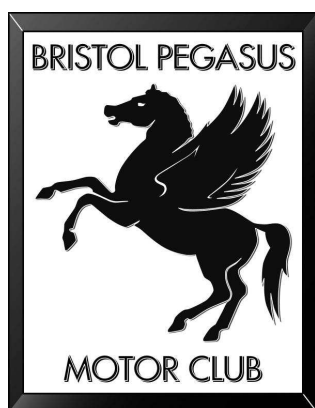

Backfire

February 2007



The Magazine of the

Bristol Pegasus Motor Club

Cover : Ian Hall at the 2007 Pegasus Sprint
Photo : Steve Kilvington - <http://stevekilvington.fotopic.net>

Bristol Pegasus Motor Club

Events Calendar for 2007

Below is the latest update of the 2007 club calendar
Recent Date Changes are shown **BOLD**

DATE		DAY	EVENT	VENUE
Jan	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jan	26th	Fri	Nav Ex	Chepstow
Feb	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Feb	16th	Fri	Nav Scatter	Gordano Services J19 M5
Mar	3rd	Sat	BMC/BPMC Skittles	Hambrook Club, Whiteshill Common
Mar	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Mar	16th	Fri	Nav Ex	Announced in time for the event
Mar	17th	Sat	Marshal's Training Day	Wheatsheaf Inn, Winterbourne, 10am
Fri	23rd	March	Historic Motorsport Show	Stoneleigh – Club trip by Minibus
Apr	15th	Sun	PCT	Lower Grove Farm
Apr	16th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	7th	Mon	Wessex Sprint	Colerne Airfield
May	14th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	21st	Mon	Treasure Hunt	Announced in time for the event
May	28th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
Jun	3rd	Sun	ACE Classic Tour	
Jun	11th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jun	18th	Mon	Treasure Hunt	Announced in time for the event
Jul	7th	Sat	BMC CC Sprint	Castle Combe Race Circuit
Jul	9th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jul	23rd	Mon	Treasure Hunt	Announced in time for the event
Aug	11th	Sat	CC Test Day	Castle Combe Race Circuit
Aug	13th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Aug	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	27th	Mon	2 Club Sprint	Colerne Airfield
Sep	10th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Sep	23rd	Sun	Autotest (MGCC)	Rolls-Royce Car Park - Patchway
Oct	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Oct	20th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	26th	Fri	Nav Scatter	Announced in time for the event
Oct	27th	Sat	Stroke Association Day	Castle Combe Race Circuit
Nov	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Nov	16th	Fri	Nav Ex/Sc	Announced in time for the event
Nov	22nd	Thur	Karting Challenge	Raceway
Dec	7th	Fri	Nav Ex/Sc	Announced in time for the event
Dec	10th	Mon	BPMC AGM	Wheatsheaf Inn, Winterbourne, 8:30pm

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

Events for February

Monday February 12th - BPMC Club Night Wheatsheaf Inn, Winterbourne, 8:30pm

The February club night will see the first guest speaker of the year, we are very pleased to welcome Dennis Harris from the BARC who has experience of organising race meetings in the UK and Overseas and we are sure will have some amusing tales to tell.

Friday February 16th - Navigation Scatter

The February Navigation event is a Scatter and is a joint event with BMC. 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. The event will take place entirely on map 172. It should be possible to visit 75% of the points without covering more than 40 miles.

Regulations and entry form are available from the club website or contact Paul Parker 01275 843478 or e-mail britishsprint@paulparker.f9.co.uk. There will be no entry fee (although cheques will be required for any insurance cover required (see below). No more than four forward facing lights may be used (not including side lights). Any competitor seen using more than four forward facing lights will be EXCLUDED.

Minimum Equipment needed : Map 172 (latest edition), map-board, torch, pencils, romer.

As this is a Scatter Competitors must ensure that their vehicle is covered by insurance as required by the Road Traffic Act. If you have extended your own private Motor Insurance please bring details to signing on.

The event will use the Alexander Forbes scheme for a Blanket Cover Note under its Motor Sports Clubs Scheme. The basic rate before loadings will be £15.50

New applicants will require to declare that they comply with all of the following points:

- a. They are over 21 and held a full licence for at least 6 months
- b. They have had not more than 1 fault accident in last 3 years
- c. They have no more than a maximum of 6 speeding points on licence
- d. They have no physical or mental disabilities
- e. There are no other material facts

If they cannot comply with ALL the above points they should, in advance of the event, complete a Declaration Form (which we can provide) and send/fax it to Alexander Forbes so that a letter of acceptance can be issued in advance. This Declaration also needs to be completed by you if you have an NES Letter with Loading applicable.

Sunday February 25th – Weston Solo – Invitation

We have been invited by BMC to their Solo event – more details later in this issue.

Events For March

Saturday 3rd March - BMC/BPMC Skittles Match

Skittles evening at the Hambrook Club, Whiteshill Common, from 7.30pm. Martin Baker is organising the BPMC team and we are looking for a good turn out of BPMC members. Contact Martin on 0117 9563664 or e-mail mnb.mendip@btinternet.com.

Monday March 12th - BPMC Club Night

Wheatsheaf Inn, Winterbourne, 8:30pm.

Friday March 16th - Navigation Exercise

Note Change of Date - More details Next Month

Saturday March 17th - Marshal's Training Day

There will be a marshal's training day at the Wheatsheaf on Saturday 17th March, 10.30am – 4.30pm, lunch/refreshments free to participants. More details next month.

Friday March 23rd - "Race Retro" - Historic Show Stoneleigh

The cost per person will be £15 which includes minibus and entry ticket. Seats are very limited and will be allocated on first come – first served basis. To register your interest please contact Martin Emsley on 01454 250067. Cheques payable to Martin and need to be with him by 21st February to allow for ticket ordering. More info later in this issue.

Club Members in the News

The Thornbury Gazette on the 11th January 2007 featured vice president Dick Craddy being presented with a special award at the AGM by chairman Kieron Winter.

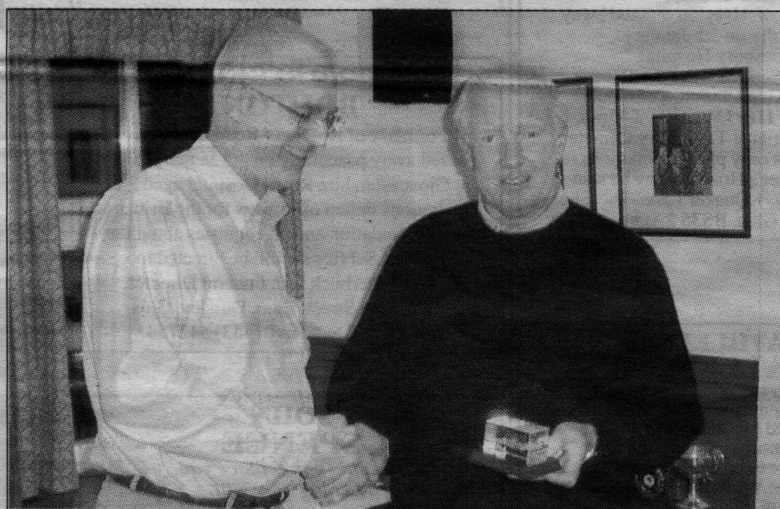
Club honours founder member

A THORNBURY motor sport enthusiast has been officially thanked by colleagues for his work in organising a popular track event.

