

# Backfire

December 2007



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

**Cover : 2007 Stroke Association Day at Castle Combe  
BPMC Member Jonathon Milne – Photo Lee Diggle**



# Bristol Pegasus Motor Club Provisional Events Calendar 2008

Below is the latest draft of the 2008 club calendar

January	Monday	14 <sup>th</sup>	Club Night
	Friday	25 <sup>th</sup>	Nav Ex
February	Monday	11 <sup>th</sup>	Club Night
	Friday	15 <sup>th</sup>	Nav Scatter
March	Friday	7 <sup>th</sup>	Nav Ex
	Monday	10 <sup>th</sup>	Club Night
	Friday	14 <sup>th</sup>	Stoneleigh Show Visit
	Saturday	29 <sup>th</sup>	Great Western Sprint
April	Monday	14 <sup>th</sup>	Club Night
	Sunday	20 <sup>th</sup>	Production Car Trial
May	Monday	5 <sup>th</sup>	The Wessex Sprint
	Monday	12 <sup>th</sup>	Club Night
	Monday	19 <sup>th</sup>	Treasure Hunt
	Monday	26 <sup>th</sup>	Bristol Llandow Sprint
June	Sunday	8 <sup>th</sup>	ACE Classic Tour
	Monday	9 <sup>th</sup>	Club Night
	Saturday	14 <sup>th</sup>	AutoSolo
	Monday	23 <sup>rd</sup>	Treasure Hunt
July	Monday	14 <sup>th</sup>	Club Night
	Monday	21 <sup>st</sup>	Treasure Hunt
August	Saturday	9 <sup>th</sup>	Castle Combe Track Day
	Monday	11 <sup>th</sup>	Club Night
	Monday	18 <sup>th</sup>	Treasure Hunt
	Monday	25 <sup>th</sup>	Bristol Two Club Sprint
September	Monday	8 <sup>th</sup>	Club Night
	Saturday	20 <sup>th</sup>	AutoSolo
October	Monday	13 <sup>th</sup>	Club Night
	Saturday	18 <sup>th</sup>	The Pegasus Sprint
	Friday	24 <sup>th</sup>	Nav Scatter
November	Monday	10 <sup>th</sup>	Club Night
	Friday	14 <sup>th</sup>	Nav Ex
	Thursday	20 <sup>th</sup>	Karting Endurance Challenge
December	Friday	5 <sup>th</sup>	Nav Ex
	Monday	8 <sup>th</sup>	AGM



## Friday 7th December Navigation Exercise

**IMPORTANT : Please note change of start venue from that given last month**

The December Nav-Ex will start at 19.30hrs from **The Swan, Tytherington** MR 172/670882.

Organiser Martin Emsley says the event is all on map 172. You will need map, romer, potti, clipboard torch etc.



## Monday 10th December AGM & Prize Giving & Buffet - NOTE 8pm START

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on

Monday 10th December 2007, 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 time for Club Nights). The evening will feature the club prize giving, as well as a free buffet.

### Extra Event

**Friday 28th December  
7.30pm at The Golden Heart, Winterbourne Down**  
Come along for a post Xmas drink and a chat.

### Friday 25th January 2008

Nav Ex – Dick Craddy organises – keep this date free for our annual trip across the Severn bridge !!

### Invitation

Weston-s-Mare Motor Club have invited our club members to [REDACTED] compete on their 'end-of-year' Autotest event just after Christmas on the 30th December.

The event will start at 10.30 a.m. and should be finished by about 3 p.m. Copies of the regs on the club website or contact Andy Moss on 0117 9041841 for a printed copy.

### Club Trophies

Could all 2006 trophy winners please return them to Tim Murray as soon as possible or bring them along at the latest to the AGM in time for the Prize Giving.

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

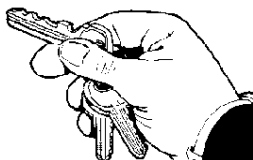
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## Chairman's Chat

By Kieron Winter



I am now writing the last Chat for 2007, the year seems to have flown by and it will all too soon be over. However November was a busy month and started with the Club Night where we hooked up Chris Goodchild's lap top and entered the Autoglym Motorsport Quiz. The format of the quiz is that clubs have to enter on line and have a set time to answer 100 questions. Each question comes up on the screen and you have a few seconds to make your selection from the multiple choice answers.



Tim Murray amazed us with his speed in answering the Formula One and general motor racing questions, but we started to struggle on some of the rallying questions. Following the 100 questions there were then three tie break questions where we had to type in the answers. We will now have to wait and see how we got on and if we will progress any further. The club has a good history of competing in motorsport quizzes, we had a strong team in the Castrol Quizzes of the early 1970's and our own Tim Murray was the 1983 Ford Motormind Quiz champion. With the

cheque from Ford, the Club purchased an equipment trailer, which has just found a new lease of life as you can read about elsewhere in this magazine.



*Fedden Trial - Picture Steve Kilvington*

On Remembrance Sunday I went up to take a look at the Fedden trial, turning off the road and into the field to make my way to the Paddock area I was followed by this very large Mercedes, it turned out to belong to Colin Hilton, the Chief Executive of the MSA. I later had a chat with Colin and Paul Parker, the BMC Chairman. Colin was keen to find out about the health of our Clubs and what was happening to membership numbers. I was able to report that we were doing OK and that this year we had seen the number of members increase. The event itself saw a full entry of Sporting trials cars and these nimble machines were climbing up the steep banks through the woods. Talking to Clerks of the Course Dave Harris and Tony Streeting, they were trying to find some routes that would stop the top cars cleaning the sections as the ground was very dry underneath the layer of leaves. The winner of the event only failed to



clean two hills all day and had a score of two penalty points; that is very impressive driving.

November's competitive event saw a small number of crews driving around the lanes of West Wiltshire and South Gloucester in Paul Bird's Nav Ex. Paul very wisely decided to start and finish the event at his local Pub, which meant that whilst we were plotting and driving the lanes he was in the warm enjoying a drink or two. No wonder he was very jovial when we handed in our results sheets and started moaning at him on the clues that we could not find!



