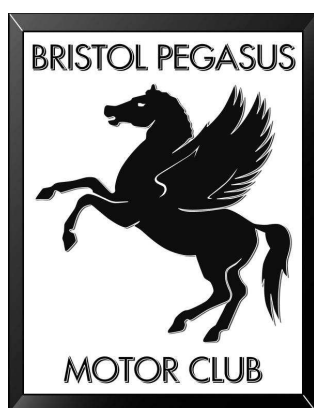

Backfire

February 2006



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

Metro 6R4 of club member Howard Johnston – Photo Kieron Winter

Monday 13th February - Club Night

The February club night will feature a guest speaker from the Institute of Advance Motorists. Wheatsheaf Inn Winterbourne from 8.30pm. We meet in the function room at the rear of the dining room. Come along and find out more about Advanced driving, and enjoy a drink and chat as well.



Friday 17th February Navigation Exercise or Scatter

Note Change of Date

The Start will be at Gordano Services J19 M5, and the event will take place entirely on map 172. The finish will be advised in the final instructions, but will be before midnight. Signing on and scrutineering will be from 18.45. Initial Route information will be handed out at 19.30. As this is a scatter insurance will be needed and will be available at a cost of £15.50. Regulations will be available at the club night or contact Paul Parker on 01275 843478 or britishsprint@paulparker.f9.co.uk.



Friday 24th February 2006 - Bristol Pegasus Motor Club Visit

We are organising a club trip to the Historic Motor Sport Show at Stoneleigh, details were in the December Backfire – Tickets will have been ordered by the time this newsletter arrives, and the minibus is now full.

Saturday 4th March – Skittles Challenge

At Martin Bakers suggestion we are playing Bristol Motor Club in a skittles match at their club night venue (Whiteshill Common), 7.30 - 8.00 start time – if you are interested contact Andy Moss on 0117 9041841 or andy@moss.ndo.co.uk.

Wednesday 29th March - Colerne - Fire Training

Bob Hart has organised a hands on Fire Training session with Chris Wilson, the Fire and Rescue man at Colerne. The date for this practical fire training is set for Wednesday 29th March starting at 7pm. The intent is to base the training specifically around the Motorsport Safety Fund Training video. Afterwards we will all get an opportunity to deal with a real car fire. Chris wants to make it petrol rather than kerosene if he can.

Numbers will have to be limited to 20, with preference being given to regular speed event marshals from the 3 clubs. Contact Bob Hart - Phone numbers 0117 9409772, 07799056176 (mobile): email bob.hart@blueyonder.co.uk

Monday 24th April – Bristol Industrial Museum Visit

We have arranged a private visit to Bristol Industrial Museum on Monday 24th April. We will meet at main entrance @ 7.00 p.m. (ish). We're limited to 30 places for the visit. As well as a guided tour of the main museum, we hope to get a “behind the scenes” look at some of the non public areas of the museum.

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



Helpful Hints for Ladies Invited to Visit the Schlumpf Museum

By Lesley Hart

I write this to get in first because I am certain that my husband's detailed (but fascinating) account of our visit will not reach the publisher before the next edition (at least, I hope it won't because there are a number of little jobs to be done in the house).

You may decide to accompany your partner in order to do a little gentle shopping, get away from the mother-in-law, or whatever. Personally, I like cars, love shopping and going places, so there was no doubt in my mind that it was a great idea.

So – the 'Helpful Hints'

The Schlumpf Collection is in Mulhouse – in France, but as near to the Swiss border as you can get. I thought it was full of Bugattis but there are lots of interesting things as well. If consulted, (and even if not consulted) I suggest you opt for EasyJet. It takes just over an hour and is bearable even in 'coach' class. Driving will take days.

For visiting this spectacular museum you will need a full set of thermal underwear, ski socks, gloves and boots, a down-filled jacket and the trendiest woolly hat that Trinny and Susannah could recommend. I know we went in January and the outside temperature hovered around the -8C mark, but those cars were kept at a cosy -4C. You may remove the jacket and hat in the restaurant where the assistants are kept at about +15C. Do not even think about removing anything in the ladies loos. The only thing warm about the loos is the colour of the pink tiles.

As with all visits to centres full of boy's toys, take something with which to occupy yourself. I took the only camera and one of my sons to chat to. My lovely pictures will also provide 'him indoors' with hours of fun on the computer with Photoshop.

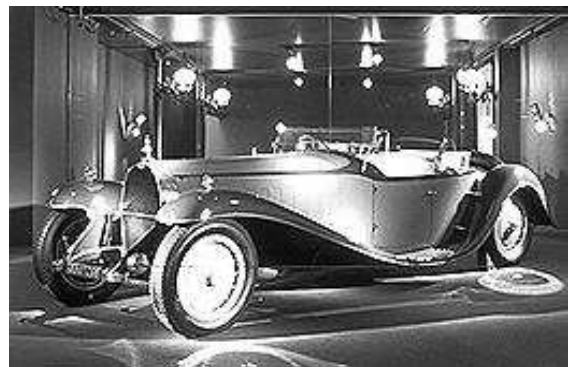
Do not be tempted to visit Bâle (or Basel, as they like to call it in Bâle). The one-way systems are impossible, they have dug up every road, the road signs spit lengthy German instructions at you, they have successfully hidden the shopping centre, and you can be sure that one of you will have forgotten the Swiss Francs and the city map.

Avoid most of dreary Mulhouse. There are plenty of nice towns and villages just outside the town where you can sleep and eat in great comfort. The natives are bilingual (not in English, though) and friendly.

Do visit Belfort – a nice, fairly traditional French town with a fort on the top of a hill. There are nice shops and restaurants, and not all of them serve sauerkraut and morel mushrooms with everything.

P.S. Shop at the airport !

Lesley Hart





Endurance Karting for Charity

Report By Ken Robson - Photos by Allen Harris

After the postponement of the outdoor karting event in April, it left the calendar short of an endurance challenge that is great for team spirit and competition. Discussions with The Raceway in Avonmouth revealed that they offer a Charity Package where the circuit can be hired for the entire

evening at a much reduced rate, with all profits going to a nominated charity. Also the participants enjoy a 25% discount from the normal public rate - so everyone benefits. In order to maximise the amount raised for charity the event needed to be filled which is where the challenge for me began. Initially the take up was quite slow which meant that the event had to be opened up to other clubs and companies. Once this was done the floodgates opened and suddenly demand far exceeded supply. The Raceway agreed to put on an extra 2 karts which meant a total of 18 karts on the circuit all the time, something they had never done before, but it did mean that there would be lots of opportunity for close racing and overtaking. The scene was set for a great evening's entertainment.

