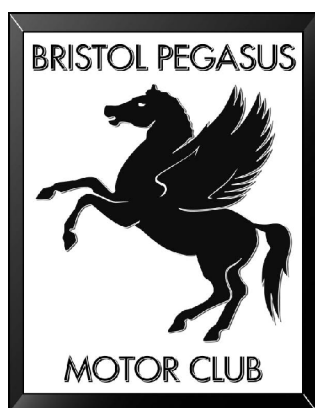

Backfire

December 2006



The Magazine of the

Bristol Pegasus Motor Club

Cover : Club Member Chris Bradley in his Westfield at the Stroke
Association day at Castle Combe Photo : Lee Giggie

Events for December

Friday 1st - Navigation Exercise – Event Cancelled

The December Navigation Exercise has been **cancelled** – the next navigation event will now be in early January.

Monday 11th AGM & Prize Giving & Buffet

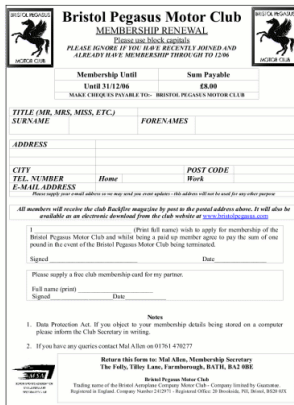
NOTE 8pm START

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 11th December 2006, 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 2005 AGM
- Chairman's Report
- Treasurer's Report
- Re-appointment of Auditor
- Nominations for Board of Directors
- AOB

More details later in this edition.



Bristol Pegasus Motor Club
MEMBERSHIP RENEWAL
Dissolve and block cancelled
PLEASE RETURN OF THIS FORM RECENTLY ISSUED AND
ALREADY HAVE MEMBERSHIP THROUGH TO 2006

Membership Until	Sum Payable
Until 31/12/06	£5.00
MAKES CHECKS PAYABLE TO: BRISTOL PEGASUS MOTOR CLUB	

TITLE (MR, MRS, MISS, ETC.) SURNAME FORENAMES
ADDRESS
CITY TEL NUMBER Home POST CODE Work
E-MAIL ADDRESS

Please supply your e-mail address in writing and use your signature (this cannot be used for postal purposes)

All members will receive the club's newsletter by post to the postal address shown. It will also be available on an electronic download from the club website at www.bristolpegasus.com

1. Print full names wish to apply for membership of the Bristol Pegasus Motor Club and which being a paid up member agree to pay the sum of one pound in the event of the Bristol Pegasus Motor Club being terminated.
Signed _____ Date _____

Please supply a free club membership card for my partner
Full name (print) _____ Date _____
Signed _____

Notes
1. Data Protection Act: If you object to your membership details being stored on a computer please inform the Club Secretary in writing.
2. If you have any queries contact Mal Allen on 01761 470277.
Return this form to: Mal Allen, Membership Secretary
The Fells, 10th Lane, Farnborough, BA10 5BE

Bristol Pegasus Motor Club
Incorporated in the United Kingdom
Trading name of the Bristol Pegasus Motor Club - Company limited by guarantee.
Registered in England Company Number 242270 Registered Office: 20 Henricke, PO, Bristol, BS20 6LS

Membership Renewal

Included with this months newsletter is your 2007 membership renewal.

Please complete and return to Membership Secretary Mal Allen ASAP.

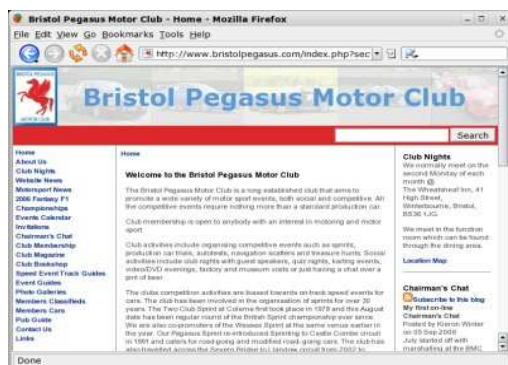
If you have recently joined and have membership through next year you can of course ignore the form, as of course, can honorary members.

Club Trophies

Could all 2005 trophy winners please return them to Tim Murray as soon as possible, to allow them to be engraved in time for the Prize Giving in December.



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



For all the latest news

Why not visit our new look website

www.bristolpegasus.com

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.



National & International Motorsport Dates

December 2006 and January 2007

Date	Event	Location
24/26 Nov 2006	A1 Grand Prix Series	Sepang, Malaysia
30 Nov/3 Dec 2006	FIA WORLD RALLY CHAMPIONSHIP	Wales Rally GB, Cardiff
2/5 Dec 2006	Le Jog Reliability Trial	Lands End to John O`Groats
9/10 Dec 2006	London Motorsport Show	ExCeL London
14/16 Dec 2006	A1 Grand Prix Series	Dubai Autodrome, United Arab Emirates
30 Dec 2006	Stockrod Racing	Smeatharpe Raceway, Somerset
30 Dec 2006	WWRS Christmas Stages Rally	Pembrey Circuit
11/14 Jan 2007	Autosport International Show	NEC Birmingham



Chairman's Chat

By Kieron Winter



I find it hard to believe that I am writing this for the December issue of Backfire, where has the year gone? At this time of year I am preparing my review of the Club's activities in 2006 which I present at the AGM. As well as my view of the year, the AGM also gives you a chance to tell the Committee and myself what you think. Feedback is always welcome, it is nice to know what went well and we need to do the same again next year, as well as constructive comments for how we can improve things. If you are unable to attend the AGM but would like to give us some feedback or have any questions, then please write, email or phone me. I will then report your views at the AGM.

The AGM will also see Martin Emsley run his charity raffle; the drawing of the tickets themselves has now become a major part of the entertainment of the evening. If you have any prizes that you can donate, then Martin will be very please to receive them from you. This time of year the club is doing a great job of raising money for worthy causes. The Club supported the Stroke Association Day at Castle Combe at the end of October (you can read about this elsewhere in Backfire) and as I write this we have the charity Karting evening to come. Organiser, Ken Robson has done another excellent job in selling out all the places and BMC will be out to defend their victory from last year. Good luck to all the teams that are competing and your efforts will see a large sum raised for St Peter's Hospice again.

