks when messing in the sea off Charleston with a kayak my wedding ring flew off into Davy Jones locker, oops. Now looking for a car part which may be a suitable replacement, answers on a postcard please.

We travelled on to Columbia then towards Atlanta. Crossing the border S. Carolina into Georgia amongst the huge roadside advertising hoardings for eating and sleeping

places was one for a topless truckstop. For some reason I kept getting jumbled when telling people about the 'truckless topstop' maybe the frightening thought of topless, toothless, peroxide blond, 70 year old waitresses. Needless to say I cannot recount what it was like. Also in the Atlanta area hoarding adverts for Adult shops placed

alongside all the other convenience things, wonder if they were drive-through!! Took the opportunity of briefly stopping at Mustangs Unlimited, one of the biggest retro parts suppliers on the East Coast. A huge warehouse fronted by an interesting shop. It was tremendous, very good, like an Aladdin's cave; everything to build a 'new' old Mustang and all I came out with was a catalogue. Moved up to the nearby Mall which turned out to have a massive slot car track situated in one of the shops, actually filling the whole shop. We had several very enjoyable races including one with a chap who once lived in Sheffield. (Beat him!!) 6 lanes, at 396ft the longest in America, if not the world, 24 curves, main straight length 68ft and a lap time of about 28 seconds using a standard Ninco slot car, modified and specials much quicker.



Road Atlanta

On to Atlanta, strange driving through there, as usual on interstate but stationary due to roadwork's we remarked on the irony of the sign stating 'Minimum speed 40'. We wished. A

whole day spent at the SVRA (Sportscar Vintage Racing Association) season finals, this being a series of races with varied entries over the 2.5 miles of challenging circuit. It was superb, probably the best circuit I have ever seen, changes in elevation and many twists and turns, in some places more like a roller coaster. And superb access for viewing, inside the circuit could drive virtually anywhere through the woods emerging at another excellent and different vantage point. There were very few spectators which was a shame but it was clearly geared around the competitors, not even a programme as a souvenir. A brilliant selection of cars from an F1 Bennetton which went like stink until the nose was damaged to Midgets & Sprites sporting distinctly unusual 'A' series motors, with some very interesting cars in between. To mention a few: Porsche 917, the round tail version and a Gulf coloured Targa Florio one, Indycars, Mustangs and McLaren's. An M8 which ran a DFV just like it had when new by Alain de Caddinet and a lovely M6B which was an original, unused chassis, bought later from the Agg's (Trojan, customer chassis maker) and has been campaigned since. Suffering a broken input shaft it would not run, much to my



disappointment, but I was overjoyed at being allowed to sit in it for pictures. Everyone was so friendly, even more so when they discovered we were motorsport enthusiasts over from England. One gent; Bill Hart, was running 3 late 90's Lola Indycars out of a truck, they were fitted with Electronic Cosworth XD's with a 7 speed sequential shift, very interesting, and you could hire a drive, enthusiasts one and all. I had no pit pass but that only enabled one of the pit access marshals to very kindly lend me his to go on the pit wall and take some shots, huge generosity.

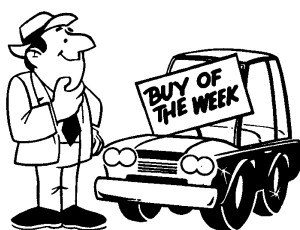
Part 2 two next month.



AGM Raffle

I am delighted at the response to the appeal for raffle prizes at the AGM. It now enables us to present everyone who buys a raffle ticket with a prize. There will also be the opportunity to bid for tickets to Avonmouth Raceway and vouchers valid at Merlin Motorsport. This is your Motor Club, come along to the AGM; support your committee, praise those whose efforts have resulted in an award, enjoy the buffet, catch up with like minded people and support your local charity.