The format of the event was ½ an hour of qualifying followed by 2 ½ hours of non stop action. Each team had 5 drivers, which meant a total of 90 drivers on the evening, so pit stop strategy as well as consistent speed and staying out of trouble would be vital for the winning team.

The competing teams came up with some imaginative names;

The Mad Misfits
Park Lane Specials
Grumpy Old Farts
The Wheel Men
Awesome Hairy Beasties
Crash Test Dummies
Ginger Ninjas
Westfield Dream Team
Meek & Mild Misfits
Westfield Warriors
The Missing Links
Wapid Williams F1
Crowning Glory
Crown Duels
BMC Disorder
BMC Panic
BMC Chaos
BMC Anarchy



Qualifying became very interesting as the track and karts started off very cold which

meant some pretty average lap times to begin with. As the session progressed the lap times tumbled and the starting order changed frequently before the final order was determined. Due to a late charge from Mark Elvin my team had 2nd spot on the grid, which was a vast improvement from where we were with 5 mins to go. All 18 karts took their place on the grid ready for the lights to change for 2 ½ hours of non stop racing. I started in second place with BMC Panic in front of me and we managed to hold these positions into the first corner after going under the bridge. We managed to pull away from the rest of the field as they soon got involved in wheel to wheel racing. With all the male egos and testosterone flying about incidents soon started to happen - for some reason 6 karts just will not go around the same corner at the same time!

We soon started catching up the back of the field and I had great fun picking my way through the back markers. All too soon I was called in by my team for the next driver to take over. It was then interesting to observe some of the adventurous driving on the track. It would seem that some drivers were determined to become acquainted with the marshals by collecting as many penalties as possible.

Two of the most amusing events were actually self inflicted. One of the Westfield teams must have had one of the longest pit stops in karting history which was about 3 mins. Apparently the driver came in for a change without the knowledge of the rest of his team who were not watching the race at the time. They knew nothing of the fact that their kart was stationary in the pits until the driver tapped his team mates on the shoulder. Also one of my team mates managed to go head first into the tyres half way down the straight on his in lap. We assumed that he must have been hit by another kart but the truth was, which he later admitted, that when he put his left hand in the air to signify he was coming in to the pits, he momentarily lost concentration clipped the tyres alongside the circuit which span him head first into the tyre wall. Those are just two of the many tales to tell from the competitors who all had great fun and left with huge smiles on their faces. All too soon after many driver changes, mid race refuelling and multiple penalties the chequered flag was waved to end the race.

The finishing order on the podium was: -

- 1.BMC Panic
- 2.Park Lane Specials
- 3.BMC Disorder

So the name of BMC Panic is firmly on the cup for the first year of this fund raising event the Karting Endurance Challenge. Best of all is that event raised £1287 for St. Peters Hospice on the night.



Just like Formula 1 there will be some rule changes for next year to make things even more interesting. So don't forget to put the date for next years event in your diary 23rd November 2006. See you there - Ken Robson



Off-Roading: A Real Test of Driving Skill?

by Bob Hart

A month ago a former Filton colleague called me to ask if I would care to join him on a morning's off-road driving. He had idly filled in some junk mail response which had resulted in an invitation to test drive a Land Rover Discovery 3 off-road at a Land Rover Experience Centre near Honiton.

Good news was that no money needed to change hands and lunch was included. Bad

news was driver's briefing at 0900 in Honiton on a Thursday morning in November (that's why I preferred rallying to sprints!). I accepted with little idea what we were in for, nor did I know what a Disco 3 was – perhaps a Disco restyled 2 decades on. My view of 4x4's, with great respect to those who use them for their original purpose, is typically prejudiced, especially those with leather seats, high price tags and parked outside the local primary school.

My 4wd experience is pretty limited. Having last year been a passenger in a V8 open Defender being driven round all sorts of impossible (but dry) terrain in the Kruger National Park, I guess my expectation was to have a bit of fun, test my car control and if possible to park Mr. L-R's shiny new monster in some thoroughly antisocial position on a muddy hillside.

As it had rained heavily for the preceding three days I left home at crack of sparrows with enough changes of clothes in a holdall to see me through 2 days marshalling on a bleak Welsh mountainside. On the drive down to Honiton, the rain stopped beyond Taunton, so it all stayed in the boot of my car!

At briefing over a cup of coffee (don't suggest that for the Pegasus or we will never get started) we found we were just four on the course that morning although there was some potential for difficulties as the media had chosen the same day to do whatever the media do. Vicki Butler-Henderson had arrived with camera entourage so we were briefed not to go where they went – later when we did spot them, their L-R was stationery with camera crews slipping down slopes shouting at each other. Each to his own!

After our briefing we were split into pairs with 2 instructors each and introduced to our vehicle. Derek and I were assigned first to experience the on-road capabilities of the Disco 3, so as our fellow course-members took to the woods and hills, we set off in our leviathan down narrow Devon lanes. By comparison, my old Chevrolet people carrier was really quite small. I suppose if you are going to sell enough vehicles of this type you must initially at least convince the world that a car this size can be used for normal daily journeys. It was both civilized and comfortable but its sheer size meant that you had to be very alert in the lanes.

It was actually good to go out on the road first, as I began to realize that what I was

driving wasn't really a car but a 2.7 tonne computer game. No doubt for marketing reasons, we were driving a top-of-the-range 2.7 litre V6 turbo-diesel (190 bhp, 440Nm torque) with automatic/manual "adaptive" gearbox and with centre and rear limited-slip diffs as well as air suspension. Add talking satnav and a flat screen display showing wheel position in 3 dimensions, the state of the 2 diffs and the torque distribution and you begin to understand my computer game jibe. During my flying training we are taught to aviate, then navigate and then communicate. The Disco has all the same pitfalls. There was so much information you would need to develop a system of cockpit management. Otherwise you would never see the accident because you were concentrating on the gizmos!

Certainly the road drive was an impressive introduction to a well-sorted vehicle. It was very quiet and civilized on the motorway although I suspect the fuel thirst is more John Prescott than Gordon Brown.

But we had yet to understand the clever technology of the "adaptive" transmission.