November was always the traditional date for the RAC Rally and for many years the Club would help to marshal a stage in South Wales. It used to be a case of taking many layers of clothes to keep the cold at bay or to keep you dry from the rain. This year the RAC (or whatever its modern name is) moves to early December, but if the recent weather is anything to go by there will not be much chance of seeing any frost, let alone any snow. They are talking about a shift in the seasons and this came home to me at BMC's Fedden trial. The competitors find themselves having to climb up the slopes between the trees, the leaves that have fallen add to the slippery slope. However this year it was amazing how green the trees were and most of them were still in leaf. Rain had fallen on the Friday which made the slopes very slippery for the marshals setting up the course, but after the first cars had cleared the loose leaves, there seemed to be plenty of grip for the cars to climb the slopes. For people trying to walk up or down the slopes I can tell you it seemed very slippery to me, which makes the skill of the Sporting Car drivers even more impressive. Down in the valley there was shelter from the wind, and that extra layer of clothes were not really required, now let us see if we could arrange that kind of weather for our Production Car Trial at Dundry which seems to have attracted rain and even hail in the last few years.





Stroke Association Day at Castle Combe

Report Kieron Winter - Photos Lee Giggles

A week after the Pegasus Sprint, a group of Bristol Pegasus members were heading back to Castle Combe circuit to support the Stroke Association Day. The idea is that members of the public can come along and pay for a ride around the circuit in one of the many cars that were there on the day. The cars ranged from a humble Mini (driven by

that well known Mini driver Mr Alan Spencer) to a race-going Radical.

John Corfield was also present with the Club Awnings and display boards and they were attached to John's Renault Mini Bus which provided seating in the dry and out of the wind. Regretfully the weather was not kind and at one point in the day I think every seat was taken.

When I arrived in the Paddock to look for John, I noticed that there were many more cars than last year and it all seemed a very busy. Following the drivers briefing the cars then went for a noise test and then they could take to the track. In the week that followed the Pegasus Sprint, Ian Hall had worked on his Darrian T98 by fitting a passenger seat and seat belts, additional silencing and adjust the balance of the car to take the weight of a passenger. However the noise check for this event was to a different format from the Sprint the week earlier, and Ian's low revving (but plenty of torque) Rover V8 did not pass. This was a great disappointment to Ian who had put in a lot of work to prepare the car. It also meant that Ian's mechanic, Dick, and wife Jenny were going to miss out on a ride. It also meant the Stroke Association were going to miss out on many paying passengers who would have wanted to buy a ride in the car (I know because I would have been one of them).



Those members who were out giving drives were Paul Bird in his Renault, Mike McBride in the Mitsubishi, Tony Sighe in a Peugeot, Pete Goodman's Lotus Elise was back following some work on its engine, the ever evolving Metro GTi of Mark Elvin in its distinctive green livery was out. Braving the elements in their kit cars were Chris Goodchild in his Westfield, Lionel Gardner in the Formula 27, David Bence in an Onyx Firefox, Mike Coombes in a Marlin Sportster, Chris Bradley in his racing

Westfield and Ken Robson in the Marlin 5exi.

The drizzle and rain ensured that the track conditions were very slippery and I am sure that most people had at least one spin during the day. Alan Spencer had a spin at Camp Corner with a lady passenger on board and he stalled the engine. When she asked what she should do now, Alan replied that she should hold on tight as he had spotted several cars coming from Westway at high speed. They all managed to miss

him and he was able to start up the engine and continue on his way, encouraged by his passenger to put his foot down. One vehicle that did not seem to mind the conditions was a highly modified Land Rover Defender. I understand that it was fitted with an engine from a BMW M3, and it certainly took the corners like no other Land Rover I have seen. I believe that it took to the grass at one point and did not need to slow down, but deposited a load of mud on the track when it rejoined the tarmac!



The weather conditions caught out Lionel's Formula 27 which tagged the Armco on the exit of the pit lane. The car was returned to the Paddock on the back of the Recovery Truck with two wheels askew. I guess we know what his winter project will be.

As well as those members who were doing the driving, John and I were visited by several members who had come up to see what was going on and get a circuit ride. We were also able to spend some time talking to Bob Dance, the former Chief Mechanic of

the Lotus Grand Prix team who was a visitor to the event.

Despite the poor weather, which must have kept some members of the public away, the day raised over £4500 pounds for the Stroke Association. Thanks go to Ken Robson, who was involved in the organisation of the day, for making the arrangements for the Bristol Pegasus Motor Club members and to all those who came along and supported the event.