We all enjoyed an in-door event when we returned to The Raceway at Avonmouth for the Karting Endurance Challenge. The event has now become the major fund raiser for our chosen charity, and event coordinator, Ken Robson, was rewarded with all 16 teams being filled up. Five drivers make up a team and all drivers have two 15 minute stints on the track. The Raceway had made some changes since the event last year; the viewing area was now upstairs, meaning that everyone had a good view of all of the circuit. This change meant that there was now room to build a Laser

Quest room, which was free for us to use. Therefore halfway through the event several of us went and had a game. Nick Wood, Andy Moss and myself seemed to be shooting each other all through the game, but I only saw eventual winner Ken Robson once, where did he hide? Back to the Karting, the event had settled down to see two of the BMC teams in first and second place and one of BPMC teams in third. The final session saw Mark Elvin in the BPMC do his best to take that second slot, but he just could not do it and there were only seconds in it. However the real winner of the night was our Charity – Diabetes UK. As well as the money made on the team entry fees, Martin Emsley was running a raffle for prizes donated by The Raceway. These two combined together ensured that over £1000 was raised on the night. Our thanks go to Russell and the rest of the team at The Raceway for their help and generosity in helping us raise this fantastic sum of money.

The final event of the month was the Allen Trial. Last year I was lucky enough to take part in the event from the passenger seat of Mal Allen's Marlin Roadster and I had a great time. This year it was back to marshalling and Martin Emsley had the pleasure of navigating Mal. I joined Nick Wood and Bernie Humphrey at Guys Hill. Nick and Bernie manned the stop and restart line half way up the section and I was then further up the hill. I was looking forward to seeing the BPMC drivers, but Alan Spencer in the Parsons Special did not manage to get off the restart line (along with many others I may add) so I only saw him from a distance. However Mal had the knack of getting off the restart line





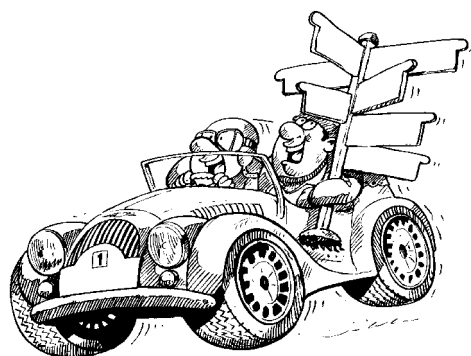
and very gently pulled away and made it to the top of the hill for a clear. On their way back down, I able to complement them about the Father Christmas hats that they were wearing. Mal shouting out that it was all Martin's idea – I can certainly believe that.



Looking forward to December we have the AGM on the 10<sup>th</sup>. Martin Baker, our Treasurer, and myself will report on the past 12 months, we

have the election of Officers for 2008 and there will be time for you to give the Committee some feedback or ask questions. We will then have a buffet to be followed by the presentation of awards to the 2007 winners. The evening will be concluded with the charity raffle organised by Martin Emsley. Martin would welcome the donation of any prizes for the raffle.

If you will not be able to attend the AGM, then may I wish you a very Merry Christmas and I look forward to seeing you in 2008.





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## Donation of the Club Trailer

Report by Kieron Winter  
Photos By Martin Emsley



In last month's Backfire it was reported that the Club had invested in a new shed for the storage of equipment. The trailer was going to be put up for sale. However our Vice President, Dick Craddy came up with a suggestion. He is the past President of Thornbury Rotary Club and one of the aims of the Rotary Club is to support Youth activities. Dick thought that the trailer could be used by an organisation such as the Scouts. The Olveston Scout group agreed that this would be very useful to them and so the Rotary Club donated 50 % of the value of the

the trailer and the Bristol Pegasus Motor Club donated the other 50%. The trailer was refurbished by the Rotary Club and it had the logo of the Scouts emblazoned on the side of it.

On Saturday 24th November the trailer was officially handed over to Ian Knowles of the Olveston Scout Group by Adrian Dennis, President of the Thornbury Rotary Club and Kieron Winter, Chairman of BPMC.



As part of the hand over ceremony, Howard Johnston brought along his MG 6R4, John Mearns his Westfield and Alan Spencer his Parsons Special (which was built just up the road in Alveston). The Cubs and Scouts on hand were very interested in the cars and were very keen to try them out for size.







The Club was very pleased to be able to assist the Rotary Club and help support them in their charitable activities. Thanks also to Martin Emsley and Ken Robson who came along with Howard, John and Alan to join the members of Rotary Club and supported the event.



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







## Bristol Pegasus Fantasy Formula One 2007

Final 2007 Positions

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Alex Wooldridge-Smith	Hamilton	Massa	Ferrari	McLaren	Ferrari	2475*
2=	Jonathan Prestidge	Hamilton	Massa	Ferrari	McLaren	Ferrari	2475
2=	Rex Meaden	Hamilton	Massa	Ferrari	McLaren	Ferrari	2475
4	Bruce Graham	Alonso	Hamilton	BMW	Ferrari	Ferrari	2182
5=	Dick Craddy	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	2143
5=	Helen Davies	Hamilton	Raikkonen	Ferrari	McLaren	BMW	2143
5=	Mark Elvin	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	2143
8	Kieron Winter	Hamilton	Massa	McLaren	Renault	Ferrari	2080
9	Martyn Davies	Massa	Raikkonen	Ferrari	Super Aguri	Ferrari	2045
10	Rizwan Ishaq	Hamilton	Massa	Ferrari	Red Bull	Ferrari	2044
11	Rob Crossland	Massa	Raikkonen	Ferrari	Toro Rosso	Ferrari	2040
12	Lynn & Mark Lewis	Alonso	Hamilton	Ferrari	Toyota	Ferrari	2005
13	David Bray	Alonso	Kubica	BMW	Ferrari	Ferrari	1937
14	Tim Murray	Alonso	Kubica	Ferrari	McLaren	BMW	1874
15	Ken Robson	Alonso	Massa	BMW	Ferrari	BMW	1848
16	Andrew Moss	Coulthard	Hamilton	Ferrari	Renault	Ferrari	1831
17	Mary Craddy	Alonso	Rosberg	BMW	McLaren	Ferrari	1824
18	Arthur Tankins	Button	Raikkonen	Ferrari	Williams	Ferrari	1813
19	Paul Bird	Alonso	Kubica	BMW	McLaren	Mercedes	1811
20	Ann Farrow	Alonso	Kubica	Honda	McLaren	Ferrari	1705
21	Chris Lewis	Alonso	Button	Ferrari	Red Bull	Ferrari	1703
22	Tom King	Button	Massa	Ferrari	Toyota	Ferrari	1690
23	Mike Marsden	Alonso	Massa	BMW	Ferrari	Toyota	1671
24	Kathleen Bray	Alonso	Raikkonen	McLaren	Red Bull	BMW	1645
25	Joanna Prestidge	Hamilton	Raikkonen	Ferrari	Toyota	Renault	1634
26=	John Page	Heidfeld	Wurz	Ferrari	Renault	Mercedes	1617
26=	Simon Moss	Alonso	Hamilton	Ferrari	Renault	Honda 2	1617
28	Joe Robson	Alonso	Raikkonen	Ferrari	Red Bull	Renault 2	1557
29	Paul Draper	Button	Kubica	Ferrari	McLaren	Renault	1498
30	Lewis Bird	Hamilton	Kovalainen	BMW	McLaren	Renault	1489
31	Richard Reynolds	Fisichella	Schumacher	McLaren	Williams	Ferrari	1438
32	Martin Emsley	Alonso	Button	Ferrari	Williams	Renault	1394
33	Pete Stowe	Alonso	Webber	BMW	McLaren	Renault	1385
34	Toby Harris	Fisichella	Hamilton	Ferrari	Red Bull	Renault	1354
35	Bill Farrow	Raikkonen	Schumacher	Ferrari	Toyota	BMW	1352
36	Martin Baker	Fisichella	Webber	McLaren	Toyota	Ferrari	1321
37	Caroline Meaden	Alonso	Webber	McLaren	Williams	Renault	1320
38	Donny Allen	Fisichella	Raikkonen	McLaren	Williams	Renault 2	1298
39	Charlie Emsley	Alonso	Barrichello	Renault	Red Bull	Mercedes	1243
40	Audrey King	Hamilton	Speed	McLaren	Spyker	BMW	1240
41	Elisabeth Lewis	Alonso	Raikkonen	Honda	Toro Rosso	Renault	1120
42	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	1110
43	Roy Hancock	Alonso	Button	Honda	McLaren	Toyota	1102
44	Mal Allen	Button	Coulthard	Ferrari	Renault	Honda	991
45	Judith Bird	Alonso	Button	BMW	Renault	Renault 2	965
46	Sharon Reynolds	Schumacher	Webber	Ferrari	Williams	Honda 2	935