So back to the centre and we swap our clean road car for an already dirty one of identical specification.

Now the last time I was in a Land Rover, between the front seats were 3 levers – gear lever, High-Low gear selector and 2-/4-wheel drive selector – and that was all. The Disco 3 has 5 transmission controls. You still get a gear selector with standard auto, sport and sequential manual and also hi/lo selection, electric, naturally. It is permanent 4wd so the next 2 are ride height selection – for on or off road plus "kneeling" like an airport bus to help old folk like me to get in and out – and descent control. This is a big yellow switch which says "I can do this better than the driver, so hands off for icy or muddy descents".

If you are starting to think this is taking the challenge out of driving, then just wait. The final control on the centre console is a 5-position rotary knob called Terrain Response. So you select ROAD, GRASS/GRAVEL/SNOW, MUD/RUTS, SAND or ROCK CRAWL. Each selection has its own engine management algorithm with an optimized default power, transmission and suspension setting. If you really want no fun at all, you just steer and this leather-interior'd battle tank will climb up the side of a mountain or cross the Sahara whilst you steer with one hand and sip from the champagne glass in the other. When you get to the cliff edge press the big yellow button (I think it is automatically programmed in the mud and snow selections) take both feet off the pedals (an act of faith – you mustn't try to suggest that you know better) and it picks its way down using the ABS and selected drive distribution at a sedately 1.8 mph.

We drove over all sorts of muddy, wet, boggy and rutted stuff in a steep wooded area all of which required no effort from either vehicle or driver and precious little thought from the driver. None of this was totally outlandish, but it was all accomplished with no more drama than picking up the children from school. Presumably, that was the design goal, in which case it has been achieved spectacularly well.

To my disappointment, we were not permitted to try it on the open hilly grassland. The official reason given was not damaging the environment. But I also believe (and the instructors virtually said as much) that once you had got into difficulties descending on a really greasy surface, no amount of technology was going get back control from a 2.7 tonne toboggan.

It was a really good day out. White knuckle ride it was not but a fascinating insight into applications of control technology. It reminds me very much of modern autopilots.

As with so many applications of technology, it will easily take you to places you couldn't have conceived even 20 years ago. But of course if you subsequently exceed its capabilities, you are much further up creek without paddle.

Would I buy a Disco 3? Only if I could also have a quarter of a million acres of Scotland to explore its capabilities.

It is a great shame the L-R Experience courses are rather pricey or it would make an interesting club day out. So look out for junk mail offering Land Rover test drives.

Classic & Historic Motor Club The Mendip Vintage & Classic Tour

- **The Mendip Vintage & Classic Tour**, will take place on Sunday **14th, May 2005**. The start will be from **The Boat House Inn, Newbridge, Bath** to the west of this beautiful Georgian City
- For the 11th year, the event is being organised by **The Classic & Historic Motor Club**, under Motor Sport Association Regulations.
- 150 vintage and classic cars will enter the tour.
- Quote extracts after last years event. "Congratulations!! The start at the Waterfront in Bristol was fantastic". "It is a huge credit to The Club that The Tour is so professionally run and deservedly attracts, not only an excellent entry but great support from the public as well".
- The morning route will pass The Globe Inn roundabout A4, Marksbury, Farrington Gurney, Green Ore, Castle of Comfort, Burrington Combe, Blagdon, Butcombe, Winford, Chew Stoke, West & East Harptree, Chewton Mendip, Emborough, Chilcompton to the lunch stop at Farrington Golf Club.
- The afternoon route will take in Temple Cloud, Hinton Blewitt, East Harptree, Castle of Comfort, Cheddar Gorge, Wedmore and finish in the beautiful setting on **The Cathedral Green, Wells**, where the prize giving will take place.
- **Winford FORD**, are one of the main supporters of the event. For details contact Geoffrey Taylor, on 01275 332857.
- Entry forms and regulations from:- **Mrs Celia Sheppard, "Hylands", Vicarage Road, Wookey, Wells, BA5 1JW.**
Tel:- 01749 676330 Email :- jamesandcelia@uwclub.net
- Publicity Office:- David Harper,
"Mendip View", Ston Easton, Radstock, Somerset, BA3 4DH,
Tel/Fax:- 01761 241428 Email:- david.harper22@btinternet.com

A DICTIONARY OF ROAD RALLY TERMINOLOGY – Part 1

Introduction, This is a small glossary of terminology with road rallying and other club activities.

A

AA abbrev. - Automobile Association - a bunch of Very Nice Men, as long as they don't know you're on a rally.

all nighter n. - A full length rally, often followed by breakfast.

alloy n. - material used to triple the price of car parts.

AR abbrev. - All roads - code meaning "difficult clue"

autotest n. - an organised event designed to test use of the handbrake

B

black ice n. - See moment, stack

Blue book n. - a baroque comedic work in the style of Lear poetry published by MSA

Bowring n. - purveyors of insurance

box n. - a connoisseur's ninety

bridge n. - a road-reading instruction warning of potential yump or ninety. See moment

Bump stop n. - small rubber object designed to protect MacPherson strut valves and fuel lines

C

catch v.t. - to survive a moment as in 'I caught the first three'.

cattle grid n. - See moment

caution n. - a particularly fine yump the rally organisers have taken pains to point out

closing car n. - sweeps up afterwards

clue n. - navigational rally route instruction, as in "I haven't got a clue what this means"

code board n. - small temporary road sign hidden in a hedge immediately before a ninety left or right

compass n. -sign of desperate navigator

Cozzie n. - rally prepared Ford Escort or Sierra RS Cosworth. Opposite of scrapper in every sense

crest n. - the top of a hill

CRO abbrev. - Coloured Roads Only - code meaning "nice clue"

D

ditch v.t. - to parallel park a car unexpectedly during a rally

driver n. - incompetent person holding steering wheel

doughnut n. - novel means of ploughing grass with a rear wheel drive car

Space Ships ? By Martin Emsley

Earlier in the year when in Corpus Christi, Texas we chanced upon the grandly named "Trade Centre". In reality a flea market, good interesting place to visit. In the car park where these strange orange 'Spaceships' so we stopped by for a look.

We were instantly pounced upon by Ken Buss who went to great length showing us around different models and explaining they were discarded escape capsules from ships and how much we needed one. He, like most Americans, could see no problem with shipping to England. Mind you I had a rather dense Wal-Mart assistant tell me the same about a Magnum pistol and ammunition. Very orange, rather sparse inside and fairly 'round' they do have fitted toilet, seats, seat belts an engine and very little else, but lots of potential, apparently. He told us of a lady who had converted one into a 'houseboat' complete with 'decking' on top.