Stroke Association Day Castle Combe

Photos By Lee Giggie



Wales Rally GB

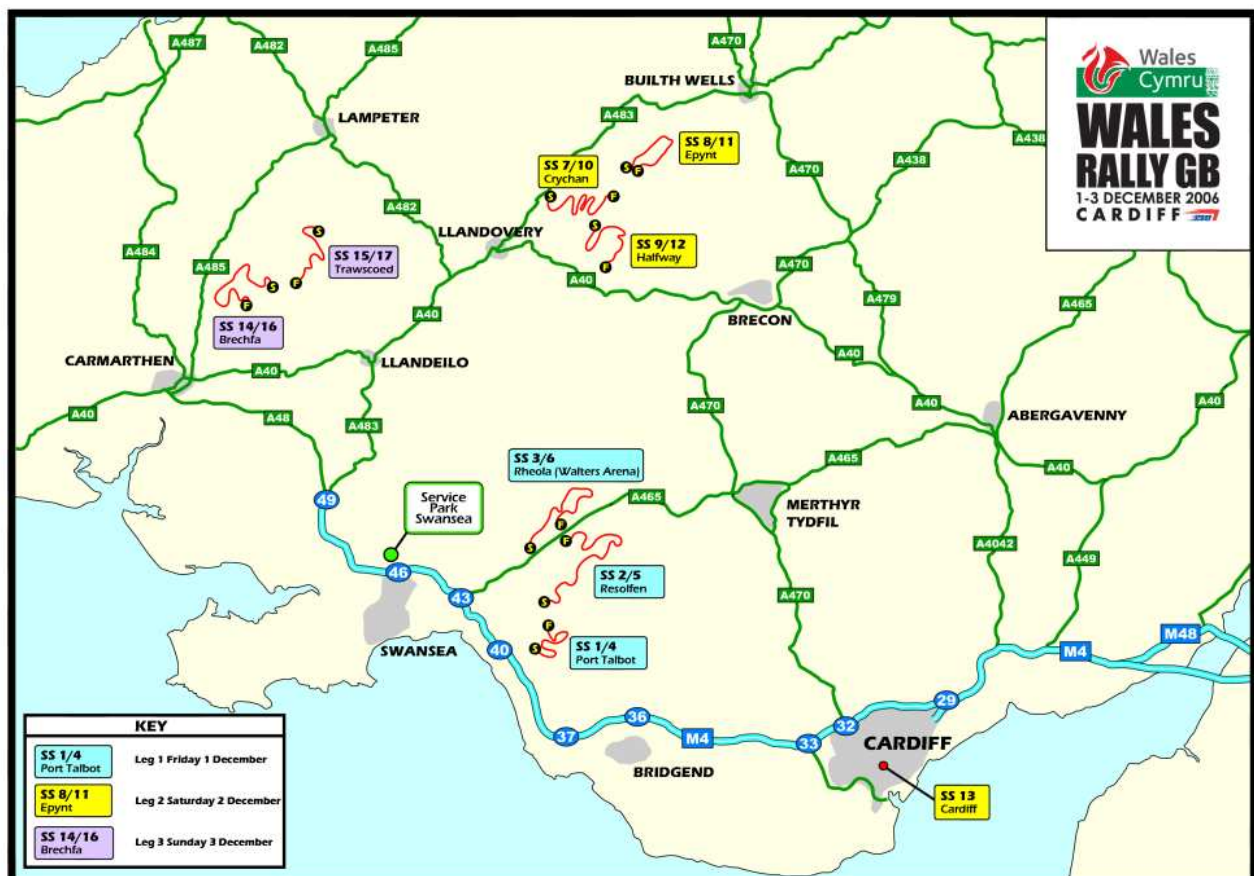
1st - 3rd December 2006

Wales Rally GB is the final round of this years 16-round FIA World Rally Championship. This Rally GB will be the 62nd running of the event. The Welsh Assembly Government has supported the event since 2003.

The 2006 rally will be decided over 222 miles of competitive driving, within an overall route of 754 miles. There are 17 Special Stages each timed to the tenth-of-a-second. Six stages on specially-prepared Forestry Commission gravel roads and a further two on open moorland within the Sennybridge Military Training Area are each run twice.



The "Cardiff" Special Stage, held indoors on the floor of the Millennium Stadium, is driven once, on Saturday 2nd December.





The Largest Wales Rally GB entry for five years could make December's event the most popular in the 2006 FIA World Rally Championship.

The entry list includes 118 Amateur and Professional teams from 32 Countries who will line up outside Cardiff's Millennium Stadium for the ceremonial start at 7.30 pm on Thursday 30th November.

In 2002 the World Rally Championship capped entries at 90 cars, but with WRGB now qualifying for the World, British, Ford Fiesta and Mitsubishi Rally Championships, permission was given to accept increased numbers. This year's rally now looks set to equal the impressive starters list in 2001, when 117 crews tackled the three day rally.

Rally Radio

Wales Rally FM is back on the air to offer the most comprehensive coverage of the Rally with news as it happens. On the route on 87.7fm, Sky channel 0157 and www.walesrallygb.com

WALES RALLY GB 2006 Rally Timetable

Start - Thursday 30th November

Cardiff 19:30

LEG 1 - Friday 1st December 2006

SS 1 Port Talbot 1 09:17

SS 2 Resolfen 1 10:02

SS 3 Rheola 1 10:54

Service A (Swansea)

SS 4 Port Talbot 2 13:33

SS 5 Resolfen 2 14:18

SS 6 Rheola 2 15:10

Flexi Service B (Swansea)

LEG 2 - Saturday 2nd December 2006

Service C (Swansea)

SS 7 Crychan 1 08:50

SS 8 Epynt 1 09:24

SS 9 Halfway 1 10:01

Service D (Swansea)

SS 10 Crychan 2 13:37

SS 11 Epynt 2 14:11

SS 12 Halfway 2 14:48

SS 13 Cardiff 17:06

Flexi Service E (Swansea)

LEG 3 - Sunday 3rd December 2006

Service F (Swansea)

SS 14 Brechfa 1 07:47

SS 15 Trawscoed 1 08:44

Service G (Swansea)

SS 16 Brechfa 2 11:46

SS 17 Trawscoed 2 12:43

Service H (Swansea)



Club Members in the (Radio) News

Club members Ken Robson and Alan Spencer turned local radio stars to publicise the Stroke Association and club motorsport in general. Ken and Spence featured during the week before the Stroke Association day at Castle Combe.

Club Website

As many of you may have noticed the club website has under gone numerous updates over the last few months.

Thanks for this “make over” goes to Richard Reynolds who has volunteered to take on the running of the website.

Many of you will know Richard as a past regular competitor in club events, as well as a committee member, holding a number of positions including competition secretary. Richard now lives in Devon with wife Sharon and 1 year daughter Abi, but still attends events such as the test day at Castle Combe when he can.

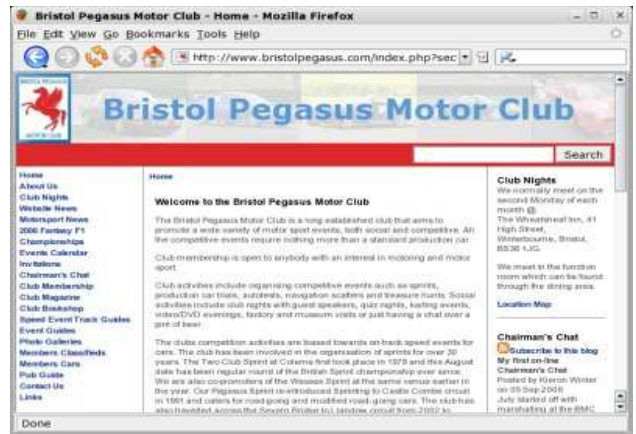
E-Mail Lists and RSS feeds

Many of the changes made to the site will enable us to update it more frequently and make it easier to inform members when something new is added.

Some members may be aware of a recent innovation in web technology called RSS feeds. The clubs site now has a number of feeds, which allow members to receive an update when a particular section of the web site is updated.

To find out more visit about RSS feeds visit the website and look for the section titled “What do these icons mean next to the headings” at the bottom of the main index on the left. As an alternate to RSS feeds you can subscribe to a new club E-Mail list by visiting <http://www.bristolpegasus.com/lists>

You will then receive updates about the website, the club or the latest published event regulations. You will be sent an email as soon as there are any changes to the event news, website news, etc, detailing the news items. In the case of new event regulations, you will be sent an link to download the documents from the website.



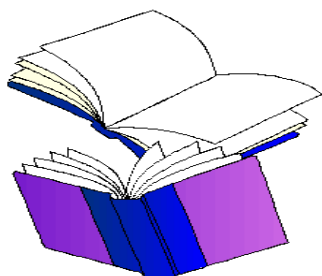
**A Merry
Christmas
and a
Happy New
Year to all
Club
Members**



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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 !