Dick Craddy, from Inner Down, Tockington, received a special award from fellow members of the Bristol Pegasus Motor Club in recognition of his work over more than 30 years organising the club's Bristol Two Club Sprint event.

Mr Craddy, vice-president of the club, was one of the team that founded the event in 1976. It was first held at Wroughton airfield in Wiltshire but in 1978 moved to Colerne Airfield near Bath where it has been held ever since.

A sprint allows cars to

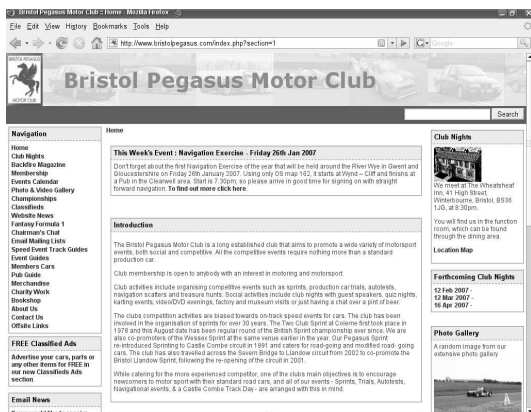


BRISTOL Pegasus Motor Club chairman Kieron Winter (left) presents Dick Craddy with his award

compete against the clock around a course made up of the airfield perimeter tracks and the runways.

Club chairman Kieron Winter said: "As meeting secretary Dick has a lot to do dealing with the local

authorities, the MoD, booking event officials and issuing regulations to competitors."



For all the latest news

Why not visit our new look website

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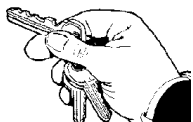
Bristol Pegasus Cloth Badges

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



National & International Motorsport Dates February / March 2007

Date	Event	Location
9/11 Feb 2007	FIA World Rally Championship	Uddeholm Swedish Rally
10 Feb 2007	NASCAR Budweiser Shootout	Daytona International Speedway, USA
10 Feb 2007	Wyedean Forest Rally	Chepstow, Gwent
10 Feb 2007	Gwen Crellin Tribute Evening	Shipton, near Cheltenham
16/18 Feb 2007	FIA World Rally Championship	Rally Norway
16/25 Feb 2007	Retromobile Show	Porte De Versailles, Paris, France
18 Feb 2007	NASCAR Nextel Cup	Daytona International Speedway, USA
23/24 Feb 2007	Rallye Sunseeker	Bournemouth, Hampshire
23/25 Feb 2007	A1 Grand Prix Series	Durban, South Africa
25 Feb 2007	NASCAR Nextel Cup	California Speedway, Fontana, USA
28 Feb/1 Mar 2007	H&H Motorsport Auctions	Cheltenham Racecourse, Gloucs
9/10 Mar 2007	Audi South West Enduro Rally	Plymouth, Devon
9/11 Mar 2007	FIA World Rally Championship	Corona Rally Mexico
10/11 Mar 2007	FIA World Touring Car Championship	Curitiba, Brazil
11 Mar 2007	NASCAR Nextel Cup	Las Vegas Motor Speedway, USA



Chairman's Chat By Kieron Winter



The motorsport season got off to a start a few days into the new-year with the Exeter Trial, Alan Spencer entered the DPS and other members were out marshalling or spectating. For the rest of us it was in the warm and dry of the club night at the Wheatsheaf where we made use of the TV and DVD player. Paul Bird brought along some in-car video he taken at Colerne and gave us his own unique commentary.

The other dry and warm start was a visit to the Autosport Show at the NEC. I paid a visit on the Friday and bumped into several club members as well as other motorsport friends. As well as the 2006 Formula One grid and an impressive display of Le Mans cars, it was several rally cars that caught my eye and they were not to be found on the Wales Rally GB stand. On the Greenenergy stand was the Honda Insight rally car that Mark Elvin told me about last year (Are all Honda Insights that green colour?).



Another unusual rally car was to be found on the impressive Prodrive stand, it was not a Subaru that the Banbury based team prepare, but it was an Aston Martin Rally GT. I do not associate "Rally car" and "Aston Martin" in the same sentence (I am sure the club's motorsport historians will put me right if there has been an Aston Martin rally car before), but the Porsche 911 became a very successful tarmac rally car and so there is no reason why the Rally GT should not have the same success. The final unusual Rally Car was the G20 GTR on the Ginetta stand. It is planned that the car will compete in the BTRDA1400 Rally Championship; it should stand out from the Fiestas, Citroens and Skodas that are the more usual competitors in this class.

The other show worth a visit is the Historic Motorsport Show at Stoneleigh, which this year has moved from February to March. Once again we will be running a minibus up to the show and calling into a Pub on the way home for a meal. The trip is being organised by Martin's Baker and Emsley, if you are interested then please get your name down as soon as possible as it is limited to 17 places.

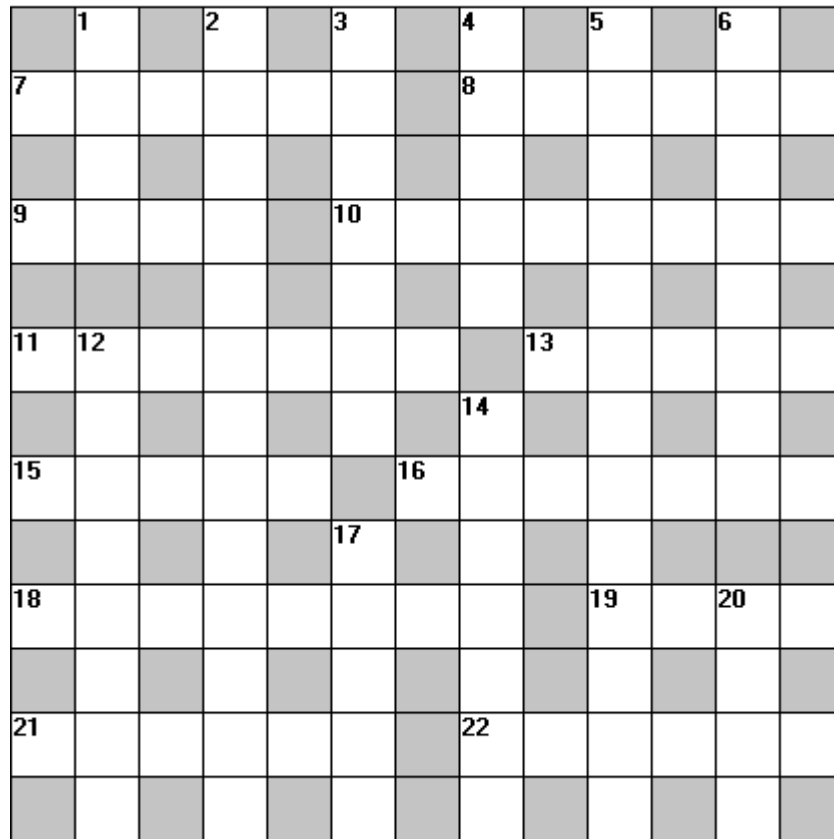
The February club night will see the first guest speaker of the year, we are very pleased to welcome Dennis Harris from the BARC who has experience of organising race meetings in the UK and Overseas and I am sure has some interesting and amusing tales to tell.