Another gent who had converted his into a 'floating hunting lodge' for him and his mates. Apparently he painted his camouflage! and fitted a gun rack and bar.

I could just imagine using one on the Kennet and Avon canal, may be a bit of a squeeze in the locks, at least I would struggle to roll it. Please don't bother buying me one for Christmas.

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| <p>C. W. RENTAL, INC. P.O. Box 3277 Edinburg, Texas 78540 "SPACE SHIPS?" What Could I Do With This? Business Signs, Hunting Blinds, Entertainment</p> <p>Ken Buss</p> <p>Phone: 956-454-9650 Fax: 956-583-6640 Email: cwrentlinc@aol.com</p> |  |
|--|--|

Bristol Pegasus Cloth Badges

High quality embroidered badges, Red Pegasus on a white background, with club name and border in blue. Ideal for adding to Coats, Overalls etc. Size Approx 3" X 4" (10cm X 7.5cm). Cost £4.50 - Send a cheque payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH. Enclose a stamped, self addressed envelope for the badge to be posted in.



CHAIRMAN'S REPORT – 2005

Part 1 – Social Events

I want to take the opportunity to look back of some of the activities of the club in 2005, our 60th Anniversary year.

Social Events

Club Nights

Once again we met every month at the Wheatsheaf. We set out to have a mixture of events at club nights in 2005 including several speakers.

In March we had a nostalgia evening when Jerry Bath brought along some glass plate photos from the British and Colonial Aeroplane Company and Mike Marsden talked us through the various planes and the factory sites that were shown – I had no idea aircraft were made in Park Row. This was followed by some film taken in the 1960's by Norman Kell, showing members out competing on Classic trials. A lot of the hills used were recognised by Alan Spencer and Mal Allen as being used in trials today.

In April (postponed from February) Reg Palmer spoke about exploits in racing Classic Saloon cars; this was backed up with some excellent amateur video footage. The one theme that seemed to run through Reg's talk, was that he seemed to have quite a lot of chats with Clerks of the Course at various racing circuits, usually after some accident or chaos he caused (which of course he claims were not his fault)!

In October we had Steve Turvey (who many people know from Interpro or his racing at Castle Combe) come and give us a talk about his time as a rally navigator. It was a fascinating talk about how he got involved in the sport via his Dad and how he graduated up through the rally tree to the point where he found himself part of the Prodrive organisation being a professional co-driver competing around the world and part of the gravel note crew on World Championship Rallies. The list of people he has been involved reads like a who's who of rallying. Steve was making gravel notes for Richard Burns and Robert Reid and Steve brought us up to date on Richard's situation. It was very sad that only a few weeks later, Richard was to pass away after his long fight against a brain tumour.

As well as our club inviting guest speakers, we were invited to give a talk to the Institute of Advanced Motorists and tell them about the club's activities. We will reciprocate this by inviting the IAM to come to the club next February.

When we did not have a speaker, we often made use of the Video or DVD player. We raided the video collection of Nick Wood on more than one occasion and Pete Stowe brought along a video that was made at the 2004 Pegasus Sprint. You will remember this was a very wet day and even though the cameraman was based a Quarry corner only he managed to capture many spins, including Paul Draper adjusting the panels on his shared car.

If anyone has any interesting videos, especially those that include club members, please let us know so that we can show them at a club night. To get things going, in

January, we intend to show a DVD made at the 2005 Chivenor Sprint, in which includes a well know club member is in action in his Subaru. I will say no more.

Other Social events

The club also organised a few visits in 2005, in May we travelled down to Crediton to visit the Marlin Cars factory. We were hosted by one of the owners, Mark Matthews. He talked us through the history of Marlin; we were taken into the workshop to see the process of building the chassis and fitting of the bodywork. There were a few cars in the factory, including the 5EXi that Mark uses for racing. The end of the visit saw a few people going for a spin in the Demonstrator, the rest of us headed off to a splendid country Pub for lunch.

In May we also visited Duncan Pittaway at Dundry. Duncan races two vintage cars, both chain driven – a GN and a Monarch. As well as the opportunity to see these cars we were also able to take a look at his latest projects. He is re-building a Fiat land speed car; the story of how he tracked down the components would be worthy of a club night on its own. He also happens to have a Bugatti 35B in pieces scattered around his workshop. Just to finish it off we were able to rummage around the workshop where there were also various cars in different states of repair, a few motorbikes and old bicycles hanging from the walls – Alan Spencer thought he had died and gone to heaven. We rounded off the evening in the Dundry Inn.

In June a small band of members headed north to Brixworth for a visit to the Mercedes-Ilmor factory. Member Alex Wooldridge-Smith who is a designer at the factory hosted us. We meet up in the factory canteen where there was a David Coulthard McLaren on display along with trophies from Grand Prix victories. Alex took us to the design office, where he specialises in gear design, and showed us the software that is used today; there were no drawing boards in site.

We then went around the machining facilities, where the V10 engines were being produced and saw the test facilities. We were kept away from the new V8 engine, which was in development at the time of our visit. As well as the Mercedes F1 engines, the Honda engines used in the IRL are designed and made at Brixworth and they also do work for Roger Penske on his NASCAR engines. As usual for a club visit we ended the day in the garden of a splendid country pub on a lovely sunny day. Thanks go to Alex for arranging the visit and giving his time to take us on a very interesting tour.

At the beginning of May, the club had a stand at the Italian Car Day, which is held in the centre of Bristol. The Alfa Romeo Owners Club local branch runs the event. One of the organisers is Nick Wood who loaned us his Alfa, Reg Palmer brought up his Maserati Bi-turbo, Ian Hall brought his Darrian (which has a Alfa GT rear windscreen), but we could think of no Italian connection for Bill Farrow's Morgan or Richie Devall's Ginetta. The weather was excellent this year and the event drew very large crowds. One car on display was an Abarth Osella PA2. Nick Wood got talking to the owner, with the result that they joined our club to enter the car at the Two Club Sprint (not as reported in a certain magazine devoted to Hillclimbing & Sprinting).