Note : Winner decided on tie-break rule



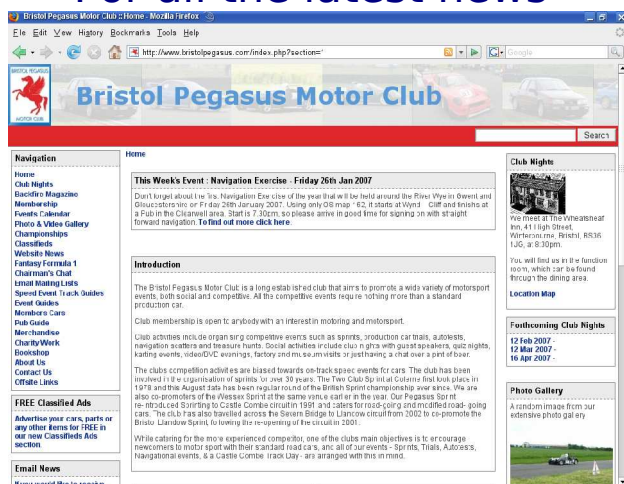


## 2007 Chipping Sodbury Rotary Tour

Pictures from the Rotary club car tour based around Chipping Sodbury earlier this year



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## 2007 Award Winners

The following will be presented with their awards at the AGM:

David Adams  
Mark Astin  
Martin Baker  
Paul Bird  
Matt Browne  
Ian Cameron  
Nick Cook  
Pete Devall  
Mark Elvin  
Richard Evans  
Chris Goodchild  
Pete Goodman  
Ian Hall  
Simon Harris  
Toby Harris  
Mike Hobbs  
Kevin Jones  
Matt Marples  
Mike McBraid  
John Mearns  
Martin Mees  
Jonathan Milne  
Paul Perkin  
Mark Roberts  
Paul Rowbottom  
Keith Sadler  
Lisa Selby  
Roy Sissons  
Alan Spencer  
Steven Spencer  
Carl Talbot  
Tony Thorp  
Chris Underwood  
Peter Williams

Plus  
Dec Nav Ex winners  
Marshals Winner  
Clubmans Championship top three







## Clubmans Championship 2007

Up to the November Nav-Ex

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
40.79	Chris Goodchild	1	12	Yes
31.46	Martin Baker	2	8	Yes
31.02	Paul Bird	3	11	Yes
27.61	Alan Spencer	4	10	Yes
24.48	Martin Emsley	5	8	Yes
20.29	Andy Moss	6	8	Yes
19.07	Mark Astin	7	5	Yes
18.54	Michelle Rogers	8	4	No
18.08	Kieron Winter	9	7	Yes
16.25	Toby Harris	10	3	No
16.04	Kevin Jones	11	3	No
14.75	Ian Cameron	12	3	No
14.63	Matt Marples	13	3	No
13.63	Martyn Mees	14	3	Yes
13.00	Martin Corfield	15	4	No
12.96	Lewis Bird	16	4	Yes
12.95	Howard Johnstone	17	4	No
12.88	Paul Rowbottom	18	3	No
12.42	Lisa Selby	19	3	No
10.67	Mike McBraida	20	3	No

## Marshals Championship 2007

Up to the November Nav-Ex

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
14	Kieron Winter	1	8
13	Martin Emsley	2	6
9	Bob Hart	3	3
9	Tim Murray	3	6
8	Dick Craddy	5	4
8	Mal Allen	5	6
8	Martin Baker	5	4
5	Nick Wood	8	5
4	Alan Spencer	9	3
4	Andy Moss	9	2
4	Mark Benstock	9	3

**Members are reminded that the best 10 events count so those that have scored points in more than 10 events will drop their worst scores from the final standings**



## The Editors Jottings

I have just been sorting out photos for this years club Calendar. I quite enjoy doing this as it gives me an opportunity to look back at some of the events we have run during the year. Despite some of our events suffering from the wet weather we were lucky on other events, for the day of our Solo, for example, we had glorious sunshine.

I think the other thing the pictures show is the range of events available to club members. This year we have again run a great mix of events, both competitive and social.

Talking of social events, I had a great time at the Charity Karting at the Raceway last week – although there is a competitive element to this event the main purpose of the event is to have a good social night out and to raise money for charity at the same time – this year Diabetes UK. I know Martin Emsley and Ken Robson were impressed with the generosity of the drivers who joined in with a raffle on the night to help push the total raised through the £1000 mark.

We are all very proud of the amount the club has raised for charity in recent years, especially as we believe we have managed to add this to what the club does without it impacting our primary goal of being a good value club that lets people get involved in club level motor sport.



## Club Night Venue The Wheatsheaf

### From M32 J1

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

### From M5 J16 (Almondsbury)

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

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







## Bristol Pegasus Motor Club – 2007 AGM

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 10<sup>th</sup> December 2007 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 2006 AGM

- Chairman's Report
- Treasurer's Report
- Propose new membership fee
- Re-Appointment of Auditor
- Minor amendments to the Articles of Association
- Nominations for the 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 2007 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  
Cherry Robinson  
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 8<sup>th</sup> December 2007.