February also sees BMC organising a Solo event after a few year absence, if your car is still not in pieces following a winter re-build, then Chris Goodchild will be able to supply a set of regulations for you.

A final reminder, that if you have not already done so, please get your 2007 membership renewal form back to Mal Allen.

Motorsport Crossword

By Tim Murray



Across

7. Italian World F1 Champion or British sports car firm (6)
8. Johansson or Bellof (6)
9. Rearrange Mr Hakkinen's first name to find an unsuccessful 70'S Japanese F1 car (4)
10. Chrysler model and town in New York State (8)
11. 'El _____ ', World Rally Champion from Spain (7)
13. Colin McRae's former co-driver (5)
15. Mayer, Pilette or Tetzlaff (5)
16. UK car magazine (7)
18. The brothers Carlo, Bindo, Alfieri, Mario, Ernesto and Ettore (8)
19. British 5-time Le Mans winner (4)
21. William Boddy performed this function at Motor Sport magazine for many years (6)
22. The first name of a Bristolian '50s F1 driver was also a Roman poet (6)

Down

1. Another car produced by the brothers from 18 across (4)
2. Italian-born US superstar (5,8)
3. Overtaking in modern F1 usually happens during one of these (3,4)
4. Is this Vauxhall model a star? (5)
5. Norwegian World Rally Champion (6,7)
6. De Tomaso model (mongoose in Italian) (8)
12. City which used to host the Australian GP (8)
14. Barrichello's nickname (7)
17. The car that gave Jackie Stewart his first World Championship (5)
20. First name of the President of Ferrari and Chairman of Fiat (4)

Invitation Event Weston Solo Sunday 25th February 2007



2002 Solo event at Aust

Following a gap of almost five years since Bristol Motor Club ran their first solo event at Aust in 2002 a new venue has been found at Weston, and we have again been invited to join in the fun. The entry fee is £20. Regs are available from our club website or contact Secretary of the Meeting Allen Harris on 0117 9421204.

- **Any road legal car is suitable**
- **No Competition license is required**
- **No special equipment required**

What is Solo ?

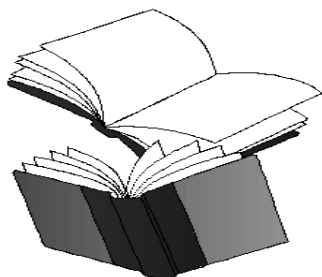
Have you ever thought that you would compete in motorsport if you could find something that gave a bit more speed than Autotests offer but were not as quick as Sprints like Colerne and Castle Combe? Like hillclimbs and sprints, it is just you against the clock. It is not as fast as either of these two and doesn't involve the intricate nature (or the going backwards) involved in Autotests.

Competitors will be divided into three groups. At any one time one group will be competing, another preparing to compete, and the third will be marshalling. As each group has had its run it's 'all change'. Those who were preparing now compete, those who have just competed go to marshal and the former marshals get ready for their go. This constant change of roles carries on throughout the day.

It will be open to any road-legal car, subdivided into classes by engine capacity, and the course layouts will be designed to ensure that both top speeds and corner speeds will be modest. You should therefore go home with plenty of tread on the tyres and all the panels looking just as they did when you left home.

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Click on the Amazon link at the top of the page

Anything you then buy on the Amazon site will earn 5% commission which the club will pass on to the clubs adopted charity for 2007 Diabetes UK.

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



Club Night Venue The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

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

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

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Polly the Peugeot 205 – 2006

By Paul Perkin

Well, I think it is time I wrote an article for the BPMC magazine. Sorry, but it is time to bore you all!

Most of you will be familiar with “Polly” the white 205 seen often around Colerne, Castle Combe and Llandow. These are 3 tracks I like a lot and I have been competing in the ASWMC Sprint Championship for several years attaining best position of 4th overall last year. I have also been competing in the Trident Engineering Welsh Sprint and Hillclimb Championship for 4 years, winning the class each year. Most recently, I decided to travel further afield and have a crack at the Redline Midland Speed Championship in 2006 flying the BPMC flag.



*Paul Perkin in the 205 at the Pegasus Sprint
Photo Steve Kilvington*

Well things did not go too well to start with at Colerne, what I thought was a head gasket, turned out to be a cracked liner and the fault recurred at the Welsh Counties Sprint the following week. However, I fixed this eventually in time for the BPMC sprint there on Whit sun Monday, and kick started my ASWMC campaign with a class win.

Then followed some dramatic activity in the ASWMC and Welsh championships, I had almost decided to give up before even starting the Midland, but when “Polly” was working properly, I went to Pembrey in June for a double header and took class honours and setting new records on both days. This also was my first 2 rounds in the Midland series, but was actually the 14 & 15th rounds! I had also been to St Eval, the tyre-eating airstrip in Cornwall twice.

And so to Castle Combe, in recent years, I had enjoyed good runs here, a record last year, but not to be this year. On my first run, over Polly the car felt a little unstable and I think that never felt right all day. Subsequently, the red Astra of Father/ Son Lillington both pipped me by a second or so. Thankfully, leaving my record in tact.

August seemed quiet, as there were 8 rounds left in the Midland series I decided to enter 7 of them. The 8th was in North Yorks and just too far to go. I needed 8 scoring rounds to be in with a chance of the class win and a good overall place. With the ASWMC rounds disappearing it seemed by the minute, it all fitted in. Particularly, when I was asked to do a job in Scunthorpe on the weekend of a Sprint in Lincolnshire! Lucky old me or what?