This year we decided to give the CCC track day at Castle Combe a miss and instead decided to support the Bristol Classic Motor Show held on the Downs and run in

support of Barnado's. John Corfield did the honours of organising the club stand and assembled a variety of cars both classic and modern. As Rex Meaden lives close by he was able to bring along both his Scimitar and his lovely classic Riley. We had hoped to be next to the Marlin stand, but the organisation did not let this happen, so Ken Robson and Martin Emsley found themselves on the other side of the display arena selling raffle tickets to win a ride in a Marlin at a track day. (Ask Martin about the person who won the raffle and if they ever took up their ride).

This year we celebrated the 60th Anniversary of the founding of the Club and decided to celebrate this event with the track day at Castle Combe in July. As usual the track day was a sell out and we were blessed with a very hot and sunny day. Phil Harris and Tony Smith looked after the running of the track day. We had new organisers from Combe in the form of Adrain Fawdington and Instructor David DeCosta. Tony had a quiet word with them about how we like to run the event and sure enough we had a very smooth event for the rest of the day.

To celebrate the 60th Anniversary we invited all current members and a selection of past members to come along and join us for lunch in the Strawford Centre. We also asked them to bring along any interesting cars and display them. Pete Stowe and Tim Murray undertook the job of tracking down and inviting the past members. We had members from the 1950's, 60's, 70's and 80.s, as well as one member, Brian Owens, who was actually one of the original members when the club was formed in 1945. Over 70 people joined us on the day and many others sent apologies, as they were not able to join us. Pete Stowe prepared some display material and lists of Committee members and event winners. Many of the older members had fun spotting themselves and catching up on the news of their old colleagues.

The display area in front of the Strawford Centre had a varied collection of cars; from the UK we had Dellow's, an Austin 7 Ulster, MG's, Jowett Javelin, Morgans, Lotus IX, Elan and Elan +2. We also had a Maserati, Alfa Romeo and Ferrari and two Mustangs and a Cadillac. Phil Perrett brought along a Moto Guzzi and Scott motorbike.

When we celebrated the 50th Anniversary, we put some of Arthur Tankins 8mm films onto video so that we could show this during the event. Well technology marches on and 10 years later we created a DVD of Arthur's films. Many thanks to Andy Moss for copying the DVDs and creating the artwork for the box. It was decided to sell the DVD's at cost and all profits from the very reasonable £3.99 going to our charity.

Tim Murray and Martin Emsley, in large sun hats, also set about selling raffle tickets and at lunchtime, Ken Robson ran an auction.

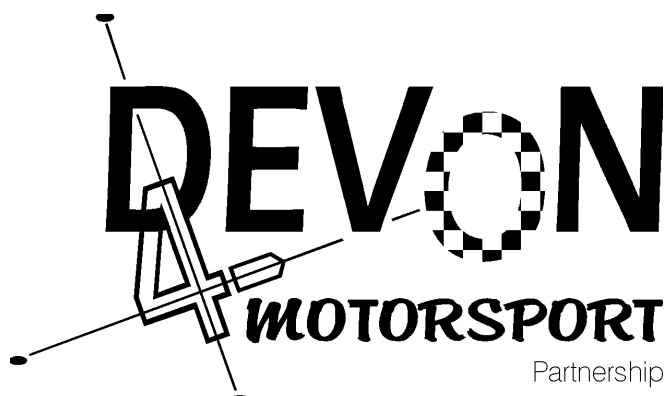
It was an excellent day, the sun shone, old friends meet up, the track day was a great success and we managed to raise some money for St Peter's.

Several members were back at Castle Combe in early October to support the Stroke Association Day. Members took paying members of the public around the track in their cars. There were more glamorous cars available, but I doubt if the drivers had the course knowledge that some of our chaps.

The final social event was the Endurance Karting Challenge held last month. The usual Karting challenge against Bristol Motor Club at Castle Combe did not happen in

April. Ken Robson was planning another Ice Karting event, but was not happy with the hike in price and less time on the ice. So the idea of visiting the Karting track at Avommouth, and inviting other clubs to join us was born. Ken took on the organisation and had the idea that if we could get enough people involved there would be an opportunity to make some money for Charity. In fact the event was so successful that Ken had to persuade the Raceway to lay on extra Karts. The event was a success; Bristol Motor Club finally got the victory they were looking for after many years and a tremendous amount of charity money was raised. We have already booked the venue for 2006.

The Formula One fantasy league attracted 42 entries this year. We ended with a three-way tie and decided that this year, rather than having a tiebreak, all three winners would get vouchers. Congratulations to Elisabeth Lewis, Jonathan Prestidge and Helen Davies who keeps up with husband Martyn who won last year's event. Andy Moss is working on next year's league and I bet a certain Mr Alonso will be a lot more expensive to buy.



DEVON4MOTORSPORT SPRINT PRACTICE DAY 2006

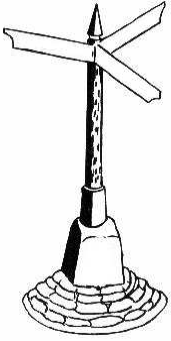
We are pleased to once again invite your members to our annual Sprint practice day at the new Dunkeswell Kart Racing circuit. Over the winter the circuit has been extensively altered. It is now almost 1900 yards long (an increase of 40%), is a minimum of 7 metres wide over the whole length & has been totally resurfaced with top racing specification tarmacadam.

This year the event will be held on 12th March & will as usual start at 12 noon. We are offering drivers the opportunity of a minimum of four runs around our 1.8 lap sprint circuit. The runs can be taken at any time to suit the driver between 12 noon and 17:00hrs, allowing plenty of time for tweaking the car to find that last 100th of a second! To assist in this we will be providing our usual array of timing information, launch time, lap split time & total elapsed time. Weather permitting we will also have our speed trap working.

For regs contact Andy Moss andy@moss.ndo.co.uk or 0117 9041841 – entries must be in by 6th March.

Wansdyke Wander NavEx 9th December 2005

By Bob Hart



My first attempt at organizing a NavEx for some years was given added spice by learning that the result could or would decide the Club Championship. For route definition, I tried to stick to the keep-it-simple approach – herring-bone, tulips and a combination of grid lines, contours and spot heights. Disguising map references with a code based on a place name, which I thought was just a time-waster, defeated Matt and Mark. Shame about that, because that wasn't what was intended.