This is your Motor Club – Be there
The Wheatsheaf Inn, Winterbourne, Monday 12th December 8pm



Market Place

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

VHS Videos

I have a large collection of VHS videos. These are mainly recordings of Formula one races and a few Rallies going back for almost twenty years. I just need the space and if anyone would care to take them, please call Peter on 0117 956 7351 or email peterallard@tiscali.co.uk

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A Convenient Interlude by Martin Emsley

I very much enjoy spotting 'celebrities' at Autosport International and have absolutely no doubt they enjoy spotting, and avoiding me. Though I would wager that for every one I do spot there are at least three more that walk past without speaking to me!!! I did, however, spot Howard Strawford (celebrity? Ed) on the BRSCC stand at this years show (guess he may not visit it in 2006) so I nonchalantly strolled over stuck out my hand and wished him a happy and successful New Year.

Personally I think he has done a wonderful job with Castle Combe, especially the toilets, more on that later. It is rightly recognised as the best / friendliest club circuit in the UK if not further afield. Howard did

look a little bemused as I bade him farewell leading Andy to observe that he was likely pondering upon this strange, being kind, fella.

Turn the clock forward 10 months to the Pegasus Sprint, in the course of the day I called into the Tower, imagine my surprise and delight; Howard had called in to see how things were going. It would have been rude not to have chatted, in the course of which I paid complement to the fact that the toilets at Combe are superior to the customer facilities at the so called home of British Motorsport, that great concrete temple to F1 that is Silverstone.

Howard generously shared with me the evolution of the conveniences. Now I am relying entirely upon memory, which some of you dear readers know is somewhat fallible at times, please forgive any errors.

They apparently started out with hessian screens, now I remember this type well from my Boy Scout days, the wind whistled through, they often fell down, at sometimes embarrassing moments, what lay behind the screens always smelt (now there's a surprise) and the rest defies description. When 'Jerry' dropped his bombs buildings were destroyed, and for some strange reason doors were often left more or less intact.

Now for some reason a lot of these doors ended up at Combe, a useful material for constructing more robust latrines! Then one day Howard is sitting in a trap minding his own business when a driver rushes in, crashing into Howard's door which shook, then left the hinges, landing on his head. Though it hurt he understood this to be a divine message from above and from that day forth has put his energy and enthusiasm into developing and providing the best lavatories in British motorsport.

So now you know.

Bristol Pegasus Motor Club – 2005 AGM

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2005, at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m. (please note that this is 30 minutes earlier than our usual start date for Club Nights).

Agenda

- Propose Minutes of the 2004 AGM
- Chairman's Report
- Treasurer's Report
- Re-appointment of Auditor
- Nominations for Board of Directors

Following the AGM, there will be an AOB session where you have the opportunity to ask questions of the Board, or to give your opinions about the Club. There will be a presentation to the 2005 Award Winners (see list). The night will end with the charity raffle. During the evening a complimentary buffet served.

Nominations for Board of Directors

The following names have been nominated:

Mal Allen
Martin Baker
John Corfield
Martin Emsley
Chris Goodchild
Ian Hall
Phil Harris
Andy Moss
Tim Murray
Ken Robson
Alan Spencer
Kieron Winter

For those not able to attend the AGM, the following Proxy Vote form is attached. This should be returned to the Secretary no later than 11th December 2005.

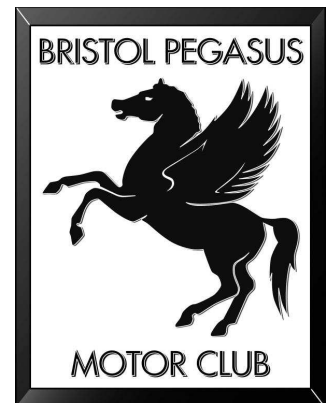
Nominations for the Board of Directors	Accept	Decline
Place an X in appropriate box		

Name	Signature	Membership Number

2005 Award Winners

The following club members have won awards that will be presented at the AGM:

Chris Goodchild
David Adams
Matt Marples
Mark Astin
Ken Robson
Allen Harris
Dave Greenslade
Martin Baker
Jonathan Milne
Mark Roberts
Jeff Bruce-Southern
Pete Goodman
Pete Devall
John Mearns
Richard Gambling
Nick Wood
Paul Perkin
Ian Hall
Trevor Hartland
Ross Browne
Dave Cutcliffe
Mike McBraida
Ian Cameron
Brad Snow
Kevin Jones
Pete Crudgington
Barry Squibb
Paul Gill



Winners of the December Nav Ex

Winner of the Marshals Award

Winner of the Committee Rose Bowl

1st, 2nd places in the Clubmans Championship (between Matt Marples & Paul Bird)

3rd place in the Clubmans Championship (between Alan Spencer & Chris Goodchild)

Bristol Pegasus - Karting Update

By Ken Robson

Full Report Next Month

Well that's it for another year with the name of BMC Panic firmly on the cup for 2005.

I hope you all enjoyed yourselves and had lots of fun on the night.

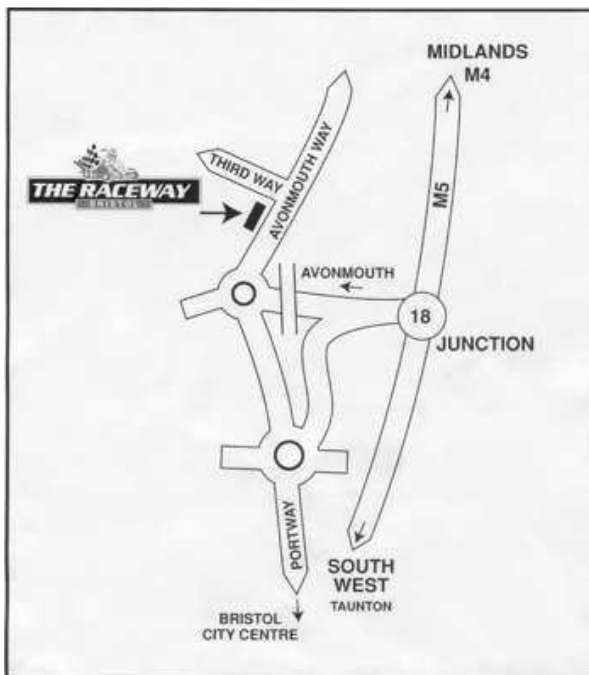
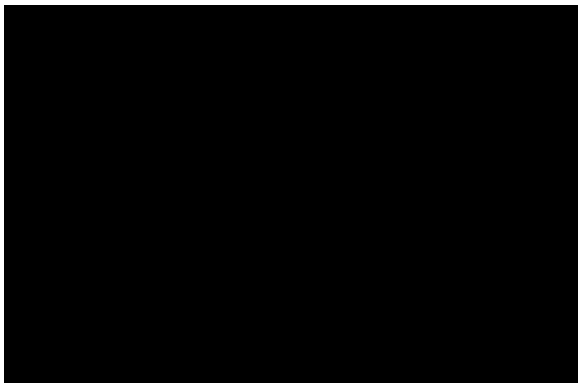
Best of all, the evening raised over £1200 for St. Peters Hospice.

I am sure that everyone will have their own tale to tell from their own racing but for me it was setting the 3rd fastest lap of the night in 35.01. Not bad for an arthritis ridden, knackered neck, shot in the head, mid life crisis, going through the male menopause old cripple (and those are my best features).

Here's to a great event and the chance to do it all again next year.

Best Regards

Ken Robson



**A Merry
Christmas and a
Happy New Year
to all Club
Members**



MG CAR CLUB KIMBER TRIAL OCTOBER 23rd 2005

The MG Car Club South Western section have run this production car trial for many years at a site in West Harptree, but if any bad weather comes it has to be cancelled because of access to this venue is difficult.

Last years event was cancelled because of this. So this year a new venue was found on the slopes of Pagan Hill, sited between Chew Magna and Chew Stoke, its a very good site that drains very well. As an invited club my son Steven and I decided to have a go in the Mini - the competition consisted of 5 hills which ran 4 times with the worst scores from each hill being deleted. We arrived at the venue to find we were the only Pegasus crews entered, still we had each other to compete against and one other shared father and son crew in an MG Metro in our class.