Club Night Venue The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

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

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

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Pegasus Fantasy Formula One 2006

Final Results

Updated By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Tim Murray	Alonso	Massa	Ferrari	Honda	Ferrari	2180
2=	Sally Elvin	Massa	M Schumacher	Ferrari	Honda	Ferrari	2170
2=	Steve Clark	Massa	M Schumacher	Ferrari	Honda	Ferrari	2170
4	Simon Sweet	Massa	Button	Ferrari	Renault	Renault	2129
5	Joe Robson	Alonso	M Schumacher	Ferrari	Super Aguri	Mercedes	1958
6	Alison Emsley	Massa	Raikkonen	Honda	Renault	Ferrari	1925
7	Chris Lewis	Alonso	Button	Midland F1	Renault	Renault	1817
8	Lesley Hart	Montoya	M Schumacher	BMW Sauber	Renault	Ferrari	1814
9	Tom King	Alonso	Coulthard	Renault	BMW Sauber	Renault	1802
10	Martyn Davies	Alonso	Button	Ferrari	Honda	Honda	1797
11	Charlotte Emsley	Coulthard	Barrichello	Ferrari	McLaren	Renault	1680
12	Helen Davies	Button	M Schumacher	Honda	Renault	Toyota	1660
13	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	1609
14	Simon Tidmus	Trulli	M Schumacher	McLaren	Red Bull	Renault	1598
15	Mary Craddy	Alonso	Webber	McLaren	Red Bull	Ferrari	1592
16	Paul Draper	Button	M Schumacher	Honda	Renault	Cosworth	1576
17	Mike Marsden	Barrichello	M Schumacher	Honda	Renault	Toyota	1571
18	Martin Baker	Rosberg	M Schumacher	McLaren	Renault	Ferrari 2	1567
19	Mal Allen	Button	M Schumacher	Honda	Renault	Toyota 2	1548
20	Arthur Tankins	Button	M Schumacher	Renault	Toyota	BMW	1547
21=	Donny Allen	Alonso	Montoya	McLaren	Midland F1	Renault	1541
21=	Elisabeth Lewis	Alonso	Montoya	McLaren	Midland F1	Renault	1541
23	Andrew Moss	Massa	Fisichella	McLaren	Renault	Cosworth	1538
24	Chris Clarke	Button	Raikkonen	McLaren	Red Bull	Ferrari	1527
25	Jonathan Prestidge	Fisichella	Button	Honda	Renault	Honda	1523
26=	Caroline Meaden	Trulli	Button	Honda	McLaren	Renault	1477
26=	Rex Meaden	Trulli	Button	McLaren	Renault	Honda	1477
28	Bill Farrow	Trulli	Barrichello	BMW Sauber	Renault	Renault	1432
29	Alan Spencer	Fisichella	Button	Renault	Toyota	Honda	1427
30=	Ann Farrow	Alonso	Coulthard	Honda	Toyota	Mercedes	1403
30=	John Page	Alonso	Coulthard	Honda	McLaren	Toyota	1403
32	Pete Stowe	Alonso	Montoya	Honda	McLaren	BMW	1377
33	Dick Craddy	Button	Raikkonen	Honda	Renault	Cosworth 2	1361
34	Liz Perkin	Massa	Raikkonen	Red Bull	Williams	Renault	1307
35	Judith Bird	Button	R Schumacher	McLaren	Williams	Renault	1294
36	Kieron Winter	Raikkonen	Webber	Honda	Renault	Toyota	1287
37=	Martin Emsley	Montoya	M Schumacher	Red Bull	Renault	Toyota 2	1281
37=	Paul Perkin	Alonso	Button	McLaren	Red Bull	Cosworth	1281
39	Louella Williams	Button	M Schumacher	BMW Sauber	Honda	BMW	1271
40	Audrey King	Montoya	Barrichello	Renault	BMW Sauber	Mercedes	1268
41	Simon Moss	Alonso	Raikkonen	Honda	Toyota	Toyota 2	1258
42	Lewis Bird	Massa	Rosberg	Honda	Williams	Renault	1257
43	Paul Bird	Raikkonen	R Schumacher	Honda	Williams	Renault	1247
44	Bob Hart	Button	Raikkonen	McLaren	Williams	Honda	1205
45	Mark Elvin	Montoya	Raikkonen	McLaren	Midland F1	Mercedes	1160
46	Ken Robson	Montoya	Raikkonen	Honda	McLaren	Honda 2	1056
47	Mark Williams	Button	Raikkonen	McLaren	Williams	Cosworth	1025

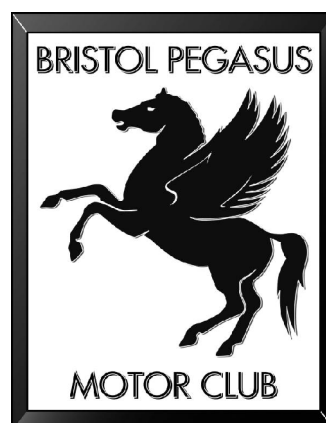


New Members

A warm welcome to the following new members who have recently joined the club – many have already entered events or attended club nights.

A warm welcome to the club – we hope you all enjoy your membership.

Jonathan Smith	Chippenham
Steve Small	North Common
Tim Hanlon	Trowbridge
David Carnsew	Stratton St Margaret
Keith Yeandel	Westbury On Trym
David Gardner	Downend
Dominic White	Trowbridge
Stephen White	Trowbridge
Jon M Smith	Tyne And Wear
David P Whailing	Shipston On Stour
Susan Naylor	Chipping Norton
Nick Blight	Bideford
Christopher Jones	Swansea
Dean Edwards	Wotton Under Edge
John Barkham	Calne
Lynn A Lewis	Portishead



AGM Raffle - St Peter's Hospice By Martin Emsley

For the last few years we have had a raffle and auto jumble table at the club AGM in December raising funds for St Peter's Hospice.

We plan to do it again this year, hopefully with even more success.

If you have any items for the raffle or table please could you contact: Martin Emsley 01454 250067.

Thank you for your support.

Marshals Tabards

As it is required that all marshals read the warning the club has decided that we will have the 'Motor Racing is Dangerous' triangle printed on all of the club Tabards.

A recent count has shown that not all of the Tabards are held in the stores - could any member who currently has one at home or in his or her car etc. please return it to any committee member by the 1st January 2007.