Nominations for the Board Of Directors	Accept	Decline
Place an X in appropriate box		
Name	Signature	Membership Number



## The Allen Trial Sunday 25<sup>th</sup> November 2007

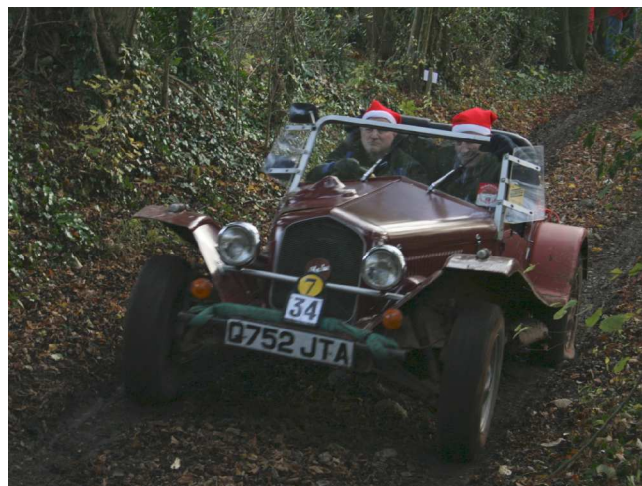
Club members were again out competing and marshalling on Bristol MCs Allen Trial.



Wolseley Hornet returns down the hill



BMW 320 - not the first car you think of for trialling

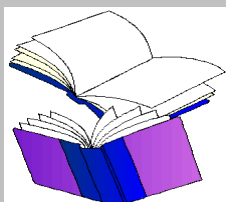


Mal Allen and Martin Emsley in their Father Christmas Hats



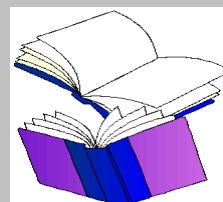
Claire Rippon fails to notice that an oil line has come adrift on her Beetle

BPMC Club members were on Guys Hill where Kieron Winter captured the action.



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## BPMC Charity Karting 2007



# THE RACEWAY

Photographs by Martin Emsley  
and Andy Moss





## Marlin Roadster Rebuild

By Andy Moss

# Marlin

You know what it is like, you're browsing "e-bay" when something catches your eye. A Marlin Roadster for sale in Portishead - tax exempt and in good condition. A viewing was arranged. Myself and Martin Emsley have a habit of inviting each other on little "adventures" normally involving cars somewhere along the line. So we set off for a viewing – as this was the same afternoon as the Frenchay car show, we stopped on the way to have a look at the club stand. We then battled our way over the Avonmouth bridge ( I suspect the residents of Portishead must feel quite cut off from the rest of the civilised world during the summer... )

We had a good look at the car, and took it for a drive, and I made my best offer. I tend to have a policy of setting a figure and walking away rather than going above it, the offer was turned down, and I walked away.

By now I had the bug, and sure enough a few more Marlin's came along on e-bay in the coming weeks, I bid for a few, but they all ended up going for silly money. The first car I looked at had been pretty much usable on the road straight way, but would of course have needed work if I wanted to go trialling in it. I had planned to buy a good car rather than a rebuild. However things never

quite go to plan ... Sure enough a non runner with, no M.O.T came along at a good price and I went for it. The car was too far away to look at without a long journey, so I took a gamble - at this price if it was a wreck, I reasoned I could sell it on.

So, I set off on a wet Friday night with my trailer to collect what I had bid on. A quick look over suggested everything was as described. The car had last been on the road in 1992, which meant the paint work was a bit shabby from storage and the brakes were seized. However the chassis was rock solid and all the panels were undamaged, which I reasoned was the most important thing. The car was on the south coast and I had a reasonably long journey back, which included driving near to Goodwood, pretty easy from there to follow our normal route home.

Saturday morning came and I had a chance to have a better look - as I told my wife Liz, you have to look beyond the shabby paint, the fact it doesn't start and that the brakes are stuck on, to see it's real potential !



So the plan is get it running, free the brakes off and pop it in for an M.O.T to see what needs doing .... Like all





good plans they never quite play out the same in reality.

The first thing was to get the engine running, oh did I mention it has a 1.3 A series, not ideal for Trialling, but good enough to get started with. Everything seems to turn freely enough, clean the carb out, a bit of new fuel and a new battery - it won't turn over. New starting motor a bit of fiddling about and yes it does run. Now to the clutch - seized solid. Engine out job to sort it out, now while I am doing that I may as well find a 1.8 B series and swap it. By now we are in late August and as we all know winter is not the best time to paint car bodywork. As I only have a single garage that is pretty full, I have to do any painting in the back garden, so a weekend is spent removing all the bodywork. Apart from a few small areas it should, I reckon, be possible to remove every painted panel and take it around the side entrance before spraying it in the garden.

One weekend and a lot of rusty nuts and bolts later I have the bodywork removed from chassis - I like the simplicity of the way this car bolts together. Now what colour to paint it - Currently it is red but I decide to change that. Back to e-bay and I find a paint supplier "Nu-agane" who will mix me any British Standard colour paint - £60 for 5 litres and they will even post it to me and throw in 5 litres of Cellulose thinner. Add in some etch primer, and consumables and it looks like a complete respray for just over £100 is a real possibility. I already have a compressor and spray gun, so looks like it has to be worth ago. Now I am no professional when it comes to spraying but

reckon the finished job will be a big improvement.

Unfortunately not only was the existing paint faded, but it looked as though whoever had painted the car originally had sprayed straight onto the fibreglass gel coat with little in the way of primer. A lot of the paint was therefore flaking off and there was little choice but to strip it all off. The Marlin uses a mix of Aluminium and Fibreglass panels. A couple of cans of Nitromors sorted the Ali, but I was a bit worried about using this on the fibreglass. Half a day of rubbing down by hand shifted the paint on one wing - If I was to finish any time soon, I needed to speed things up. A visit to Machine mart was made and an electric orbital sander bought for the huge sum of £20 - I can't believe how cheap power tools are these days - in the end I spent more on sanding discs than on the sander. This definitely sped things up, but it still took me a good three more days of solid work to get everything rubbed down ready for priming.