This new venue was Barkston Heath, a RAF base on the Wolds. I can tell you it rains rather a lot there in August, and Polly was in devastating form. Sat on FTD after 2 runs, the results were declared provisional with me 1.8 seconds clear of all the single seaters and all the Westfield's were nowhere to be seen. However, then over a rather vague PA system, bearing in mind everyone was sat out of the torrential rain in their

cars, came firstly an announcement that there would be 2 more runs for fun and the Nottingham Car club championship. So I stayed out of the rain. It was not until almost the end of the 4th runs, when track was drying, came the first of 2 single seater's to pass my time. I was then astounded to learn that these were in fact counting and I had missed the announcement about this. It so happened Paul Parker was the C of C and he allowed me my 2 runs. Hastily, I unloaded the car, donned overall and the heavens opened as never before. I got a soaking whilst putting my race suit back on. That was that, absolutely no point in challenging the situation.

However, it was another class win and by then, I was making clear leaps up the overall table. A late top ten place?

It was a long trek home from Lincs and most of the remaining rounds were in the same vicinity. The exception was Wiscombe on Sept 3. This was also a Welsh round and I was taking things a little steady through the esses here on a damp track. I wanted to keep going for another 5 events! It turned out to be another Lillington 1,2 but I was not worried as it gave me the Welsh class win and good points in the Midland too. However it turned out to be the round I dropped here at local venue!

The ASWMC had long since finished and I equalled 2005's 4th overall. Potentially, I could have made 3rd or maybe second, if I had gone a bit quicker at Castle Combe, and perhaps not has 2 "0"s at the start of the season. However, that was fine by me.

Early in September, was another visit to Lincs, this time to the track that has more "wow" factor then anywhere else I have driven. Cadwell Park! My Midland round was on the second of 2 days, the British Sprint Championship having been there both days so plenty of familiar faces. This track is capable of squeezing out all fluids! Lots of 2/3 gear corners and 5th gear straight too. Park Straight is flat for about 2/3 mile steep down and up over a brow... flat. I swear the car was close to 140 mph, maybe a tadge more! One know it can go 136 down the straight at Colerne and it felt faster. I had a 4.2 TVR giving me some grief in practise, but when it counted, I beat him by about 3 seconds. This track has everything, most of it flat out too! This is one that has to be done again next year!!

Next up were a Prescott Hillclimb and a 3-lap Curborough sprint in same weekend. Never been to Prescott and all the Midland Closed wheel cars were in same class. A damp day, I finished just off the Mod Prod record beating all the other tin tops, But to be fair I should have, most of the others were on List 1A's! satisfying though for first visit. Next day off to Curborough and a class record had been derived from old records, Polly went well that day, but the only car in the class, but I did break that record by 0.5 second to earn some bonus points. The results from these rounds pushed me into the top ten.

The last round the following weekend, was at yet another new venue for me, Loton Park. A place so far out in deepest Shropshire, if there were a bit of landslide, it would be in Wales! It certainly had Welsh rain, to the extent seen at Barkston Heath! After 2nd practise, I was just behind a RS2000 driven by a local lad in a class of 12 on a drying track (well most of it drying!). A gaggle of Mi16 engined 205's followed behind me. Up till then, I had stayed on slicks, and intended to until 5 mins before my class was called. I think it is called " a late tyre choice"! Anyhow, whilst changing the first side, a guy from the aforementioned RS2000's team helped me swap tyres in the rain, and then it really poured! Wet overalls, boots, the lot. I drove thorough the paddock to



More Action from the Pegasus Sprint - Photo Steve Kilvington

the start line and there was a 4" river running through the exit paddock. At that point racing was suspended for the moment, and it was 2:30! Most of the entry had not even started 1st timed runs. After about 30 mins I left the start on wets, in the wet. Loton has the first 1/3 of the track under trees and very shallow up hill and a bit steeper downhill to a bend called triangle. At this point you could return to the paddock or continue up the hill, which is very steep after this point. Steve Wilkinson was commentating and as I approached the downhill bit, I put the offside on the grass

and heard Steve say so. I thought that put paid to any decent time. Anyhow, never one to give up easily, I left footed it around triangle on almost full chat in second, short shifting into 3rd and 4th feeling the wheel spin as the power came in. Loton has a sting at the top of the hill; in the dry I can see some interesting incidents happening. There is a blind brow approached at around 100 in mine, maybe a bit more if brave, then a sharp 120 left, over some bump, up into a brow and 180 right. Straight on is a wall, of Dartmoor proportions! Another rise to a small brow and flat to the floor to the finish line and hold on over the puddles! The return road starts at the top of the hill. Matey boy in the Escort arrived as I was pulling up in the holding paddock followed by Ralph Firman's 205. Ralph carries the title of the "Hagley Hooligan!". Normally there are times on a clock at the top. But the Escort's and mine were missing, Ralph had got his showing a 70.23 and brought a smile to his face, clearly he thought that was good enough.

To my surprise and pleasure, I heard on the PA on the way down I had secured a class winning position, by 8/100 from the escort on 66.28. The Hagley Hooligan hadn't gone quickly enough! On top of that, due to the time of day, only one run seemed likely. When I got to the bottom of the hill, it also transpired, Polly was on FTD. For the second time in a few weeks, I held my breath. The track was drying out again, none of the Westfield's had gone quicker, the big sport's libre's and still on FTD. Then into the single seaters, I was now hoping my time would stand, but the pessimist was taking over! The smaller cars were all slower, and then the inevitable happened, thrice! FTD going to Eynon Price. Eynon, like me, has done the Midland for the first time. He is an ex rally driver, and drives his OMS just like a Mk2 Escort!!

I gained a place after this event, finishing the Championship in 9th place and winning the Class. All that was left was the final Welsh round at Curborough and of course, the perennial classic, the Pegasus at Castle Combe.

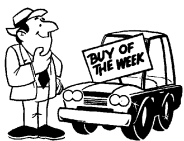
I pulled into the paddock at Curborough the following Sunday, with the knowledge I only needed to start the timed runs to win the Class championship in the Welsh series for the 5th year in a row. As I looked around the paddock, it seemed strange to me the

number of faces I did not recognise and ones I should have seen, weren't there! Along came the same scrutineer that inspected my car at Loton the previous weekend as I changed back to slicks. "What number are you?" he enquired, "26" I replied. I still had the wrong numbers on the car and he perused the entry list with a puzzled look on his face. "Your not on this list, are you sure?" I went to the car produced my list, confirming I was 26, then noticed it was a different colour. I should have been there the day before! Oh the ribbing!! I went to a MAC run event rather than the BARC event. Mildly cursing (an understatement) I went to the signing on hut to confess my stupidity and surprisingly, was allowed to enter, albeit beyond the 11th hour. Of course then, there were a host of cars I had never seen. After first practise 5 cars shared the same second. A very well sorted double driven Midget, headed the class, I was 3rd with a double driven Subaru Impreza slotted in behind. At second practise, I pulled ahead of all of them putting in the best time ever on the single lap format. First time runs, saw the quicker of the two Midget drivers, 8/100 behind me and I had put in an ever better time, 33.98. So it was down the last run, I went quicker again, 33.93 with 99mph over the line. As I pulled into the paddock, I heard the commentator say the Midget had put in his own PB of 33.89 and with it the class. A good day from such a ridiculous start.