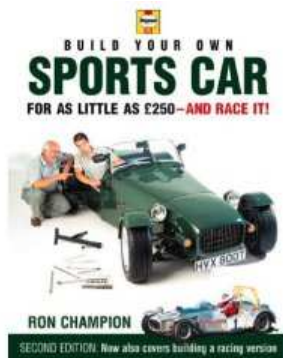
Building a Kit Car - The Beginning

By Andy Moss

Like most club members I have messed about with various cars over the years, mostly of the old and rusty variety. Having sold my Mini, I decided I had had enough of rust, but fancied a new challenge – my thoughts started to turn to having a go at building a kit car. Most of my previous experience had not included too much complicated mechanical work, but I had done as many of the basic things as I could.

So the decision was made I was going to build a kit car. As a complete novice it had to be something simple with good support from a manufacturer, who hopefully would still be in business at the end of building the car !

So what type of car to go for ? In keeping with the plan to go for something relatively simple to screw together, the choices were pretty quickly narrowed down to a “Seven” type car.

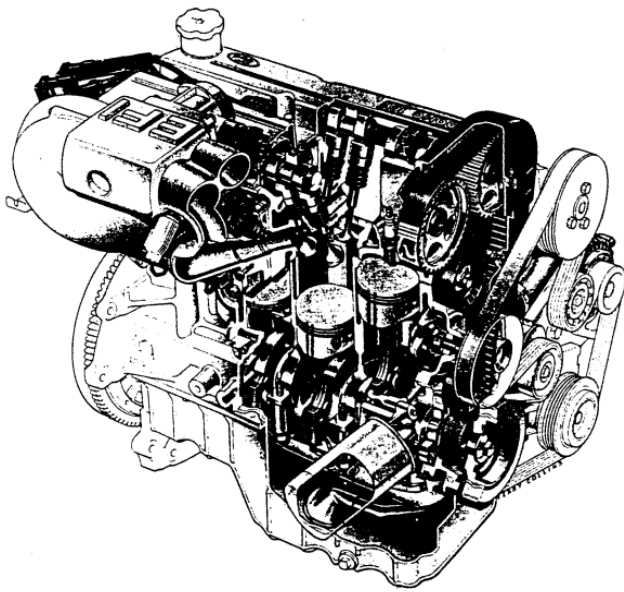


There are a vast array of different sevens to choose from, ranging from “Locost” type vehicles inspired by the Haynes “Build a Sportscar for £250” book by Ron Champion, through to the original Caterham. Having weighed up the options it seemed Westfield offered a good balance between cost, quality, support for the novice builder and stability of the company. So it was that I booked an appointment at Westfield Sports Cars to look at their offering.

The Westfield factory is situated in Kingswinsford, in the heart of the Black Country, no doubt the array of engineering companies in the area being a great help to any low volume manufacturer looking for sub contract manufacturing services. As my main interest was the challenge of building the car, I had gone to the factory with the intention of going for a simple to assemble car rather than the quickest car – A live axle car with a simple engine like a Ford CVH seemed to fit the bill.

On arriving at the factory I got to look around the reception area and the demonstrators, before moving on to look around the factory itself. The main component made at the factory is the chassis and a sizeable part of the factory is taken up by chassis jigs and welding kit. The trim shop is also on site and items such as seats, dashboards and carpets are all made in house. Most other parts including the fiberglass bodywork are made at offsite subcontractors.



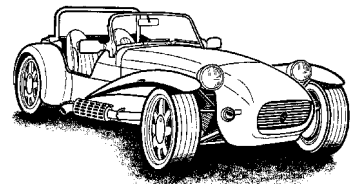
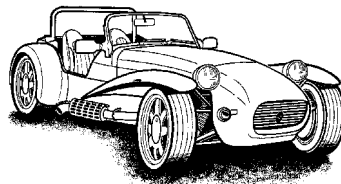
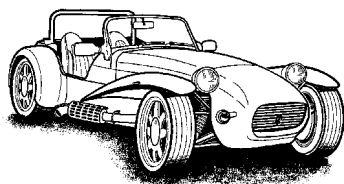


Westfield also supply fully assembled cars and there are normally around half a dozen cars in the process of being built – these gave me a good idea of what was involved in the build process. The other areas of the factory included a good sized design office, and the parts department which of course any builder is likely to visit quite a few times !

Following some discussion with the staff at the factory, somehow instead of the planned live axle CVH engined car I had in mind, I found myself putting down a deposit on a starter kit with a chassis that would take a Ford Zetec and independent rear suspension

Fortunately it would be a few months before the chassis was ready to collect, which would give me time to sort out my garage – all the work would need to be completed in a single garage

So my kit car build had begun – it would take me four years to complete ! - Over the next few months I will try to give you an insight into the build process, as well as the steps involved in getting the car inspected, registered and set-up. Hopefully this will be of interest, not just to potential Westfield builders, but to anyone interested in building or owning a kit car.



2006 Bristol Pegasus Motor Club Championships

Clubmans Championship 2006 up to the Pegasus Sprint Prepared by Chris Goodchild				
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
34.95	Paul Bird	1	10	No
29.70	Alan Spencer	2	8	Yes
28.85	Martin Baker	3	7	Yes
27.30	Andy Moss	4	8	Yes
21.62	Kieron Winter	5	6	Yes
20.18	Dave Cutcliffe	6	4	Yes
18.28	Lewis Bird	7	6	Yes
17.64	Chris Goodchild	8	5	Yes
17.27	Pete Devall	9	4	No
14.92	Paul Perkin	10	4	No
13.85	Paul Rowbottom	11	3	No
13.21	Matt Marples	12	4	No
12.43	Mike McBraida	13	3	No
11.74	Mark Astin	14	4	No
11.67	Howard Johnstone	15	3	No
10.79	Mark Roberts	16	2	No
10.43	Judith Bird	17	4	No
10.29	Martin Emsley	18	3	Yes
10.17	Ian Hall	19	2	Yes
10.11	Paul Draper	20	3	No

Marshals Championship 2006 up to the Pegasus Sprint Prepared by Chris Goodchild (Some omissions yet to be added)			
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
7	Kieron Winter	1	4
5	Dick Craddy	2	2
5	Mal Allen	2	3
5	Martin Baker	2	3
4	Andy Moss	5	2
4	Martin Emsley	5	2
3	Bob Hart	7	1
3	Donny Allen	7	2
3	John Corfield	7	2
3	Lewis Bird	7	2



Bristol Pegasus Motor Club – 2006 AGM

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 11th December 2006, 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 2005 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 2006 Award Winners. The night will end with the charity raffle. During the evening a complimentary buffet will be 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 10th December 2006.