*A giant Marlin Airfix kit for grown ups ....*

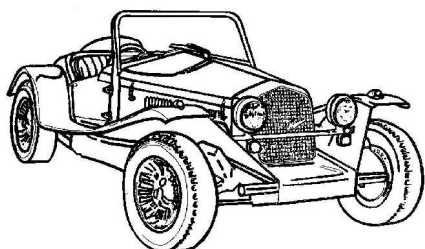
I had a weeks holiday from work, and wanted to get the painting done during this period. Luckily I had one of the best weeks of the summer and I managed to get the primer done



before the weekend. I used an etch primer which I hoped would provide a better key to both the aluminium and the fibre glass, and prevent any repetition of the flaking.

Having flatted the primer back over the weekend, I just had the Monday left to apply the top coat, fortunately a decent days weather allowed me to get the job done, and while not perfect a bit of polishing would see a reasonable result for what it had cost. Oh yes, I forgot to mention the colour I choose, it was French Blue.

So now I had a car with no bodywork, and it seemed a shame to not sort some other things out before putting it all back together.... You see how these quick running restorations turn into complete rebuilds.....



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## AGM Raffle Diabetes UK

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 our chosen charity – This year Diabetes UK.

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

We need your support, if you have any items for the raffle or table please could you contact: Martin Emsley 01454 250067.

Thank you for your support.

## Geoff Brown

We were saddened to hear of the death of long term club member Geoff Brown who passed away in November aged 85. Geoff will be remembered taking part in the clubs sprints in his V8 Turner Ford and for his contribution to running the club over many years. We will have a full tribute to Geoff in next months Backfire.

## Congratulations

Congratulations to committee member and well known sprinter John Corfield who got married to Liz Bevan on the 24th of November followed by a honeymoon in Paris.

## Junior Karting Update

Sunday saw the final round of the Junior Champs for 2007 with Joe Robson leading Class A by 1 point and Gareth McBraidia behind by just 1 point in Class B before the race. Alas it was not to be for both of them.

Joe came 6th - this meant that he scored 3 points and finished the Class A Championship in 4th place despite having led the championship for most of the year. Damian Govier who was 7 points behind Joe going into the last round drove superbly to take a maximum 12 points and the Class A Championship by 1 point.

Gareth McBraidia had a poor kart allocated to him but because there were no spares had to make the best of what he had. He finished 5th in his race whereas his rival Mark Eynott took a maximum 12 points in Class B and the overall championship.





## 2007... A Great Season

By Paul Perkin



Well as we all know, motorsport season start at the end of the previous ones, so I decided at the end of the 2006 Pegasus sprint to go all out for the Toyo Tyres Midland Speed as I had some encouraging results in 2005 with a 9th overall and the Mod Prod class too. I also wanted to regain the Welsh Trident engineering class win lost in 2005 too. But as the pennies were added up, I felt a realistic go at Midland would have meant a lot of long distance events and with some overnight stays, something had to go. So I ditched all plans for any challenge at the South West Sprint Championship for 2007. My plan was to go to as many different venues and as many "doubled up" championship rounds as possible, to minimise costs where I could. I just had to do some of the best SW venues, Llandow and Colerne, unfortunately deciding to drop Castle Combe in July. (Ironically, due to my Sister's 50th Birthday Party). I had also chosen to pedal Polly in the British Sprint junior challenge. This is not a championship for under 25's

but one where you nominate 4 rounds from the main series and score against the Class records. In my case mainly set by John Sampson's Quantum Extreme. But as I had planned to compete at the newly remodelled Anglesey, I thought I'd have a fair crack against John Tomlinson's 5.0 V8 Westfield. He inevitably was going to set the record, I just had to get as close as possible to it!

Close season mods were limited due to budget, the only thing I had done was Colin Satchell to turret the rear suspension and I'd changed the oil filter too!

First up was Colerne, a bit of a test as I had only run the car a week earlier and I was unsure of the handling and the spring rates we had chosen. I was a little concerned we had gone too hard on the rear. Well it did not feel exactly right on the rear and the following weekend had a double header in the Midland at 3 Sisters and Hare wood. I won the class at 3 Sisters but could not break a long-standing record of Graham Oates and the rear end was wagging too much. The following day proved this again at the fantastic Hare wood hillclimb, in my view, possibly the best one in the UK. I spun on my 2nd timed run, something Polly does not do normally. A local guy Vince Dobson with an immaculate Golf took the class. An incredible driver too. I also found another BPMC member too, Mike Smith introducing himself and I guess he must be the most northerly member from Whitley bay.

That 2nd in class was to be the only one of 2 in the Midland for the whole year. Both times I put it down to "driver over exuberance"!



I reduced the spring ratings in the rear and immediately Polly was a different car all together. I needed a few more event to really get used to her surefootedness and then quite a sequence of class wins followed by class records. These came at the important venues too.

A class win at Curbourgh on the single lapper quickly followed up by a visit to Loton Park. I managed to break into the 58's here and secured the win over local man Ralph Pinder, but Martin Pike had only been there at a meeting a few weeks before and trimmed some time off a long-standing record here. But as this was my first visit in the dry here, I was happy to bag a win.

I cancelled a visit to the MIRA test ground as I went to see Elton John in Plymouth instead, but then 5 records came in sequence. I took almost 5 seconds of my own record at Pembrey on the 2 lapper and just under 3 on Sunday's single lap format. The following weekend was a haul to the new Anglesey, a 6-1/2 hour trip but what a venue. No direct route at all and 350 miles from Dawlish, but fully worthwhile. I used the Pembrey and Anglesey events as my 4 in the British Sprint Junior too and the scores put me on top for a while.

The Anglesey sprints used the international circuit on Saturday. (135ish in Polly) and 2 laps of the National circuit on Sunday. Some of the single seaters were approaching 170 here.

The following weekend was another double-header, Cadwell Park set in the beautiful Lincolnshire Wolds and a return to Hare wood. This was the

third weekend away on the trot and tiredness was beginning to take its toll.

The Cadwell format on Saturday had a record I needed to get and it had been set by a guy from Leeds in a VW kit car rally car with 6 speed sequential gearbox and all! Quite how that is a mod prod I am not sure but there was only one way to find out if the record was "do able"

The first show for practise was in cold but dryish conditions and Polly was just about setting the pace but it was a Renault 5 turbo giving me the grief not the VW. I was convinced he had something u his sleeve, and the heavens stated to open in 2nd practise. Polly handles well in wet conditions and I felt I could push on a bit and this proved to be the case. But it was dry-wet-dry-wet stuff and whilst lining up I had changed to wets and someone had gone off causing 15 minutes or so delay. The sun was drying the track quickly and I decided to go back for the slicks. Fortunately, the entire road going classes had had their 2nd practise and 6 of the Midland guys helped my swap back to slicks again in 4 min 28 secs! Not F1 times but pretty good and I got back in the queue again in front of the VW again! That upset him! ... Again!