Having presented the crews with the problem in Keynsham I waited a suitable length of time to be sure they were not all going to find a crass mistake in the route definition. I left them to it and decided to go and get warm in the George at Norton St Philip, before going to the finish control. As a lover of using fords to add to the excitement, I thought I had better go via Wellow, to make sure it hadn't just risen to 3 feet. No such luck, although it had been empty the previous week and over 6 inches 2 days before the event.

The route headed south-east from Keynsham, failing to avoid Compton Dando, Stanton Prior, Priston and Wellow, but otherwise used muddy yellows and junction combinations that I was happy with. Maybe the navigation wasn't quite challenging enough - when I dragged myself away from the fire in the George, with a few minutes to spare, I drove back to the finish control to be confronted by the four crews in the space of 2 minutes and all just early.

The official results were:

| | |
|-------------------------------|--------------|
| Dave Cutcliffe & Martin Baker | 1 penalty |
| Chris Goodchild & Andy Moss | 5 penalties |
| Alan Spencer & Kieron Winter | 12 penalties |
| Matt Marples & Mark Astin | 41 penalties |

Although I had allowed in the penalty system for a bit of subjective tie-deciding (hence the 1's and 2's in the scores) it was all unnecessary, as numbers of questions missed would have given the same result with no ties. So my proposal to resolve remaining ties by getting crews to write a suitable limerick will have to wait for another day.

Verdict: satisfactory, but could have been just a tad more challenging. And it did change some positions in the Club Championship.

I believe at least 75% of the satisfaction for a navigator should come from keeping track of progress on the move and getting your driver round the route as quickly as is safely possible. The "better" the roads (by which I mean worse!) the greater the challenge. For the driver the roads have to be fun with the time available just short enough to make hurrying interesting.

I think the key is for organizers to be very selective about their choice of route. Maybe we need to go a bit further afield like Andy and Dick are doing in January.



Bristol Pegasus Fantasy Formula One 2006



The Bristol Pegasus Fantasy Formula One competition is now into it's 11th year and seems to be as popular as ever.

Our rules differ a little from those found in the "real" F1 championship so make sure you read them carefully. The major difference is that we have the concept of improvement points – if you start last on the grid you will get points for every place you make up during the race. This can make things quite unpredictable at times !

**We will accept entries upto the first race – the Bahrain Grand Prix.
Entries should arrive by Friday 10th March - Good Luck !**

Rules

You must choose **TWO DIFFERENT DRIVERS** and **TWO DIFFERENT CARS** and one **ENGINE** from the listings below to make up your team. You may choose any driver and team combination – for example you can put Michael Scumacher in a Minardi if you wish.

Your team budget is **£ 90 m**. You may spend less but if you exceed the budget your team **WILL NOT** be accepted for entry.

Your driver scores only when he is racing, and the cars and drivers **MUST** be classified by the FIA as a finisher to score points. Substitute drivers do not count. If your driver looses his seat, he's out of the championship; however, the rest of your team can still score. Likewise, if one of the teams packs up and goes home, your drivers and other car can still score.

Car scores are based on the highest finishing machine of your chosen make. There are also bonus points for pole position and fastest lap for finishing cars and drivers.

Duplicate teams are inevitable with the number of entries received each season. The organisers may ask for a tie break choice to be made before the last race of the season.

Here's how it works (all points apply to both the drivers and the cars):

Win - 30 points, 2nd - 24 points, 3rd - 18 points, 4th - 15 points, 5th - 12 points, 6th - 9 points, 7th - 6 points, 8th - 3 points.

Improvement Points:

One point for every place made up from start position. So if grid position 12 finishes in sixth place, you get six points.

Race Bonus Points :

Pole position – 5 points.

Fastest lap – 5 points.

Hat-trick (pole, fastest lap & win) – 5 extra points.

Tie Break - "Joker Race"

Nominate the one race at which you think your team will perform at it's best. In the event of a tie at the end of the season your points from this race will be doubled. You will not score double points unless there is a tie.

Entry is open to all club members, spouses may also submit an entry.

Entry is free and a DVD or Video of your choice will be awarded to the winner.

Results will be published in Backfire each month and will be available between magazines on the club website.

The easiest way to enter is online at
www.bristolpegasus.com/2006/f1/enter.htm

Or Complete the form below



2006 Fantasy F1 Entry FormRemember :

You have £90m to spend on two different drivers, two cars and an Engine.

Driver 1 :

Driver 2 :

Team 1 :

Team 2 :

Engine :

Joker Race :

(choose one race to score double points in the event of a tie)

Name:

Address :

Telephone :

E-Mail :

2006 BPMC Fantasy F1 - Teams & Drivers - Costs

| Team | £M | Driver | £M | Engine | £M |
|---------------------|----|----------------------|----|------------|----|
| Renault | 30 | Fernando Alonso | 24 | Renault | 16 |
| | | Giancarlo Fisichella | 18 | | |
| McLaren | 28 | Kimi Raikkonen | 22 | Mercedes | 15 |
| | | Juan Pablo Montoya | 14 | | |
| Ferrari | 25 | Michael Schumacher | 20 | Ferrari | 14 |
| | | Felipe Massa | 6 | | |
| Toyota | 22 | Jarno Trulli | 12 | Toyota | 10 |
| | | Ralf Schumacher | 13 | | |
| Williams | 20 | Mark Webber | 10 | Cosworth | 8 |
| | | Nico Rosberg | 6 | | |
| Honda Racing | 18 | Jenson Button | 12 | Honda | 8 |
| | | Rubens Barrichello | 12 | | |
| Red Bull | 14 | David Coulthard | 8 | Ferrari 2 | 6 |
| | | Christian Klien | 8 | | |
| BMW Sauber | 12 | Nick Heidfeld | 8 | BMW | 6 |
| | | Jacques Villeneuve | 8 | | |
| Midland F1 | 8 | Christijan Albers | 3 | Toyota 2 | 4 |
| | | Tiago Monteiro | 6 | | |
| Scuderia Toro Rosso | 6 | Vitantonio Liuzzi | 3 | Cosworth 2 | 4 |
| | | Scott Speed | 3 | | |
| Super Aguri F1 | 4 | Takuma Sato | 3 | Honda 2 | 4 |
| | | Anthony Davidson | 3 | | |