The event started, and we were both surprised at how good the field was with plenty of grip - we both did a fine job of clearing the first two tests and as the morning continued it became obvious that I was going to be beaten in my own car by my son - heavens - can't have that - with all the hills finally climbed a quick total up of scores showed Steven 1st in class and me 2nd - Not only that, the MG Metro pairing also had the son beating father in his own car - whoops!

However the totals and finals showed just one point separated us and yes I just beat him by one point. Lunchtime drink at local pub and by 2pm the event was all over. Steve, by the way, has only a provisional Motorbike licence. So I must watch my step.

Still we have another 7 day trialist in our mists.

Spence



Club Night Venue The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

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

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

Calling All Students

If you have sons or daughters who are students at School, College or University (or in fact if you are one yourself) then the Motor Club needs their help.

We are looking for help and assistance with publicising the club and it's activities. To currently do this we have Backfire magazine, we have the club website, we have a information leaflet, we have display boards and we issue news reports to the local press and Motorsport News.

When I was in education (a long time ago!) we had to study all year and then sit a written exam. Today it is very different and course work accounts for a large percentage of the overall exam mark. Students who are studying art and design, graphics, media studies, computer studies, PR, photography, etc could all help the club with one of the above publicity activities. The student will have a piece of work that they can include in their portfolio and the club gets some help and assistance. It would also look good in a CV that a piece of work was done for and used by the club. I have been involved in student assessments and interviews for my Company and we look for people who have had some practical experience as well as academic qualifications.

We would welcome any form of help, it could be writing an article for Backfire, doing some web pages, taking photos of a club activity, making a video of a club event, having a go at writing a Press Release, redesigning the club promotional leaflet, etc, etc. If you think you could help then please contact Kieron Winter, Andy Moss or any other member of the Committee.

Membership Renewal

Included with this months newsletter is your 2006 membership renewal.

Please complete and return to Membership Secretary Mal Allen ASAP.

If you have recently joined and have membership through next year you can of course ignore the form, as of course, can honorary members.



A Little Ramble

by Martin Emsley

Some of you dear readers know of my love of MotorSport magazine, in my opinion second only to our own excellent Backfire. On the subject of which I wonder how often we consider how lucky we are to have such an excellent publication, or the effort that is put in by Andy Moss to produce it. Give it some thought, these things do not happen by magic and at the same time most of us have some interesting stories so how about a bit of support, maybe writing a short article and sharing it with fellow enthusiasts! Interestingly I tuned in to watch the first GPMasters race from Kyalami. The spec of the cars sounded good, more mechanical than aero grip, power, steel brakes, no traction control, and the drivers certainly good. But I was disappointed; maybe it was the circuit there was not the passing though it was certainly competitive. Maybe later races will be better, but why did they not just take the opportunity to do away with wings altogether, there is absolutely no reason to have them fitted to these racecars.

December 2005 edition of MotorSport has an article on the perceived top 10 races held there, interestingly I was at 2 of them, on both occasions when 'our Nige' won, which was good. I did enjoy the article from Nigel Roebuck, one of my favourite scribes, a few pages earlier describing 'Jenks' comments and the type of people / attitudes 'Mansell mania' brought into Motorsport, most illuminating. Back to the plot, some of you will remember several years ago I wrote about the 1970 BOAC 1000, and a couple of you very kindly sent me copies of the full Autosport race report, still have them somewhere. This race came out top of the Brands group and the short report most illuminating, especially comments by Clerk of the Course: Nick Syrett. Further in is an article on Russell 'Stumpy' Brooks though for some reason it fails to mention his nemesis Alan 'Spence' Spencer. So for Christmas pick up a copy, it is a good well written read, go enjoy.

A very Merry Christmas and Happy / Safe / Prosperous New Year you all.