Well in 2nd timed run I needed the record to get my maxim mum score for the Midland as I know the leader at the time had already got his. The first timed run being predominantly wet, stopped me getting it bit things were looking better in the 2nd timed runs. I set of into the Hall bend complex in the dry and down intro Barn into the start straight. This is





downhill 5th gear and at Coppice, if your testosterone levels are good, you can take it without lifting in 5th. .. Not me, I had a slight confidence lift, and up into Charlie's 1 and 2. At this point, I saw a large splash on the windscreen and thought it was one of the gang of seagulls that had followed me up from Devon! But as I launched the car onto the Park Straight, I saw lightning over to the left. I reckon I get close to 140 at the end of this straight and as I approached Park bend and Chris curve my attentions were then more concerned with preservation than records. It was hammering down by then and on slicks too. So I eased through the Gooseneck down in Mansfield and on this sprint, the bike chicane is also used. In Polly it is a straight line over the kerbs. I was astounded to see I'd taken almost 5 seconds off the record and beaten the VW by 8 seconds. I got my maximum!



And so to Hare wood, the view at the top of the hill here, is spectacular, looking out over Swaledale you can see the whole track, from a drivers point of view, it is ideal as you access the start lane in the paddock and finish at the top of the hill almost

back in the paddock. I took a second off my previous visit to here, but with no Mr Dobson this time, scored a comfortable win. The class being made up with about 8 Escort Mk1 & 2's.

This weather was a complete contrast to the wet conditions on Saturday.

This season saw me on wets more than any other season I can remember. Getting plenty of exercise at least swapping tyres throughout the event days.

Next stop for me was Curbourgh, this time the 2-lap variation. I had a good class win spoiled by another bout of driver over exuberance; the track had started wet in practise than from lunchtime was drying. I changed to slicks and went for a record on the 2nd timed run and failed to make the hairpin. Handing the class win to

Gavin Rodgers's Escort. In overall Midland terms, that put 2006 champion back on top pushing me down to second overall.

And so to Llandow, this time it was the weekend of the floods in Worcestershire and Gloucestershire. It was wet all weekend in varying degrees. I elected for slicks all day even in the wet, Llandow is like that, there is good drainage here. Gary was not entered instead; there was another Midland event at Shelsey Walsh (or supposed to be) but the rain put paid to that. I scored a class win to put me back on top but having scored my 8 rounds; it was now all down to bonus points by claiming records. Gary was an event behind now, but the pendulum was swinging in his favour. His Lotus Elise rarely



puts a foot wrong and it was up to me to keep up breaking class records.

I went to Llys-y-Fran the following day to compete in another Welsh round, again it was very wet, the rains came down whilst I was on the line in slicks and had no choice but to continue. It was here I successfully broke both drive shafts at the same time on my 2nd timed run.

So I had built a comfortable lead in the Welsh class and the Midland was now really hotting up. With an event at Barkston Heath cancelled there were 6 rounds left and only 2 possible outright winners, Gary Thomas or me.

The next round was 3 Sisters again. A different configuration, this time the double lap variation. This of course meant a different record. The weather was very warm and dry so it was all to go for. I chiselled a tenth of Graham Oates 2001 record in 2nd practise and Gary had not got his at that point. In the first timed run, everything went well and I came back to discover I had got about 0.7 seconds under. Maximum bonus points for me, but alas Mr Thomas did too. On my second timed run, I broke another drive shaft.

Time to look again at this problem. Later I found the engine was moving side to side under cornering causing the shafts to lock in the CV's. A reinforced steel plate put a stop to that nonsense!

We were running out of rounds in the Midland championship, and the next round was on my doorstep, Wiscombe Park on the Sunday. But

the Welsh Trident championship competed there both days.

I had entered both days and with the class win secure in the Welsh; I had a bit of a practise day on Saturday, because on Sunday, I needed a record again.

By coincidence, Gary's paddock space meant our cars were parked nose to nose. Ironically, in my back yard, doing a "foreign" championship and against largely SW competitors was there to be a real tussle on the day for class records. I had got under min by just 4 /100's on 1st timed run and Gary had an easier record and beat his by 2/10. This meant he'd have out scored me by 0.16 point. It was that tight. On second timed run, I left the line determined to get a bit better and had already heard Gary's time and that he had gone a tad quicker. I pulled in the top paddock heard what I thought was the commentator say I had nicked the class win from Stuart Lillington and a beaming Gary coming over the shake my hand telling me I have got my maximum bonus point because I' shaved 0.56 off. He had only gone 0.28. So I gained a bit back. With 4 rounds left, and neither of us were doing the last round. I needed a minor miracle to beat Gary. I needed 3 records, and he mustn't. 1 of the events was on a new venue so the class winner would obviously set the record.

Aintree was the following weekend and was to confirm the 2007 Champion. I had to beat a record set by Denis Crompton in 2000 in a BMW2002. I had been there just the once and was some 1.3 ish of that in 2003. I felt confident Polly easily had





it in her, with the mods and the engine being so much stronger and better since her first outing in 2003 as a 16 valve. The weather was overcast and not too hot, so pretty much perfect conditions. 2nd practise for me some me some 0.7 off the record and having made a couple mistakes, felt it was on. During lunch, I thought I felt some moisture on my face and thought it may have been early signs of rain, so..

A great start, the 64-foot clock showing 2.41 as I whizzed past it. Into the first bend carried it in 3rd, a bit sideways and into Village, carried in 4th with a fair clog on, got a bit wide on the exit, but thought I could get it back. What I had not allowed for was the change in level for track to Grand National course level. So downward and I could not stop on the grass or steer. I went through a line of straw bales and heading for a 2nd set. This set, fronted Valentines, a formidable fence on a horse, let alone a 205! The nose of Polly buried into the bales at about 45 ish I guess and with the rear end so light, it somersaulted over the fence landing lightly on the roof on top of the stakes and sliding down onto the grass upside down. I did not head myself on anything and it was really very gentle. Dangling upside down in my harness, a paramedic got in and did all the necessary checks before letting me get out. Then the ambulance driver said with a true Liverpudlian humour " Your lucky, any thing that falls here normally has been put down by now"

Well, this incident sealed the Midland Championship, but not in the way I would have liked to, but a great

season none the less. Congratulations to Gary Thomas winning for the second year.

For me, I had to decide what to do about the Pegasus sprint. With 2 weeks in France on holiday, made even better by watching England beat Australia in Marseille, Andrew Meek kindly offered me a drive in the Subaru Impreza. This car has also had a good season finishing in the top ten of the Midland Speed championship too. Well-done Andrew.