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

Name	Signature	Membership Number

2006 Club Accounts

Included in this edition of Backfire is a copy of the Club's statutory accounts for the year ended 31st October 2006. We are required by law to submit these documents to Company's House and to circulate them to the membership ahead of the AGM. As usual, detailed accounts including an income and expenditure report will be presented for scrutiny at the AGM on December 11th

CLUB BALANCE SHEET AS AT 31 OCTOBER 2006

	Note	2006 £	2005 £
<u>FIXED ASSETS</u>			
Tangible Assets	1	8626	8872
<u>CURRENT ASSETS</u>			
Stock for resale		147	168
Prepayments and Accrued Income		350	786
Investment Account		10291	9555
Cash at Bank and in Hand		8433	7235
		19221	17744
<u>CREDITORS</u>			
Amounts falling due within one year -			
Sundry		-	-
Accruals and Deferred Income		2166	2508
		2166	2508
<u>NET CURRENT ASSETS</u>		17055	15236
<u>TOTAL ASSETS LESS CURRENT LIABILITIES</u>		25681	24108
Represented by:			
<u>CAPITAL AND RESERVES</u>			
Balance brought forward		17328	16855
Revaluation Reserve		6780	6780
Net Surplus/(Deficit) for the year		1573	473
		25681	24108

I certify that this is a true copy of the balance sheet approved by the board. The directors have taken advantage of the exemptions conferred by section 246 of the Companies Act 1985 on the basis that the company qualifies as a small company. For the year ended 31 October 2006 the company was entitled to the exemption under sub-section (1) of section 249A of the Companies Act 1985. No notice from members requiring an audit has been deposited under section 249B(2) of the Companies Act 1985.

The directors acknowledge their responsibility for ensuring the company keeps accounting records which comply with section 221, and for preparing accounts which give a true and fair view of the state of the company at the end of the financial year, and of its profit or loss for the financial year, in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Companies Act relating to accounts, so far as applicable to the company.

8 November 2006

Martin Baker

Director

NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2006

1 ACCOUNTING POLICIES

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

2 SHARE CAPITAL

The company is registered in England, no. 2412971, and is limited by guarantee.

There is no share capital.

3 TAXATION

Based on results for the year: Corporation Tax at 19%

2006

Nil

2005

Nil

4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

5 STAFF COSTS

The company has no employees. The directors serve without remuneration.



Future Event

Monday the 12th February 2007

February Club Night



**We are lucky enough to have a guest speaker
for our February Club Night**

Guest Speaker

Dennis Harris

BARC Council member



**Next year's Historic Motor Sport Show will take place from
23 - 25 March**

London Motorsport Show 2006

This show is aimed at teams and individuals who already compete in motorsport, as well as those who have an interest at grass roots level and want to know how to start racing competitively. Race series organisers, circuits, racing teams, engine and chassis manufacturers, and a host of performance-related product and race clothing suppliers will be on hand to provide visitors with everything they need to get started.



Race series organisers, circuits, racing teams, engine and chassis manufacturers, and a host of performance-related product and race clothing suppliers will be on hand to provide visitors with everything they need to get started.

The London Motorsport Show is a must for any motor racing enthusiast — whether you dream of driving competitively, a die-hard enthusiast or a professional racer. For further information visit www.londonmotorsport.co.uk or www.londonkartshow.co.uk. To book tickets, call the booking line on tel: 01444 246456.

CHRISTMAS CRACKERS

A recent newspaper article highlighted the fact that keeping the brain active helps stop memory loss (I'd quote from the piece in more detail but I can't remember where I've put it) so to help this noble process here is a longer Cod Fillet Quiz to drive you crackers whilst whiling away the winter hours. Before turning you loose on it though, on behalf of all those involved in Wheels I'd like to wish you a very Merry Christmas and great motorsport in 2007.

Stuart Turner



COD FILLET QUIZ

1. What engine powered the Morgan Type F Super 3 wheeler?
2. Which racing driver was known as "Il Pirata" (the Pirate)?
3. In 1952 which coachbuilder bodied the Continental Bentley (the fastest 4 seater in the world)?
4. Who won the first Dundrod TT?
5. Who designed the Alfa Romeo Monoposto Tipo B GP car?
6. When and where was the first victory for the H.W. Alta?
7. Which make of British car was the first to have a steering column gearchange?
8. In what year was the Monte Carlo Rally and Le Mans won by the same make of car?

9. Where, when and who drove the FI Shadow-Ford to its GP victory?
10. The 1928 TT held at ARDS ... Who won and what was unusual about the winning car?
11. Name the drivers/co-drivers of the factory team of Riley 1.5's in the 1958 RAC Rally?
12. Whose initials did FI teams MARCH and ARROWS have in common?
13. Name the co-driver to Jim Clark in the 1966 RAC Rally?
14. Which car was noted for being advertised in the 'Church Times'?
15. In which year was the Formula 1 manufacturers championship inaugurated?
16. Which car is reputed to have had the original team GT model?
17. Name the two Triumph works drivers who should have driven the prototype 2.5 saloons in the ill-fated 1967 RAC rally.
18. What make was the much loved Brooklands racing car called 'Vieux Charles Trois'?
19. Who was the first official World Rally Champion and when?
20. Who joined forces with John Heath to form HWM?
21. Who designed the Jaguar E type and the XJ13?
22. Who was 'The Flying Celt'?
23. Who, in 1951, won the last major Formula libre race at Gamston, Notts?
24. What do the initials NASCAR stand for?

25. What is the colour 'Granatelli Green' as described by Colin Chapman?
26. Who was the 'second' driver to Jim Clark (Team Lotus) at the '65 Indy 500?
27. Who won the 57th and last Targa Floria?
28. In 1967 Alvis ceased car production. What was the last model?
29. When and where was the first Grand Prix win for BRM?
30. Who won the very first Motoring News rally and when?
31. When did A.J. Foyt win his first Indy 500?
32. Who won the inaugural Birmingham 3000 super prix?
33. Name the first woman to start a World Championship GP.
34. How many times have SAAB won the RAC Rally?
35. Tiff Needell started in which WRC FI race only to retire with engine problems?
36. On the 1981 Liege-Rome-Liege there were 85 starters. How many finished?
37. What was the make and type number of the 'Birdcage'?
38. What make and type number were the 'Cream Crackers'?
39. On which car did the name 'Jaguar' first appear?
40. Which was the first British car to sell one million examples?