Bristol Pegasus Cloth Badges



High quality embroidered badges, Red Pegasus on a white background, with club name and border in blue. Ideal for adding to Coats, Overalls etc. Size Approx 3" X 4" (10cm X 7.5cm)

Cost £4.50 - Send a cheque payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH. Enclose a stamped, self addressed envelope for the badge to be posted in.

Clubmans Championship 2005 up to the November Nav-Ex Prepared by Chris Goodchild				
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
37.35	Matt Marples	1	10	Yes
31.54	Paul Bird	2	9	Yes
24.18	Mark Astin	3	6	No
23.95	Alan Spencer	4	8	Yes
22.35	Chris Goodchild	5	6	Yes
21.65	Martin Baker	6	6	Yes
21.39	Dave Cutcliffe	7	5	Yes
16.28	Mark Roberts	8	3	Yes
15.75	Andy Moss	9	9	Yes
15.66	Pete Devall	10	4	No
15.44	Paul Perkin	11	3	No
15.34	Johnathan Milne	12	3	Yes
15.29	Kieron Winter	13	5	Yes
14.87	David Adams	14	4	No
12.72	Trevor Hartland	15	3	No
12.17	Paul Rowbottom	16	3	No
11.63	Allen Harris	17	4	Yes
11.06	Mike McBraida	18	3	No
10.45	Nick Wood	19	2	Yes
10.33	Ross Browne	20	2	Yes

Marshals Championship 2005 up to the November Nav-Ex Prepared by Chris Goodchild			
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
10	John Corfield	1	8
10	Kieron Winter	1	7
8	Martin Baker	3	5
7	Dick Craddy	4	4
7	Mal Allen	4	5
6	Bob Hart	6	4
5	Donny Allen	7	3
5	Lewis Bird	7	4
5	Martin Emsley	7	3
4	Tim Murray	10	3

ONCE MORE UNTO THE BREACH

As recently as the August issue I suggested that despite the 'win' over land access we needed to stay on guard because we could face similar battles again. I just didn't realise how soon – we could now hit problems with NERC, the Natural Environment and Rural Communities Bill (yes, I know all the acronyms in this field are a pain but bear with me).

The Bill covers a huge range of issues but what we need to worry about is a clause dealing with Rights Of Way which seeks to prevent evidence of historic 'horse and cart' use giving rise to modern vehicular use. As this is the means by which most byways open to all traffic (BOATS) are added to the Definitive Map (of rights of way) the proposed measure will effectively cap the number of BOATS to that which exists from the start of the new legislation.

The legislation could particularly affect the classic trials world because if organisers are currently using – here we go again – RUPPS (roads used as a public path) or UCRs (unsurfaced county roads) that also appear on the Definitive Map then they will in future need to seek permission to use them for events exactly as they currently do for Footpaths and Bridleways. And some highways, used in the belief that they have vehicular rights, could be lost

for ever for reasons which I won't go into (mainly because I don't understand them).

If the people on the case on our behalf need help, I'm sure they'll shout but the fact that we are facing such an issue so soon after the last one reinforces the main message at the Club Workshops, namely that clubs really do need to be active in their communities in order to build bridges for the times when we need help, and they also need to flag up 'anti' action (however small and local) because a win for the antis in one area can be used as a precedent in another.

It may sound like wishful thinking at a time when clubs struggle to get people to be Magazine Editors or Comp Secretaries, but it's going to be increasingly important to have someone looking after the promotional and lobbying side. There are no guarantees of course but if we do promote better then we may get a fairer hearing if we face problems, while if the hand of friendship fails and we simply have to lobby then having people geared to do so will avoid last minute panic action. I'm an Ovaltine man myself but I find it impressive that CAMRA have a network of volunteers around the country ready to phone radio stations and write letters to local papers over issues. If it can be done for Real Ale surely we can do it for motorsport.