However, in Pegasus Sprint terms, getting in and out of the Subaru, gave me a bout of Bursitis, an extremely painful condition affecting my hip.

I was not sure how to drive a car like this in anger, but enjoyed the experience. I think I didn't do too bad. Thank you Andrew for the drive and all your support during the year, also to all marshals and organisers at the Pegasus sprint.

I would also like to thank ( in these pages ) everyone else who has helped me over the year, fellow competitors in the Welsh. Midland and British Sprint championships, particularly Gary Thomas for a great year!



## CLIMB EVERY MOUNTAIN

**A**nother motor club – Oxford – joining the list of those celebrating their 100th anniversary prompted me to re-read a biography of one of their previous presidents – William Morris. Two things struck me from the exercise. The first was how close the links were in the early days between manufacturers of bicycles, motor cycles and cars. It seems sad to me, considering that we face many of the same challenges, that having once been close, with few exceptions (like the Motor Cycling Club) the motor cycle brigade and ourselves have drifted apart.

The second point was how closely trials were linked with the development of the motor car – climb a steep hill on more than one ‘A’ road today and you’ll find it was once used by early manufacturers to test their cars, not for speed but durability.

So it’s not surprising that trials have been an important part of our sport for so long, and sporting and classic trials continue to attract good entries, not least I guess because costs are so low. A 30 year old car worth around £3000 has won two events this year and you could do a 12 event season for around £1500. Oh, and depreciation is minimal.

Another reason for the success must be the sheer enjoyment and good fellowship. Recently I came across a 1939 edition of *Motor*

*Sport* magazine (costing a massive seven shillings and sixpence...for a year’s supply including postage) in which, referring to trials, it said ‘Protests are not encouraged’. The same spirit holds today. And as for the fellowship, well, people salivate at the thought of being on the F1 hospitality gravy train but that doesn’t come close to the joy of a bacon butty in the middle of the night on a Lands End Trial, especially if there’s a bottle of brown sauce handy.

It surprises me that sporting trials don’t get the TV coverage they did in bygone days – they’d be more exciting viewing than *Celebrity Chicken Sexing* or whatever cultural delight the fey folk of TV are planning to inflict on us next.

One branch of trialling gets less support than it deserves and that’s the side featuring production cars. To try to redress this, changes are planned for 2008 to encourage new competitors. The name is going to be simplified to just ‘car trials’ and there will be a list of five suggested classes, split depending on how many and which wheels are driven, and also on whether a car is over or under 12 years old.

I’d assumed that gizmos in modern cars would make any hill climbable. Not so. In fact the latest innovations may actually make a car a worse climber.

However, from my limited experience in the bouncer’s seat, I maintain that one development – a heated seat – is essential whatever the car. But that’s probably just an age thing.

I hope clubs will run events for the new classes and I hope too that they emphasise in any PR activity how trials can help develop car control. Add such events to the growing popularity of economy runs and we have a platform on which to build the message “Join a motor club and learn to drive more safely and more economically”. Not a bad thought to be putting across midst today’s frenzied coverage of green issues.

There’s one final message I need to put across and that is to wish all enthusiasts a very Merry Christmas on behalf of all contributors to *Wheels*. Enjoy.

*Stuart Turner*



### COD FILLET QUIZ

1. Name the drivers of the winning Audi R10 at this year’s Le Mans 24 hour race.
2. Name the only British drivers ever to win a World Championship rally.
3. How many Grands Prix did the Cosworth DFV engine win?
4. Where did the McRae R4 rally car have its public debut?

ANSWERS ON PAGE iv



## Regional Committee notes

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Bob Milloy writes: The third meeting of 2007 commenced with Colin Hilton reporting on various matters including widening participation, junior competitors, the Licensing Department telephone system, Forestry Commission negotiations, volunteer officials and the MSA Foundation. The Chief Executive then introduced Tony Venning from Jardine Lloyd Thompson, the newly appointed insurance brokers, who gave a summary of the company and its methodology.

Allan Dean-Lewis gave details of the Club and Rescue Development Funds, a Women in Motor Sport meeting, the Next Generation Forum, the Volunteers in Motorsport questionnaire, child protection officers and (in Stuart Turner's absence) details of proposed changes to *Wheels* (as reported in November *Wheels*) and a review of the Club Manual.

Phil Foster reported on the Midlands Associations' liaison meeting and various MSA-led initiatives.

Delegates reported on recent meetings of the Cross Country and Rallies Committees and the Safety Advisory Panel including items on safety at cross country events, young passengers in Tyro trials, control tyres on trials, junior rally drivers and co-drivers, rally service area risk

management, rescue units at speed events and the use of catalytic converters. Roger Reed, Martin Chinnery and Gerry Blythe were nominated to remain as the Committee's delegates for 2008.

Responses to items from both the Technical and Timekeeping Advisory Panels included a request for all Associations to review their Regional Rally Timekeepers list.

Details of the various Inter-Association events were given and further information can be obtained from individual Association contacts.

Items raised by Associations covered passengers on Clubman status trials, smoking in paddocks and service areas and the MSA's approach to environmental issues.

John Richardson updated the Committee on the conclusion to the review of stage rally vehicle regulations (K37), following various detailed revisions agreed by the Rallies Committee.

The meeting concluded with both Nicky Moffitt and John Arnold being unanimously re-elected as Chairman and Vice-Chairman respectively for 2008.

## MSA Marshal of the Year

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Peter Wilson has been voted the winner of the JLT Sport/MSA Marshal of the Year Award 2007. Under the banner of the British Motorsport Marshals Club, Wilson led three colleagues, who collectively became known as Team Wilson, in a concerted drive to raise the profile of marshalling,

particularly at British Touring Car Championship rounds.

The results of Team Wilson's endeavours led to more than 1,350 members of the public putting forward their names to express an interest in becoming motor sport marshals.

Wilson will collect the prestigious trophy – as well as a cheque for £250 – at the MSA's annual Night of Champions ceremony.

## MSA Club of the Year

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The Aberdeen & District Motor Club has won the MSA's Club of the Year award, now sponsored by leading insurance broker JLT Sport, having taken the prize previously in 1994.

Representatives of the club will receive a trophy and cheque for £1,000 at the MSA's Night of Champions awards ceremony.

"ADMC are both delighted and proud of this award," confirms Club Secretary, Janet Dickson. "We didn't realise how much support and respect ADMC had in the motor sport world and it just goes to show what can be achieved with team work. It is a very emotional time!"