ANSWERS ON PAGE iv
Wheels 12/06 i

Marshals to be heard

The MSA has announced a series of initiatives to ensure that the 13,000 registered marshals and volunteer officials have a stronger voice in the development of the sport.

In 2007, under the existing Training Steering Group, the MSA will create the Marshals Working Group and the Volunteers in Motorsport Working Group. These sub-committees will be responsible for bringing issues affecting marshals and volunteer officials to the legislative process, particularly pertaining to recruitment, retention, training and working conditions.

It has also been proposed that marshals' interests should be better represented on the Motor Sports Council and this particular responsibility will be taken on by Nicky Moffitt, Chairman of the Regional Committee.

In addition, the hugely respected Barry 'Whizzo' Williams – President of the British Motorsport Marshals Club – will join the Race Committee from the start of 2007, bringing his wealth of experience to the table with regard to circuit racing.

Colin Hilton, Chief Executive of the MSA, said: "Volunteer officials and marshals are essential to the sport and the falling numbers have been identified as one of the most serious issues facing the future development of the sport. In recognition of this, we launched the MSA Volunteers in

Motorsport programme last year and this has not only helped to halt the decline but has led to an increase of more than 500 registered marshals in its first year.

"We have now looked at the structure of the sport to make sure that the marshalling community is well represented on our committees and these changes should ensure that they have a stronger voice in the legislative process. We believe that this is a significant step forward and is recognition of the important role of marshals and volunteer officials in the sport."

These proposals will be taken to the Motor Sports Council for approval at its next meeting in February 2007, after which time the composition of the sub-committees will be finalised.

International Baja GB

The Baja GB, on 17-19 August, is now a round of the 2007 FIA International Cup for Cross-Country Bajas, following the World Motor Sport Council's decision to include the event in the FIA championship calendar.

FIA Cup for MSA

The MSA congratulated Scottish driver, Ryan Sharp, on his title-winning weekend at Estoril Circuit, Portugal on 21/22 October). The 27-year old dominated both S2000 races at the wheel of his GR Asia Seat Leon to take the 2006 FIA European Touring Car Cup. Sharp's achievement also earned the MSA the FIA Touring Car Nations Cup.

Third young Brit

The MSA also congratulated British driver, Paul di Resta, on winning the 2006 Formula 3 Euro Series championship. The

20-year-old Scotsman – a cousin of IRL star Dario Franchitti – is the third British driver in succession to lift the coveted junior title.

Colin Hilton, MSA Chief Executive, comments: "The achievement of Paul di Resta is truly outstanding and hugely significant for UK motor sport. What is especially pleasing is that like so many other aspiring F1 drivers Paul began his career in UK karting before graduating to the Formula Renault UK Championship. His success in the F3 Euro Series, added to that of Jamie Green and Lewis Hamilton in previous years, is a great inspiration for all young drivers currently racing in the junior categories in the UK".

No piercing

Extract from recent MSA Scrutineers e-bulletin

Some competitors pierce the shoulder straps on harnesses to use such as small tie wraps to secure communication cables etc. This is not acceptable and any harness that has had such or similar treatment is to be rejected. Some harness manufacturers now provide small Velcro loops or similar and if part of the original harness then that is fine. It is generally very obvious if the harness is as originally supplied by the manufacturer or otherwise.

This issue of *Wheels* is dedicated to the memory of JOHN HOPWOOD who died recently. The driving force behind *Ecurie Cod Fillet*, John brought much-needed fun and laughter to our sport. He will be greatly missed.

New BORC Champion:

Four drivers went into the final round of the Matador British Off-Road Championship with a chance of taking the 2006 title. The wet conditions on the Army test track at Driffeld in East Yorkshire caused problems for some drivers on the first days runs, but on Day 2 dry conditions saw quicker times being posted by most, as the championship was still to be won or for that matter lost. The 2005 title, holder Keith Lewis, went into the last round leading the championship but was forced to retire 3 runs short of the finish complete with a mechanical failure. It was Colin Gould who set the best times of the day, with Simon Bown just a couple of seconds behind, but just unable able to better Colin's times. Meaning Colin took the 2006 MSA Matador British Off-Road Championship by a narrow margin, after a close and hard fought season.

Results for the 2006 Championship

1st Colin Gould,
Mattserati: 327 points
2nd Simon Bown,
Land Rover Special: 314
3rd Keith Lewis,
Simmbugghini: 299
4th Alec Lofthouse,
Lofthouse Pro LD4: 287
5th Carl Duffield,
Tornado 2: 279

THE LOST GENERATION - THE BRILLIANT BUT TRAGIC LIVES OF RISING BRITISH F1 STARS ROGER WILLIAMSON, TONY BRISE AND TOM PRYCE ISBN 1 84425 205 1

David Tremayne,
Haynes Publishing, £30

Beautifully written and exhaustively researched, this moving story chronicles the lives of F1 hopefuls, Williamson, Brise and Pryce, whose lives were cut short by tragic accidents – two on the track and one in an aeroplane.

Tremayne tracks down family, friends, rivals, wives and lovers to bring this story vividly to life. It's an emotional rollercoaster, from early success to the tragic inadequacies of 1970s motor sport safety and the pain of those closest at each grim end.

Tremayne's aim was to ensure Williamson, Pryce and Brise are not forgotten and this is better than any cold statue or memorial stone. You can't help but be absorbed by the poignant story and, like foreword author Tom Wheatcroft you'll want to read it from cover to cover undisturbed.

MOTOR RACING AT OULTON PARK IN THE 1960S

ISBN 1 84584 038 0 Peter McFadyen, Veloce, £12.99

We're fans of Veloce's enjoyable picture-led *Those were the days...* series and this latest effort focuses on the action at Britain's most beautiful racing circuit, Oulton Park, during its glory years. Author McFadyen was *Autosport's* regular photographer in Cheshire during this era and saw the racing first hand, so the extensive captions to his evocative photographs make this much more than simply a picture

book. Most of the top formulae appeared at Oulton – F5000, F3, saloons and big-banger sports-prototypes – and as well as vivid action studies there are some intriguing behind-the-scenes paddock studies.

Anyone with fond memories of spectating at Oulton will relish this bargain paperback.

AVE ATQUE VALE - The story of the Vale Special ISBN 0 9553010 0 9 Dave Cox, Martin Publications, £25.95 plus £5.25 p&p (available from Dave Cox, Brambles, Tavern Lane, Newnham Bridge, Tenbury Wells, Worcs WR15 8LR)

Thank heavens for amateur publishing. No mainstream company would consider a history of the 1932-'35 Vale Special and its captivating story would have gone untold.