After 2 weeks sunning in Spain, I returned to open the entry list to see the pairing of the Squibb's in my class. Along with Father and Son Lillington. It was always who was going to be 3rd in class between Stuart, Phil and I. Barry and Jamie fought it out for the class, in fact Ian Hall had a scare for a while after Barry decided to put some rubber down. For my part, once again, I messed up Castle. I thought I drove too defensively on a drying track and paid the price. Stuart eclipsing my time by a second. Well done to him after all our battles in the past few years.

So after 23 events this year, many at venues I have never been to. The Peugeot has returned 16 Class wins, and broken or set several records. I am pleased with this year's campaign and look forward to 2007. I'm not sure what to do yet, but will certainly contest the Toyo tyres Midland Speed Championship. I'm not sure about the ASWMC. I feel I've cooked the records there too much to score well next year. As for the Welsh, the first 2 rounds are in Ireland! What do you think??!!

The Old Pugger!



Market Place

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

Luke 4 point harness

Bought new and used in the Cossie for a few seasons and which I've just re-discovered in a cupboard clearout! It's black and in excellent condition - see the "Luke GM4 Harness Range 4-Point Saloon" (eg on demon-tweeks.co.uk) for all the details. It's 'free' to a good home BUT subject to a guilt-easing charity donation of your choosing (to be given to Martin Emsley please).

As a guide, the price new is about £60. John Corfield - 0771 7677271.

Peugeot 205 GTi 1.9

J Reg. (1991), Metallic Laser Green, 140,000 miles approx., Completely Standard Manufacturer's Spec, Standard Air Intake System, Standard Wheels 15" x 195, Brand New Clutch, Recent Rear Exhaust Silencer.

£600 ono Tel. 01454-412877

Bristol Pegasus Motor Club Visit

“Race Retro” - Historic Motor Sport Show – Stoneleigh

Friday 23rd March 2007

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

This year the Historic Motor Sport show has been renamed “Race Retro” - This is the fourth Show held at Stoneleigh Park and the event continues to grow in popularity. Due to the interest shown in previous shows by club members, The Bristol Pegasus Motor Club are going to organise a minibus to the show on Friday 23rd March 2007.

The cost per person will be £15 which includes minibus and entry ticket. Seats are very limited and will be allocated on first come – first served basis. To register your interest please contact Martin Emsley on 01454 250067. Cheques payable to Martin and need to be with him by 21st February to allow for ticket ordering.

If you wish to go on your own or on another day we have also arranged for Club members to obtain a club discount on advance tickets by quoting the code CC109 which will give you a £3 discount – with an £18 one day ticket reduced to £15. Online ticketing : www.historicmotorsportshow.com or Hotline 08701 262121.

Note : You will NOT need to order your own ticket if you are coming on the minibus.



The Footman James 28th Bristol Classic Car Show

17th - 18th February 2007

The Royal Bath & West Showground, Shepton Mallet, Somerset

Opening times : Sat 10am - 5pm
: Sun 10am - 5pm

Adults: £8.50 on door £6.50 advance

Concession: £7.50 on door £5.50
advance

(Senior Citizens, disabled and students)

Classic Car Show with over 200
Autojumble stands, 70 Trade and 70 Car
Clubs with demonstrations going on
throughout the day. All visitors receive a
free show guide as part of their entry fee.



2006 Bristol Pegasus Championships Final Positions

Clubman's Championship

66 Club Members Scored Points - 18 Members Qualified
Best 10 Scores Count

TOTAL POINTS SCORED	CLUB MEMBER	FINAL POSITION	QUALIFY'G NUMBER OF EVENTS	ORGANISED /MARSHAL ETC
34.95	Paul Bird	1	10	Yes
31.52	Martin Baker	2	8	Yes
30.70	Alan Spencer	3	9	Yes
27.30	Andy Moss	4	8	Yes
22.85	Dave Cutcliffe	5	5	Yes
22.62	Kieron Winter	6	7	Yes
21.98	Chris Goodchild	7	6	Yes
18.28	Lewis Bird	8	6	Yes
17.27	Pete Devall	9	4	No
14.92	Paul Perkin	10	4	No
14.62	Martin Emsley	11	4	Yes
13.85	Paul Rowbottom	12	3	No
13.21	Matt Marples	13	4	No
12.43	Mike McBrida	14	3	No
11.74	Mark Astin	15	4	No
11.67	Howard Johnstone	16	3	No
10.79	Mark Roberts	17	2	No
10.43	Judith Bird	18	4	No
10.17	Ian Hall	19	2	Yes
10.11	Paul Draper	20	3	No
9.60	John Corfield	21	4	Yes
9.45	Pete Goodman	22	2	No
9.19	Martin Mees	23	3	No
8.86	Johnathan Milne	24	2	Yes
8.56	Richie Devall	25	4	No

2006 Marshall's Championship

36 Club Members Scored Points

TOTAL POINTS SCORED	CLUB MEMBER	FINAL POSITIONS	NUMBER OF EVENTS
11	Kieron Winter	1	6
9	Martin Emsley	2	4
8	Bob Hart	3	3
7	Mal Allen	4	5
6	Dick Craddy	5	3
5	Martin Baker	6	3
4	Andy Moss	7	2
4	Donny Allen	7	3
4	John Corfield	7	3
4	Lewis Bird	7	3
4	Nick Wood	7	4





Building a Kit Car - By Andy Moss

The next stage in the build was to start to fit the steering rack and column - the rack being from a MKII Escort came from Brights Auto Centre, was fitted along with lower and upper steering columns which were supplied with the basic kit, and are modified Allegro parts (although I don't like to mention that too often). These simply bolt in place using Westfield supplied brackets - the height of the steering column being adjusted by aluminium spacers between the column and the chassis. Later I would learn that the Escort rack would need some modification in order to stop the front wings fouling the bodywork on full lock. This modification consisted of fitting nylon "lock stops" to the rack, and was pretty easy to do, but of course would have been easier still if I had known in the beginning.