Second prize, an MSA Flag Trophy and £500 goes to Cirencester Car Club. Third prize, an MSA Flag Trophy and £250 was awarded to Chelmsford Motor Club. The Motor Cycling Club was Highly Commended by the judges and will receive a commemorative certificate.

# KARTING

## 2007 Matador Tyres MSA British off-road championship

The final round of the BORC 2007 in Radnor forest saw a good entry of 34 vehicles take on 9 runs of the high-speed tracks. Drivers including past winners Keith Lewis, Richard Kershaw and a name from the past, Gordon Monaghan, were all still in with a chance of taking the 2007 BORC title.



Kershaw thought his chances of adding to his total of three past championship wins was lost with a poor result on the first run, but he steadily climbed the results as the event went on, to finish in 3rd place, scoring enough points to take the 2007 MSA British off-road championship title.

Details of the 2008 BORC Championship are to be announced soon at: [www.marches4x4.com](http://www.marches4x4.com) and [www.BritishOffRoadChampionship.co.uk](http://www.BritishOffRoadChampionship.co.uk)

2007 Championship Positions:  
1st Richard Kershaw 309 pts  
2nd Keith Lewis 303 pts  
3rd Gordon Monaghan 287 pts

# AUTOSCENE



REVIEWS FROM



## GOODWOOD REMEMBERED 1948-1960 ISBN 978 1 90101 906 3 Peter Redman, IM Publishing, £19.99

Redman evokes Goodwood's heyday, through his photographs and sketches – most of which were reworked for the book and have a touch of Raymond Briggs about them. There are more than 150 mono photos – everything from 500 tiddlers to Ecurie Ecosse D-types and the V16 BRM, plus fascinating paddock shots (even the VSCC's 21st Birthday Rally) – all with detailed captions. The running copy is packed with info, too. There are drawings of most of the leading drivers, brought to life with the author's colourful recollections. Prince Bira only raced at Goodwood a few times, but clearly made an impression: 'He seemed to have no fear and appeared to take corners at the same speed as the straights.' A charming insight from someone who was there from the off.

## MINI – A Celebration of Britain's Best-Loved Small Car ISBN 1 84425 326 0 Graham Robson, Haynes, £19.99

This hardback is superb value at under £20 for 160 pages of well researched and beautifully presented pictures on Alec Issigonis' small car sensation. Robson follows the story from the start through to the end of production of the 'classic' Mini in 2000, but even the Metro gets a look-in in the postscript. Superb archive

shots are intermingled with nicely presented studio photography of key models (including Moke and 1275GT). The text is succinct, but doesn't miss much out and most of the special editions are identified. Hardcore enthusiasts will hanker for a bit more on abandoned projects (such as the 9X which is covered briefly) and Mini-based cars such as the Unipower GT, but that is a small quibble about a great introduction.

## BO'NESS – SPEED HILL CLIMB ISBN: 978 18705 19 73 1 £6.99 from Bookmarque Publishing (01993 775179). The hard-back version is £15.99.

Bo'Ness was Scotland's first dedicated motor sport venue and greats who gunned up the West Lothian hillclimb included Moss, Clark and Stewart. To mark its 60th anniversary, Kenny Baird has produced a fascinating 64-page paperback with reports, results and driver spotlights.

## SPORTS CAR RACING – In Camera 1960-'69 ISBN 978 1 84425 400 2

A magnificent selection of pictures makes Paul Parker's *Sports Car Racing in Camera 1960-'69* stand out even before you delve into the impassioned text. With 250 packed pages, the Haynes title costs £30, has a foreword by David Piper and many wonderful images from Le Mans starts to Birdcages on the Targa Florio. A must for all fans of sports racing cars.

# MARSHALS POST

by the BMMC |



Marshals tend to be built for comfort and not for speed. No bad thing, in some ways. It keeps you that bit warmer on windy circuits and in the middle of a rally stage, gives you some added pushing power when it comes to getting a car out of a ditch and means the dust should have settled by the time you arrive on the scene.

But, irrespective of whether we have the extra insulation and mass to bring to bear on an incident or not, we all need to be a bit more cautious about what we ask our bodies to do.

Pushing and lifting can cause all sorts of problems if it's not done the right way or if we attempt it without having sufficient people or sufficient coordination.

Someone needs to take control of any physical effort involving a vehicle, they need to have a plan and they need to communicate that plan to everyone who is going to help.

That is all the more important, when, as often happens on a rally stage, there may be a mixture of marshals and willing, but not necessarily experienced, spectators.

In those circumstances it is important to gather your forces before attempting to do anything and to check for any dangers – from fire or leaking fluids, from other competitors and from the vehicle itself, which could be perched precariously or have jagged metal protruding from it.

The priority is the safety of yourselves and the competitors, it may be physically easier and safer to help the competitor out of the car before attempting to move it – not least because it reduces the weight you have to move.

If you are going to do a 'Tarzan' act then follow simple safe lifting procedures. Keep your back straight, make sure you have got a secure footing and secure grip, with no risk of trapping fingers or limbs, take a deep breath and use the power of your leg muscles.

Make sure everyone is ready and that they act together – "Ready, steady, go" is better than "One, two, three" because half the people will go on 'three' and the rest will go after 'three'.

And, last, but not least, arrange a signal and make sure everyone knows what to do if it looks as though muscle power won't be enough.

## QUIZ ANSWERS

1. Frank Biela, Emanuele Pirro and Marco Werner
2. Roger Clark, Colin McRae and Richard Burns
3. 155 (Between June '67 and June '83)
4. Goodwood Festival of Speed 2007



Europe's largest show for motorsport and automotive industry professionals, people who are actively involved in the sport (such as competitors etc) and the motorsport fans who simply enjoy following and being close the sport.

MSA Marshals can attend the show on the exclusive Trade Days, 10 & 11 January – to find out more and register, visit

**WWW.AUTOSPORT-INTERNATIONAL.COM**  
and click on **TRADE SHOW**





## Friday 7th December Navigation Exercise

**IMPORTANT : Please  
note change of start  
venue from that given  
last month**



The December Nav-Ex will start at 19.30hrs from **The Swan, Tytherington** MR 172/670882.

Organiser Martin Emsley says the event is all on map 172. You will need map, romer, potti, clipboard torch etc.

## Monday 10<sup>th</sup> December AGM & Prize Giving & Buffet - **NOTE 8pm START**

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 10th December 2007, 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).



The evening will feature the club prize giving, as well as a free buffet.

## Extra Event

Friday 28th December

7.30pm at The Golden Heart, Winterbourne Down.  
Come along for a post Xmas drink and a chat.