Marque fanatic Cox has done a superb job in unearthing every facet of the life and times of the Triumph-powered, double-underslung sports car.

Conceived by a tuberculosis-afflicted aristocrat whose dancer girlfriend went on to be one of film director David Lean's six wives, the Vale might have survived longer had its creator not been forced to retire to a sanatorium and his lieutenant not smashed himself up in a racing accident. Using the testimony of key players, and a comprehensive selection of photos, Cox tells the colourful saga well, details the car's racing successes, and lists all known Vales from the 60-odd produced. A superb effort.

The phone number for Veloce in the 9/06 issue of Wheels should have been 01305 260068.

MARSHALS POST

by the BMMC

For some, the Marshalling season is over, for the hardier among us, the best is yet to come.

But, if you are taking to the woods this winter, it's not a bad idea to pause for thought first and do a few checks.

Start with "Number 1." Are you going to be warm enough? Thermal "long combs" might still arouse derision amongst some, but there are plenty of bright – and warm – people under the age of 30 who wouldn't be without them on a winter rally.

Whether you go for them or something else, wrap up warm and take plenty of extra layers.

Keeping warm means not neglecting the extremities, either, so pack a woolly hat – or two –

some thermal gloves – and some waterproof gloves that will fit over them – and wear thick socks inside those stout boots.

Always, always have a decent waterproof coat, with a hood that will cover your thermal hat and a pair of waterproof trousers with you. If your waterproofs aren't reflective, then pack a reflective vest, too.

Next comes internal warmth – a flask or two of hot coffee, tea or, best of all soup, plus plenty of food and chocolate. Forget the diet for a day and make sure you have all the additional energy you are likely to need. The really well equipped will pack a camping stove, food to cook and water, with a windshield and other ancillaries.

Then there's the torch – and plenty of spare batteries. Having a head torch – the sort that cavers use – is not a bad idea to avoid stumbling in the dark, but also have a traditional

"flashlight," that can throw a big beam with you too.

Pack your First Aid kit – and make sure it's bigger and more comprehensive than the standard car kit. If you know how to use them, include Guedel airways and a set of collars. You don't have to be a doctor or a paramedic to use either, but you do need to know what you are doing.

Almost there now, but a fire extinguisher would be nice. A hand held, dry powder extinguisher is perfect – but make sure it has an "ABC" rating. Some dry powder extinguishers sold for car use are "BC" rated, which means they will deal with fuel and gasses, but aren't intended for paper or wood.

Last of all, pen, paper and something waterproof to put them in – and don't forget the kitchen sink!

QUIZ ANSWERS

1. Ford 1172cc
2. Felice Bonetto
3. H J Mulliner, costing £6,928
4. Stirling Moss, Jaguar, 1950
5. Vittorio Jano
6. MANX Cup 1949
7. Triumph (1946)
8. 1956 (Jaguar)
9. Austrian GP, 1977, Alan Jones
10. Kaye Don in a S/c Hyper Lea-Francis with Front Wheel Drive
11. Nancy Mitchell and Joan Johns, Ken Lee and Archie Sinclair
12. Alan Rees (AR)
13. Brian Melia
14. Trojan
15. 1958, won first by Vanwall
16. Lancia Aurelia GT (Gran Turismo) from 1951. The term GT has been devalued since due to indiscriminate use!!
17. Roy Fidler and Denny Hulme
18. Lorraine – Dietrich 15 litre, 1912
19. Bjorn Waldegard in 1979 (Ford)
20. George Abecassis.
21. Malcolm Sayer
22. John Godfrey Parry Thomas, died 1927, Pendine Sands
23. Reg Parnell, 2 ltr ERA R4Dsc
24. National Association of Stock Car Auto Racing
25. Red (STP colours)
26. Bobby Johns (finished 7th behind winner Jim C)
27. Gijs van Lennep, Herbert Muller, Porsche 911 Carrera
28. Alvis TF 21
29. Dutch GP 1959, Jo Bonnier, BRM P25
30. Michael Sutcliffe/Phil Crabtree, Mini – Yorkshire Rally 1961
31. 1961
32. Luis Sala (rain stopped the race after 24 laps)
33. Maria-teresa de Filippis – Belgian GP '58
34. 5 times (3x Carlsson, Blomqvist, Lampinen)
35. 1980 Belgian GP, Zolder, Ensign N180
36. Eight
37. Maserati Tipo 60/61
38. 1937 MG Type TA
39. The 1935 SS Jaguar 2 1/2 litre
40. The Morris Minor (1948 to 1961)

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

Last Club Event of 2006

Monday 11th December AGM, Prize Giving and Buffet

Wheatsheaf Inn – Winterbourne 8pm

Bristol Pegasus Motor Club

Provisional Events Calendar for 2007

Below is an early version of the 2007 club calendar – there are likely to be a number of changes to this as dates outside our direct control (for example Castle Combe) are confirmed. Further updates next month.

DATE		DAY	EVENT	VENUE
Jan	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jan	26th	Fri	Nav Ex	Announced in time for the event
Feb	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Feb	16th	Fri	Nav Scatter	Announced in time for the event
Mar	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Mar	23rd	Fri	Nav Ex	Announced in time for the event
Apr	15th	Sun	PCT	Lower Grove Farm
Apr	16th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	7th	Mon	Wessex Sprint	Colerne Airfield
May	14th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	21st	Mon	Treasure Hunt	Announced in time for the event
May	28th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
Jun	3rd	Sun	ACE Classic Tour	
Jun	11th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jun	18th	Mon	Treasure Hunt	Announced in time for the event
Jul	7th	Sat	BMC CC Sprint	Castle Combe Race Circuit
Jul	9th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jul	23rd	Mon	Treasure Hunt	Announced in time for the event
Aug	11th	Sat	CC Test Day	Castle Combe Race Circuit
Aug	13th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Aug	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	27th	Mon	2 Club Sprint	Colerne Airfield
Sep	10th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Sep	23rd	Sun	Autotest (MGCC)	Rolls-Royce Car Park - Patchway
Oct	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Oct	20th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	26th	Fri	Nav Scatter	Announced in time for the event
Oct	27th	Sat	Stroke Association Day	Castle Combe Race Circuit
Nov	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Nov	16th	Fri	Nav Ex/Sc	Announced in time for the event
Nov	22nd	Thur	Karting Endurance Challenge	Raceway
Dec	7th	Fri	Nav Ex/Sc	Announced in time for the event
Dec	10th	Mon	BPMC AGM	Wheatsheaf Inn, Winterbourne, 8:30pm