2006 - The Races

| | | |
|--------|--------------------------|-----------------------|
| Mar 12 | Bahrain Grand Prix | (Bahrain) |
| Mar 19 | Malaysian Grand Prix | (Sepang) |
| Apr 02 | Australian Grand Prix | (Melbourne) |
| Apr 23 | San Marino Grand Prix | (Imola) |
| May 07 | European Grand Prix | (Nurburgring Germany) |
| May 14 | Spanish Grand Prix | (Barcelona) |
| May 28 | Monaco Grand Prix | (Monte Carlo) |
| Jun 11 | British Grand Prix | (Silverstone) |
| Jun 25 | Canadian Grand Prix | (Montreal) |
| Jul 02 | United States Grand Prix | (Indianapolis) |
| Jul 16 | French Grand Prix | (Mangy-Cours) |
| Jul 30 | German Grand Prix | (Hockenheim) |
| Aug 06 | Hungarian Grand Prix | (Hungaroring) |
| Aug 27 | Turkish Grand Prix | (Istanbul) |
| Sep 10 | Italian Grand Prix | (Monza) |
| Sep 17 | Belgian Grand Prix | (Spa-Francorchamps) |
| Oct 01 | Japanese Grand Prix | (Suzuka) |
| Oct 08 | Chinese Grand Prix | (Shanghai) |
| Oct 22 | Brazilian Grand Prix | (Interlagos) |

CALLING IN TO QUESTION

Those who came to the club promotion workshops were kind enough to fill in questionnaires designed to get a feel for the current mood among clubs. They were promised an analysis in *Wheels*. This is it.

Perhaps the most startling thing was that virtually all the 360 or so delegates had been on a club committee in the last five years – people at the heart of the club world with views worth heeding. And it's by no means all bad news.

One third consider that club membership is increasing, one third decreasing, one third static. If that suggests that the next few years may see fewer but stronger clubs then I don't think that will be such a bad thing – with modern communications and improved road networks maybe 750 clubs across the UK is almost overkill.

Two thirds of clubs find it difficult to fill vacancies on committees and that's borne out by the regular pleas I see in club mags for people to get more involved. A slightly better picture emerges with regard to marshals with 54% saying they find it easy to get them, as well as on finance with 100% considering their clubs financially healthy. Dangerous to draw conclusions I suppose but maybe the lively clubs interested in promoting themselves are also the healthier ones? Maybe no coincidence

either that over 60% have some form of forward plan for their clubs. And all reported good links with neighbouring clubs.

Greatest problems? Recruiting new members and finding venues, both highlighted by 29% of delegates.

Any involvement with cruise activities? 97% put no, heavily underlined in some cases.

The remaining 3% mentioned trying to reach out via websites but generally failing. I guess I've got to clamber off my cruise hobby horse and accept that we've lost this section of the enthusiast market; we may just have to watch as the average age of 'our' sport continues to climb.

Nearly three quarters of the clubs represented have someone looking after media liaison and six out of ten think the local media gives them reasonable coverage. The two things are surely connected.

A fifth of clubs are trying various things to recruit young members – free membership or half price entry fees for under 17s for instance, but we got into hot water when asking whether clubs do anything to attract female members or those from ethnic minorities. Some put 'we don't discriminate over ethnic minorities' and 'why should women be treated differently to men' and so on. Fair points, but before you shoot the messengers I should explain that the questions were asked for one

simple reason – try to get funding from government or other bodies today and you soon hit the current buzz phrase 'social inclusion'. I know it's easy to mock but sometimes it doesn't exactly help our cause for the sport to be seen as predominantly macho, male and white.

The final question asked if clubs had any issues relating to land use. It was a shock to find 65% saying yes. And that really highlights why the workshops were run – it's a basic fact that the more clubs promote and the better known they become as a result, the better ride we may have over the access issue. And if anyone thinks we aren't going to be fighting battles like that again and again well, do give my regards to the Tooth Fairy when you next contact her. Or him of course.

Stuart Turner



COD FILLET QUIZ

1. With which F1 team did Jean Behra drive his first GP?
2. In what year was ROMEO added to Alfa?
3. Which model of car had a choice of bodies from Weinberger, Weymann, Kellner, Binder Roadster, Torpedo and Coupe Napoleon?
4. Who was known as 'Toulo'?

ANSWERS ON PAGE iv

New RLO appointments – correction

We made a mistake in the January issue. The new Route Liaison Officer (RLO) for Lancashire will be *Alan Shaw*, while *James How* will fill the role for Avon and Somerset.

Lifetime Achievement Award

Tom Delaney, who raced at Brooklands in the 1930s and who still competes today at the remarkable age of 95, has received the first Lifetime Achievement Award to be given by the MSA.

“It’s a lovely gesture from the MSA,” said Tom. “I’ve enjoyed the racing all the way through. I know I have to pass a medical check each year, but to be honest I think that racing has helped keep me in shape. Each time I get in the car I feel 21 again!”

Colin Hilton, Chief Executive of the MSA said: “Tom’s story is amazing and the MSA is privileged that he should be the first recipient of its Lifetime Achievement Award. He is a shining example of how to go and enjoy motor sport.”

Tom still drives the same car he started racing with some 75 years ago – a Lea-Francis Hyper. The car – which Kay Don had driven to victory in the inaugural Tourist Trophy in Ireland in 1928 – was bought as a present to get Tom started, by his father, Terry Delaney, himself a racer going back to pre-1900

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days. Nowadays, Tom competes in vintage races and in 2005, at Silverstone, he collected another trophy to add to his collection.

2006 Blue and Gold Books

The MSA Competitors’ Yearbook 2006 (a.k.a. the Blue Book) contains all the MSA regulations for motor sport as well as British Championships, Regional Associations, motor sport venues and a useful motor sports directory. It is issued free with competition licences but can be purchased separately from the MSA for £22.00 (including postage).

The MSA Kart Race Yearbook 2006 (a.k.a. the Gold Book) lists the Technical Regulations for all kart classes, has provisional championship calendars and kart race fixtures for 2006. It is issued with kart competition licences but may be purchased for £7.00 (including postage).

Please address orders to Sales Department, Motor Sports Association, Colnbrook SL3 0HG with cheques made payable to: Motor Sports Association. You can also purchase on-line from www.msauk.org

Seminars for Club and Event Officials

As mentioned in previous issues, this year the Officials Seminars are reserved for unlicensed Club and Event Officials (which typically includes event secretaries, non-licensed clerks of course, club stewards, championship coordinators, and other unlicensed club and event officials). The content is based on a theme of event planning and organisation.

Invitations have been sent to clubs, which can nominate up to five Officials to attend.