I said earlier 'if' we face problems. That should read 'when' because my guess is we're going to be affected more than most other sports by legislation which seems never ending. Someone has just arrived to clean friends' windows with scaffolding, climbing gear and parachute. They live in a bungalow. And I'm told you now need a Health and Safety Certificate in Applied Anaesthetics before you can change a torch battery. While as for BOATS, it's now Politically Incorrect to call ships 'she' yet it's the obvious word when you think of the graceful lines, the flowing curves and ... and ... It's no good, I'm going to have to go and lie down. But before I do, on behalf of all the people who help put *Wheels* together I'd like to wish you a Merry Christmas and great motorsport in 2006, still with time to go once more unto the beach.

Stuart Turner



COD FILLET QUIZ

1. Who drove the Class winning 1.3ltr Morris Marina in the 1971 RAC Rally?
2. Who was co-driver to Roger Clark in the Winning Escort 1600 in the 1971 Manx Rally?
3. In what year at Le Mans was the old traditional start held for the last time?
4. Where was the Canadian Grand Prix held in 1972?

ANSWERS ON PAGE iv

Annual awards

The closing dates for nominations having passed, the submissions for the Marshal of the Year award and the Alexander Forbes MSA Club of the Year Award are being considered. With the support of Alexander Forbes Motorsport Risk Management Services, each award will be presented at the MSA Night of Champions evening in January 2006.

Stoker takes seat

Britain has retained its seat on the FIA World Council. Chairman of the Motor Sports Council, Graham Stoker, will represent the UK in place of MSA Chairman, John Grant, who has held the position since 2003. Stoker has been a member of the FIA International Court of Appeal, a position he now relinquishes.

Colin Hilton, MSA Chief Executive, said: "We are delighted that Graham has been elected to the World Council. It is important that the UK is represented in the shaping of the sport on the international stage. Graham has a huge amount to offer, not least his legal skills and experience as a member of the FIA International Court of Appeal and I am sure he will be a very influential member of the Council."

Workshops successful

The series of nationwide workshops to help clubs and associations promote themselves has finished. Representatives

from around 340 clubs attended and enjoyed thought-provoking sessions and the opportunity to share ideas. Several interesting points emerged from the workshops. For example: the better known a club is within the area (through active self-promotion and charity initiatives, for instance), the less likely it is to encounter difficulties within its community.

Recruiting new members using existing club members as a conduit is still the best method. To encourage younger members, some clubs have established youth committees – for under 20s or under 25s.

Many new ideas were collected during the workshops and these are to be included in a revised section in the MSA Motor Club Manual.

Seminars for Club and Event Officials

In 2006, the Officials Seminars will be reserved for unlicensed Club and Event Officials (which typically includes event secretaries, non-licensed clerks of course, club stewards, championship coordinators, and other unlicensed club and event officials). The content will be based on a theme of event planning and organisation.

These seminars are reserved for unlicensed Club and Event Officials, and MSA-licensed officials are not required to attend in that capacity.

Invitations have been sent to Clubs, which may nominate up to five Officials to attend.

The dates and broad locations of the venues are as follows:

Day/Date	Location
Sunday 8 January	Northern Ireland (Aldegrove area)
Sunday 22 January	Scotland (North Queensferry area)
Saturday 28 January	Central Southern (Guildford area)
Sunday 29 January	Midlands (Birmingham area)
Sunday 12 February	South West (Ilminster area)
Saturday 25 February	North (Brighouse area)
Sunday 26 February	Wales (Llandrindod Wells area)
Saturday 4 March	East Anglia (Ipswich area)

Additional 'mini' seminars are planned on the Isle of Man (Monday 6 February, evening) and on Jersey (Tuesday 7 February, evening) and Guernsey (Wednesday 8 February, evening), subject to local arrangements.

If you have not been nominated and wish to attend, contact your Club secretary.

The seminars will not include scrutineering as a topic – a separate series of weekend seminars for MSA licensed scrutineers is being arranged. No specific Timekeeper seminars are planned.