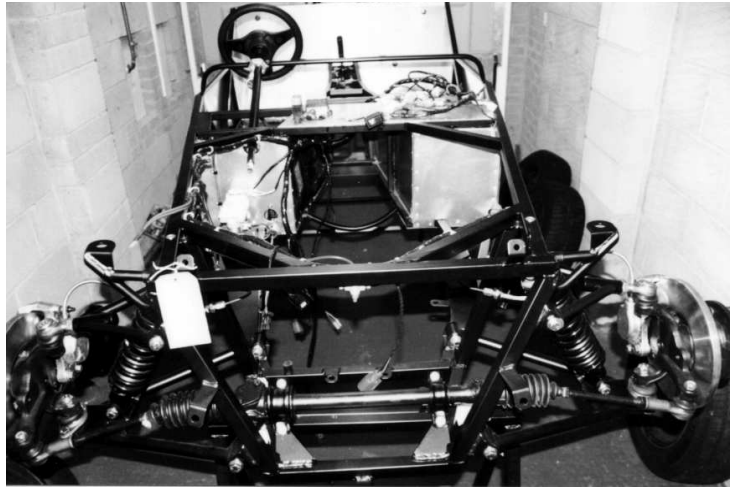
Next it was on to fitting fitting brake callipers and discs. The front callipers are standard Cortina/Capri "M16" units – reconditioned callipers and discs were bought from Burton who specialise in Ford parts – these were fitted with Mintex M1144 pads – so far I have no complaints with this set-up on either Sprints or Track days. There seems to be a lot of choice in 4 pot Ali callipers now that were not around so cheaply when I was building the car, however I suspect the main advantage of changing to these would be in weight saving rather than braking efficiency – the car is so light that the standard Cortina brakes are fine at stopping the car. The rear brakes are also discs and these are Sierra XR4 items – these were bought new from Westfield, along with braided flexible brake hoses.

Next job was to look at wiring the car up – this was the area that I was most happy with as I started my working life doing an electrical/electronics apprenticeship, before somehow ending up in computing – I suspect a reflection on the fact that not much electronic equipment gets repaired these days, just replaced, which is a bit sad !! Having said that fitting the wiring loom was pretty straight forward, and I think most people would not struggle with this. The loom was secured to the chassis using plastic "P clips". Next was fitting the dashboard and instruments – the instruments are all electronic items made by VDO – the speedometer picking up from a sensor next to the drive shaft joints and is triggered by the bolts holding securing the drive shaft joints.



Fuel tank and fuel pump was next – the fuel tank is a fabricated alloy tank that was

supplied by Westfield. I had chosen to go with Webber carbs rather than injection – at the time I believed this was the best choice in terms of keeping the car simple, however later I would learn that a lot of places seem to be fine plugging in a laptop to set-up fuel injection, but seem to have lost the skills to set-up a pair of Webbers.... The choice of carbs did however make the fuel supply set-up easier, with a Red Top fuel pump in the rear feeding a glass “Filter King” regulator in the engine bay – avoiding the need for swirl pots and fuel return lines that would be required for an injection set-up



The final items before the chassis would be ready to take the Engine and Gearbox, was fitting the radiator – at this point it is worth mentioning that there are two “nose cone” options for Westfield's, the ducted nose with a slated GRP grill or the more traditional looking front end. In a traditional car the radiator is fitted to the front of the chassis with the nose being completely removable – the ducted nose has a VW Polo radiator fitted in the nose itself, which then means draining the system to take the nose cone off. I had chosen the more traditional nose partly as I liked the look and partly because I felt it would be easier to be able to remove the front of the car for access.

With this complete I visited the scrapyards and bought a cheap set of Sierra Estate wheels to use to roll the chassis around on and now I was at the point where I could lift the car down off the build stands and have a rolling chassis.

Next month Engine and Transmission, Bodywork and Trim.

CHAIRMAN'S REPORT 2006

This report looks back to some of the activities of the club in 2006, covering both our social and sporting activities and is based on my report at the AGM

Social Events

Club Nights were held every month at the Wheatsheaf. We set out to have a mixture of different events, including several speakers. In February we had a visit from the Institute of Advanced Motorists, this was great fun as there was an interactive part to the event, in which several members of the audience did not agree with the IAM theories. We had a lively debate on changing down through the gearbox when approaching a roundabout and Nick Wood gave us his theory on what constituted a distraction on the road!

Gavin Allard visited us in April to talk about his grandfather, Sydney Allard and the Allard car company he founded. Gavin's father and brother are involved in the Allard Company today who specialise in turbo charging diesel engines. Gavin himself is an Architect, but it is clear he has a great love of motoring and seems to have an unofficial role as the Allard archivist. Gavin also brought along a collection of Allard memorabilia for us to take a look at.



Historic Motorsport Show

November saw us with two guest speakers and Martin Emsley doing his Michael Parkinson role by interviewing David Franklin and Ted Williams. This was the Can Am theme night and Martin arranged for lots of books, models, pictures to be on display as well as bringing along a new DVD he acquired from California. The evening saw a full room joined by several guests.

We also had two other evenings with a Games Evening and a Quiz Night. The Games Evening saw two computers set up with driving games and a Scalextric set. We had Simon Moss,

Charlie Emsley and Joe Robson on hand to show the grown ups how to operate the games. When I say grown ups, I am of course excluding Nick Wood and Mark Elvin who seemed to be getting very excited during the evening.

The Quiz night was organised by Tim Murray and Nick Wood and ran along the lines of a Pub Quiz with questions on motor sport and general knowledge. We turned the tables on the Quiz masters with a set of trivia questions of their own – none of which they got right.

Other Social events

The club also organised a few visits in 2006. In February we filled a Minibus and headed off to the Historic Motor Sport Show at Stoneleigh. We spent the day at the Show and then stopped off at a Pub in Gloucestershire for an evening meal. Many thanks go to Martin Emsley for organising the trip and special thanks to Martin Baker for driving the bus and finding us the Pub.

April saw a visit to the Bristol Industrial Museum. Martin Baker had arranged a behind the scenes visit where members of the public do not have access. We were told a bit of history of the museum building itself, went into the train shed, the restoration workshop and then were allowed to rummage around on the top floor storage area.

The final club visit was made in September to Somerset where we took in Ariel Cars and the Haynes Motor Museum. At Ariel we were shown around by the owner Simon Saunders. We had a talk on the history of the company and the chance to try some of the cars out for size. We then went into the workshop where there were half a dozen cars in various stages of build.

Following a Pub lunch we headed for Haynes at Sparkford, this should have been a straight forward run up the A303 until Mark Elvin's Sat Nav lead the convoy down some country lanes about a mile from our destination. Mark eventually made it and we had a behind the scenes tour of the museum's workshop and storage area before being let loose in the museum itself. Thanks go to Ken Robson for organising the trip.



*Bristol Industrial Museum
Visit*

At the beginning of May, the club had a stand at the Italian Car Day, which is held in the centre of Bristol. Nick Wood had arranged a motorsport theme for our part of the show and we hosted the Abarth Osella PA2 and had the Castle Combe Racing Club (under one of our awnings) and the Abarth club as neighbours. We saw several of the Abarth's two days later at Colerne as they competed in the Wessex Sprint.

The club then made its first visit to the Rally Day at Castle Combe. The club's two awnings and John Corfield's van were put to good use when the heavens opened up and provided shelter for several club members and many visitors. Thanks go to these members who provided display cars. We saw the return of the Frenchay Show at the end of July and we had another impressive display of cars (and bikes) on show. Special thanks must go to Rex Meaden and Andy Moss who had managed to bring along two cars each. We were joined by Bristol MC at the show and Pete Stowe had a display in the Museum, this time it was the history of Castle Combe circuit.