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

| Day/Date | Location |
|-----------------------------|-----------------------------------|
| <i>Sunday 12 February</i> | South West (Ilminster area) |
| <i>Saturday 25 February</i> | North (Brighouse area) |
| <i>Sunday 26 February</i> | Wales (Llandrindod Wells area) |
| <i>Saturday 4 March</i> | East Anglia (Ipswich area) |

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

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

Weekend seminars for MSA licensed scrutineers are being arranged. No specific Timekeeper seminars are planned.

Safety

Off Road has an excellent safety record, second to none in motorsport. To keep this record, competitors need to be vigilant when it comes to their equipment. Recent changes to seatbelt/safety harnesses regulations for racing, stage rally and rallycross, now require belts to be FIA approved. This might be a good time for all Off Road competitors to check their own belts, due to the harsh outdoor environment of off road motorsport. Belt buckles are one area that should be regularly checked and cleaned. Recovery ropes and strops should also be regularly checked, they don't last forever. Worn or frayed ropes and strops need to be replaced, in fact a schedule of regular replacement might be good practice.

Training

The new-year is the traditional time of the year for MSA – Regional Association supported training seminars. With the launch of the MSA's Volunteers in Motorsport training and recruitment initiative over the next five-years, it's hoped that some training seminars dedicated to off road marshals and officials will be take place. Plans I understand are already in place for the first such dedicated training seminar in the near future. This highlights once again, the need for more of the off road clubs to join their local Regional Association and benefit from the wider community of motorsport clubs.



REVIEWS FROM



THE COBRA IN THE BARN - GREAT STORIES OF AUTOMOTIVE ARCHAEOLOGY **ISBN 0 7603 1992 8** **Tom Cotter, Motorbooks International, £16.99**

This 250-page American book covers one of the most talked about subjects of the old car hobby. Author Tom Cotter has gathered an entertaining selection of barn find-type stories. Dream finds featured include the Cobra title subject. In 1993 a propane gas delivery driver started nosing around a customer's barn in Indianapolis and passed on word of a "small sports car" in storage. Eventually someone well down the line took a look, discovered the 149th 289 Cobra with 21,000 miles on the clock and did a deal for \$30,000 dollars. The hardest part was disturbing a mean racoon that had eaten most of the interior. Other than a Figoni et Falaschi-bodied Delahaye found in Czechoslovakia in the 90's, and a Maseratti A6GCS bricked up in Sicily, the book focuses almost entirely on America, so hopefully that leaves room for a second volume of European discoveries.

BMC COMPETITIONS DEPARTMENT SECRETS **ISBN 1 904788 68 8** **Chambers, Turner, Browning, Veloce Publishing, £24.99**

This book is a result of historic rally mover Philip Young prodding the three legendary BMC comps dept managers until they told their stories while at

the helm during the glory days of rallying. It has three sections, with an intro from each, reproduced memos and minutes with explanatory notes, plus a gallery of rare photos. Most impressive is the proof of the legendary detail planning by Chambers and the publicity-conscious Turner when mounting an international campaign with various competition and service cars. Revelations include a B-engined A40 demanded to battle the Anglias and Cortinas, and that Hopkirk was the highest paid driver (and sometimes faster than Stewart in testing).

ALPINE TRIALS AND RALLIES 1910 TO 1973 **ISBN 1 904788 95 5** **Martin Pfunder, Veloce Publishing, £12.99**

The first in the *Those were the days...* series of small hardbacks were essentially picture books, but this has a comprehensive text telling the story of the tough Alpine rallies from the first events organised by the Imperial Royal Austrian Automobile Club between 1910 and 1914 to the Austrian Alpine that ran up to 1973. Pfunder, who drove a Denzel with his father in the 1953 Yugoslav Alpine, does a good job of unravelling the highly confusing history of these early events sharing similar names but very different routes and itineraries, in collaboration with Count Hans Christoph Serr-Thomas and Andrew Swann. At the back is a comprehensive section of winners, dates and distances. A super little reference book.

MARSHALS POST

by the BMMC



Marshals training should be in full swing by the time you read this, providing an ideal opportunity for anyone who is toying with the idea of becoming a marshal and wondering whether they would enjoy playing a vital role in keeping motorsport running.

Rally training is taking place across the country and most circuits will be hosting a range of sessions covering circuit skills, while kart tracks and speed venues will also be staging events.

A new initiative is also being developed, designed to give people a taste of motorsport marshalling at an event.

The initiative will hopefully combine an introduction to marshalling with essential

safety training and a chance to see what life is like on a marshals' post.

It could be some months before the initiative gets off the ground but most racing clubs and some circuits are geared up to help people who want to find out what marshalling is all about.

When it comes to rallying, local motor clubs are a good starting point and there is also the British Rally Marshals Club, sister club to the British Motorsport Marshals Club, which will be delighted to help you get out on an event and find out what it's all about.

If you are going out on your first event, make sure you have plenty of warm clothes, decent waterproofs, a strong pair of boots and some gloves – as well as food and something warm to drink.

The same goes for training sessions – make sure you've plenty to keep you warm and

some decent boots if you want to have a go at fighting a petrol fire.

Fire fighting is always a popular training session. It gives people new to marshalling a tremendous confidence boost to realise just how big a fire you can successfully fight with a comparatively small extinguisher and some team work.

And, even when you're an experienced marshal, it's nice to confirm your fire fighting expertise.

However, the popularity of fire fighting means you do need to let event organisers know you want to take part.

QUIZ ANSWERS

1. Equipe Gordini 1952 Swiss GP
2. 1920
3. Type 41 Bugatti Royale
4. Baron Emmanuel de Graffenried

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A guide to equipment, how to use it to extricate drivers from crashed cars and how to work with medical personnel while doing so.

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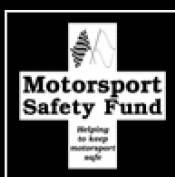
A straightforward guide in layman's language for all those involved in the sport.

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Motorsport Safety Fund, PO Box 200, Sevenoaks, TN15 8WZ

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

AGM & Prize Giving 2005



Mal Allen receives an award
for 25 years on the club committee from
Vice President Dick Craddy

Clubmans Champion 2006
Matt Marples



Marshalls Champion
John Corfield

Committee Rose Bowl
Martin Baker



Bristol Pegasus Motor Club

2006 REVISED PROVISIONAL EVENTS CALENDAR

Note : Recent changes are shown Bold

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