OFF ROAD

The Hi-Q National Hillrally championship ran over just two rounds – The Scottish Hillrally and The Hillrally. Hugh Haines driving a Bowler Wildcat 200, with co-driver Gary Torosyan secured the 05' championship by wins on both rounds. Hugh also won the French Baja. Ray Kempster with co-driver Vonnie Kempster driving a ProTruck, finished second in the championship with Jeremy Fearn driving a Diesel powered Tomcat 106, with co-driver Carl Duffield, finishing third.

Drivers: 1st Hugh Haines 132pts.
2nd Ray Kempster 122pts.
3rd Jeremy Fearn 112pts.
4th Chris Ratter 108pts.
5th Julia Haines 107pts.
Co-Drivers: 1st Gary Torosyan 132pts. 2nd Vonnie Kempster 122pts. 3rd Carl Duffield 112pts. 4th Tim Curran 108pts. 5th Andrew Smallridge 107pts.

The Hi-Q British Off Road Championship once again went to the wire. On the last round, three times champion Richard Kershaw suffered mechanical problems and failed to take the win and gain enough points for a fourth consecutive championship title. The result meant that Keith Lewis, took the Championship title from Richard Kershaw in second place. Further information on this year's championship and the 2006 championship which starts on the 8th - 9th April 2006 is on the BORC web site at www.britishoffroadchampionship.co.uk
1st K. Lewis 332pts.
2nd R. Kershaw 313pts.
3rd A. Lofthouse 308pts.
4th R. Cooke 280pts.
5th J. Webb 271pts.

AUTOSCENE



REVIEWS FROM



4WD ENCYCLOPEDIA **ISBN 90 366 1698 0** **Published by Reedo, 2004**

Check out National Trust gift shops for reduced-price copies of *The Complete Encyclopedia of Four Wheel Drive Vehicles*. This A5 300-page colour book by Czech Jiri Fiala is superb value at £5.99 from £12.99. It's strong on Europeans such as ARO, Bronto, LuAZ and UAZ.

OULTON PARK **PICTURE BOOK**

To complement his self-published Oulton Park history, race marshal Derek Lawson is launching a second book of historic photos of the scenic Cheshire circuit. Called *More Sun, More Rain ... And Even More Snow*, the new publication will be limited to just 500 copies, price £50. To pre-order send cheques made payable to LR Publishing, 65 Moughland Lane, Runcorn, Cheshire WA7 4SF

MCLAREN MEMORIES - **A BIOGRAPHY OF** **BRUCE MCLAREN** **ISBN 1 84425 119 15** **Eoin Young, Haynes, £17.99**

If legendary antipodean hack Eoin Young couldn't write a blinding biography of his countryman and friend Bruce McLaren, no one could. Luckily he has. Again. Laced with personal anecdotes that set it apart from a run-through, Young's second go at the subject is thoroughly researched, wonderfully written and sheds plenty of new light on McLaren the man, team owner and driver, from his disease-ravaged youth, via his driving scholarship to the

UK and to his untimely death testing a CanAm car at Goodwood in 1970.

Restrained and tasteful design adds to the allure, but at £17.99 for a small-ish hardback, you question its value for money, especially considering how few photos there are (four short sections, only one in colour). A shame because it's otherwise superb.

THE PADDY HOPKIRK **STORY - A DASH OF THE** **IRISH, ISBN 1 84425 110 1** **Bill Price/Paddy Hopkirk,** **Haynes, £18.99**

This book is thoughtfully and comprehensively produced, with magnificent photos and a wonderfully candid tone that sums up the man. Hopkirk is such a fascinating subject because, as the book shows, he's multi-faceted so there's far more to delve than the Mini-mounted Montes that he is best known for. Like the rally legend himself, this book is irresistibly engaging and packed with infectious enthusiasm. Just try to find a picture in which Hopkirk is not wearing a grin. Essential.