The final outing for the club awnings was again at Castle Combe where we supported the Stroke Association Day. Several members had their cars at the track and were available to give paying passengers a ride. The day was wet and this ensured that most of the cars visited the grass at least once during the day. Thanks to Ken for organising the Bristol Pegasus involvement, which also included Alan Spencer and himself, featuring on Star FM Radio, where they talked about the Stoke Association, the event at Combe and also the Bristol Pegasus Motor Club.



Bristol Italian Car Day

The club enjoyed a Skittles match with Bristol Motor Club at their meeting venue. It was decided to mix the teams from both clubs, and with plenty of players, we had a fun evening. The ACE Classic tour which is run with the help of the club took a route up through south Gloucester and then over to the Forest of Dean, finishing back over this side of the bridge. Once again this event raised a good sum of money for local Charities on both sides of the Severn.

The track day at Castle Combe moved to August this year. Tony Smith did his usual marvellous job of organising the assembly area and getting the cars out onto the track. We had another full entry and glorious weather – which was not bad considering it was the weekend of the Bristol Balloon Fiesta!

The final social event of the year was the Endurance Karting Challenge held in November. Ken Robson took on the organisation and managed to sell places to 16 teams, including Bristol MC, TVR Owners and Marlin cars. Well done to BMC for retaining the title, but more importantly thanks to all the entrants who rose over £900 on the night.

The Formula One fantasy league attracted 47 entries. It was a close race with the two runners up only 10 points behind the winner Tim Murray. One of the runners up was Sally Elvin; you had to go to the third from bottom of the table to find her husband's score. I also noted that Mrs Emsley, Hart, Marsden, Perkin and Craddy all beat their husbands – so well done ladies.

Membership

Thanks go to Mal Allen for his efforts in running the membership this year. We have seen the number of paying members rise to 185, their partners increase to 65 and with the 12 honorary members, Mal has had to issue an impressive number of 260 membership cards.

Backfire

Thanks very much to Andy Moss for all his efforts in producing and distributing the monthly magazine. Also thanks to Liz who assists Andy with some typing. Andy now has his kids joining in the family effort by stuffing envelopes and sticking on stamps!



Frenchay Car Show

As usual we have had many different and varied articles this year. They have covered topics such as: Martin Emsley in the USA, the Schlumpf Museum from a ladies perspective, off-road driving, the Corfield XR2, road rally terminology, Historic Monaco, photos of Alan Spencer with Russell Brookes!, the Lands End trial, track day reports, Turbo Technics 25th birthday, Arthur Tankins Tiger 90, the Isle of Man rally and building a kit car. All of these were also joined by reports on the club events and events entered by club members. Andy is trying to bring you a varied Backfire, so please send in articles, details of your cars, etc.

We were very pleased that Richard Reynolds took over as our web master in the middle of the year. Richard has given the web site a new-look and added some new features. However a web site needs new material on a regular basis, so please let Richard know of any thoughts you have for what you would like to see and if you have anything to go on the site.

Charity

Following the excellent effort last year, Martin Emsley said we could have an easy year with our fund rising. Money has been raised by selling items on ebay and commissions received from sales on Amazon. A raffle was held at the Track Day with some excellent prizes acquired by Ken Robson. This year we repeated the Karting Challenge at Avonmouth and this rose over £940. Thanks to Martin Emsley for his enthusiasm and effort in fund raising, and to Ken Robson for his organisation of the Karting. We have also supported the ACE Classic tour which raised over a £1000 for local charities and the Stroke Association Day which raised over £4500. The total amount raised for St Peter's in 2006 was over £1660.

Committee

My thanks go to all the Committee who have contributed this year to organising and running events. They all give time to the Club, which enables us to run the varied mix of events, both social and sporting. Thanks also to our Vice Presidents who provide advice to me and the Committee, as well as all they do in the organising of events for the club.

Next Month Competitions



ACE Classic Tour

November 2006 Club Night – Can-Am Night

Guest Speakers David Franklin and Ted Williams

The November club night was Can-Am themed, and was a celebration of the era of unlimited sports racing cars, huge, powerful engines, and a blank sheet for innovation. Some of the world's best drivers comprised the 9 earth shaking years of the original Canadian – American Challenge Cup.

We were honoured to have with us two old friends, who both have a wealth of experience and tales to tell of driving over the last 20 plus years some of the finest examples of Can-Am machinery - David Franklin and Ted Williams.

Martin Emsley acted as host for the evening and got things underway with an Introduction – adapted from a piece written by Tony Beale in the book – Can-Am Racing. Reproduced below Martins introduction gave an excellent feel for what the Can-Am series was all about.

If ever a motor racing championship series could be said to have captured the spirit of an era, then the Can-Am was a true 'child of the sixties'. It was a time of liberation and upheaval throughout society, with an 'anything goes' attitude and an emphasis on enjoying everyday life to the full. The Can-Am embraced all those philosophies and produced a legendary form of pure motorsport that will surely never be repeated, especially in the more excessively regulated 21st century – it was a fantastic free-for-all on four wheels.

The Can-Am came to represent a new motor racing ultimate in performance, innovation and excitement. The rulebook was remarkably thin, with basically few restrictions apart from the safety requirements of the day. There was no minimum weight limit; engines could be of any size, tyres of any width and vehicle construction materials left to the imagination of the designer.

Big block Chevrolet V8s mixed it with the largest displacement Ferrari V-12 ever produced and flat 12 Porsche turbos in a storm of raw horsepower. Space age features rubbed shoulders with good, old fashioned, backyard special building techniques, cars sprouted huge sprint car style wings and even motorised fans to enhance down force as what started out as racing sports cars evolved into outrageous machines that went faster than anyone had thought possible. Of course, the idea of producing a hybrid sports car racer by putting an American V8 into a lightweight home-built or European chassis had been around for many years before Can-Am.

The Can-Am championship in its prime lasted for only nine short years, between 1966 and 1974, the cars and drivers that took part were some of the best around and have since become legends; Denny Hulme (The most successful Can-Am driver), John Surtees, Bruce McLaren, Mario Andretti, Dan Gurney, Jackie Oliver, Mark Donohue and many others; plus classic race cars from McLaren, Lola, Shadow, Ferrari, Porsche and Jim Hall's never-to-be-forgotten Chaparrals.

While the racing itself could sometimes be rather processional, the awesome sight and sound of a pack of Can-Am cars hurtling through a corner was enough of a spectacle to thrill the many thousands of spectators who flocked to the tracks across North America.

Can-Am was a glorious adventure and one that couldn't last, but as long as cars are raced it will be remembered as an intoxicating period when motorsport was free-spirited and FUN.

We then had a short film clip of the cars in action from the 1969 season.