MASCOTS AND BADGES **ISBN 0 7478 0629 2, £5.99**

First published in 1991, *Motor Car Mascots and Badges* by automobilia auction specialist Peter Card has been reprinted in a new full-colour edition. An ideal starter guide, this handy 56-page booklet covers design origins as well as forgeries and reproductions. For more information see www.shirebooks.co.uk

MARSHALS POST

by the BMMC

Christmas is coming and never mind the geese getting fat – you just know those overalls are going to shrink in the wardrobe between now and the new season!

So, before March comes around, before you hang everything up and stow that rucksack at the top of the cellar stairs, why not take a good hard look at your kit?

What needs replacing? What needs adding?

Let's start with those boots. Will they last another season? One thing is for certain, they won't if you don't dry them out and "bottom" them – assuming you bother polishing and waxing them in the first place!

So, take a good look. Either bin them and pop round to your

favourite industrial footwear shop – far cheaper than posy hiking centres and they will be steel toe capped, with soles that won't rot after plodding around in petrol.

Wash those Proban overalls and, if they are looking a little threadbare, think about replacing them. You can get some good deals at the Christmastime racing shows, or maybe you want to splash out on a two piece set.

There are some good designs that provide as much protection as a single piece set. They're a boon for female marshals year round and for the males during the summer, when stripping the jacket off during race breaks in the summer can be really beneficial.

Underwear? Thermal long coms or the fireproof version are a good idea early and late in the season – and like the overalls, they shrink in the wardrobe over winter.

At the two extremes, it's worth checking your socks and headgear too. Will the socks keep your feet warm at the start of next season and have you got a selection of headgear for hot and cold weather?

Has your sun tan lotion congealed? OK, so we think sun tan lotion is a bit Mickey Mouse here in Britain, but you're going to be stood out for most of the day, so don't neglect protection – particularly for your lips, nose and ears.

Are your waterproofs still waterproof and warm? Is your flask and food box still OK?

And, after all that, is your rucksack or equipment box big enough?

Santa! Help!

QUIZ ANSWERS

1. Brian Culcheth
2. Henry Liddon
3. 1969
4. Mont Tremblant-St Jovite. Quebec



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- Meet over 50 Historic Series and Event Organisers from across Europe.
- The only show for newcomers to explore this exciting sport, which is affordable, accessible and fast growing.
- Meet celebrity competitors from yesteryear, with some in action on the live events.
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or book on line. www.historicmotorsportshow.com
using the Tickets Page. (All major credit cards accepted. Transaction fee 50p).

Visitor tickets purchased on the day.

ADULTS £18 TWO DAYS £30 Accompanied children under 16 FREE.
Car Parking £4. Auction Admission by Catalogue.

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

2006 PROVISIONAL EVENTS CALENDAR

January	Monday	9 th	Club Night
	Friday	27 th	Nav Scatter
February	Monday	13 th	Club Night
	Friday	24 th	Nav Scatter
March	Monday	13 th	Club Night
	Friday	31 st	Nav Ex
April	Sunday	9 th	Production Car Trial
	Monday	10 th	Club Night
May	Monday	1 st	The Wessex Sprint
	Monday	8 th	Club Night
	Monday	22 nd	Treasure Hunt
	Monday	29 th	Bristol Llandow Sprint
June	Monday	12 th	Club Night
	Monday	19 th	Treasure Hunt
	Sunday	25 th	ACE Classic Tour
July	Monday	10 th	Club Night
	Saturday	15 th	Castle Combe Track Day
	Monday	17 th	Treasure Hunt
August	Monday	14 th	Club Night
	Monday	21 st	Treasure Hunt
	Monday	28 th	Bristol Two Club Sprint
September	Monday	11 th	Club Night
	Sunday	25 th	Autotest
October	Saturday	7 th	Stroke Association Day
	Monday	9 th	Club Night
	Saturday	14 th	The Pegasus Sprint
	Friday	20 th	Nav Scatter
November	Monday	13 th	Club Night
	Friday	17 th	Nav Ex
	Thursday	23 rd	Karting Endurance Challenge
December	Friday	1 st	Nav Ex
	Monday	11 th	AGM