David and Ted then went onto to describe their experiences of competing in different Can-Am Cars and told us how they started off with Ted purchasing a March 707, and David a McLaren M6B. We were told how this involved trips to the US to track down the cars. David and Ted then told us about their exploits in the 1980's historic racing series in the cars. David went on to tell us about his exploits in the huge Ferrari 712 and Ted, told us about the McLaren M8E and Lola T160.

We then had a question and answer session with many excellent questions coming from the audience, following the formal session Ted and David kindly spent some time socialising with club members and guests, and everyone ended up staying much later than intended. There was also an excellent display of exhibits to look at, brought along by both our speakers and club members.

Our thanks go to our speakers Ted Williams and David Franklin, as well as to Martin Emsley who organised and hosted the evening.



New Members

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

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

Martyn Hill – Charfield
Adam Jenkins – Patchway
David Bray - Wotton Under Edge
Stefano Missiato – Horfield
Robert Crossland - Midsomer Norton





2007 Club Charity Diabetes UK



Diabetes UK is the largest organisation in the UK working for people with diabetes, funding research, campaigning and helping people live with the condition.

Diabetes UK is the charity for people with diabetes, their family, friends and carers. Our mission is to improve the lives of people with the condition and work towards a future without diabetes.

We are one of the largest patient organisations in Europe. We stand up for the interests of people with diabetes by campaigning for better standards of care. We are the largest funder in the UK of research into better treatments for diabetes and the search for a cure. We provide practical support and information and safety-net services to help people manage their diabetes.

What is Diabetes?

Diabetes mellitus is a condition in which the amount of glucose (sugar) in the blood is too high because the body cannot use it properly. Glucose comes from the digestion of starchy foods such as bread, rice, potatoes, chapatis, yams and plantain, from sugar and other sweet foods, and from the liver which makes glucose.

Insulin is vital for life. It is a hormone produced by the pancreas, that helps the glucose to enter the cells where it is used as fuel by the body.

Diabetes types

There are two main types of diabetes. These are:

- Type 1 diabetes
- Type 2 diabetes

Type 1

Type 1 diabetes develops if the body is unable to produce any insulin. This type of diabetes usually appears before the age of 40. Type 1 diabetes is the least common of the two main types and accounts for between 5 – 15% of all people with diabetes.

Type 2

Type 2 diabetes develops when the body can still make some insulin, but not enough, or when the insulin that is produced does not work properly (known as insulin resistance). In most cases this is linked with being overweight. This type of diabetes usually appears in people over the age of 40, though in South Asian and African-Caribbean people often appears after the age of 25. However, recently, more children are being diagnosed with the condition, some as young as seven. Type 2 diabetes is the most common of the two main types and accounts for between 85 - 95% of all people with diabetes.

There are currently over 2 million people with diabetes in the UK and there are up to another 750,000 people with diabetes who have the condition and don't know it.

www.diabetes.org.uk

TIME TO SHOW

My doctor stopped me reading the sports pages during the Ashes because my anti-depressant tablets were busting his budget, but they showed that some sports, however badly we do at them, bowl ours away as far as print media coverage is concerned. Yes, I know it's mandatory nowadays to genuflect before TV, but print is still more likely to catch the eye of the casual sports enthusiast who may go on to get the motorsport bug.

At a local level, clubs continue to bemoan that they can't get coverage and increasingly, unless they have someone in charge of this area, they won't. Newspapers are under too much pressure to ferret for club news – although there does seem some evidence that if clubs put themselves about at shows then they can build more local recognition.

I hesitate to suggest it when clubs struggle to fill *any* jobs but maybe there's a case for having an 'Exhibitions Manager' to look after the club's interests in this area. Bit of a grand title perhaps for someone running a club display at a local fete, but not if it's at one of the major national motorsport shows. A pipe dream? No – opportunities for clubs at shows like the recent *Autosport International* at the NEC and the upcoming

International Historic Show (Race Retro) at Stoneleigh are likely to increase with the growth of 'affinity marketing', where people with similar interests – clubs and show organisers in this case – work together to promote a sale or an activity. It's growing rapidly because of the internet and the use of tracking codes issued to clubs and managed on a web or ticket hotline; this means reimbursement to clubs is easier and more accurate than when ticket stubs were used in the process. I haven't a clue about the finances of 'our' shows, so don't quote me, but I'd guess that a ticket retailing at £20 could be offered to club members at £17 while at the same time the club could get £2 for promoting the event to its members. Drinks all round I think.

You won't need tracking codes for a local show or fete but a display handled well can still produce results, and the opportunities are going to grow – during future National Motorsport Weeks for instance. Is a local technical college, school or even waterworks holding an Open Day? Would they like a competition car (or two) on display? You won't know unless someone, like the exhibitions manager, asks them.

Affinity schemes have grown rapidly since I wrote about

shows a couple of years ago but other things haven't, such as the need to be sure of your objectives when showing; the need to keep a stand clean and uncluttered; the need to have stand volunteers who welcome people rather than huddle together turning it into a social exclusion zone; the logic of working with clubs with similar interests, maybe to share stand space. And so on.

I'm not suggesting that putting ourselves on show more is going to double memberships; I am suggesting it may help us get a fairer share of that important media cake. Anyone else with a Dellow care to join me on a stand at this year's National Morris Dance Convention?

Stuart Turner



COD FILLET QUIZ

1. Which Riley car, first made in 1927 and costing £298, maintained that price until production ceased in 1938!!!?
2. Which car of the 1930s was known as the 'smallest production Six in captivity'?
3. In the 1960 Monte Carlo Rally who co-drove Peter Harper to win 3rd overall and a class win in a Rapier?
4. At which race did Graham Hill have his first works drive for BRM?

ANSWERS ON PAGE iv

2007 Blue and Gold Books

The MSA Competitors' Yearbook 2007 (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 £23.00 (including postage).

The MSA Kart Race Yearbook 2007 (a.k.a. the Gold Book) lists the Technical Regulations for all kart classes, has provisional championship calendars and kart race fixtures for 2007. It is issued with kart competition licences but may be purchased for £8.00 (including postage).

For further information, contact the Sales Department at the MSA (telephone 01753 765000).

New Forestry Commission charges

Following the announcement of the 2006 Retail Price Index in October of 3.7 per cent, the MSA and the Forestry Commission confirmed the new schedule of charges for the use of Forestry Commission roads from 1 January to 31 December 2007. They are shown in detail on www.msauk.org

This is the final year of the agreement signed by the MSA

and the Forestry Commission in 2004, which set out a framework for the management of motor sport on Forestry Commission land and confirmed index-linked price rises through to the end of 2007.

Fuel line protection

The MSA Common Regulations for Competitors E 12.12.1. states that fuel lines passing through the driver/passenger compartment must be protected. The following extract from *MSA Scrutineers E-Bulletin #14* suggests ways in which this may be achieved.

Protection can be achieved in many ways including the line being securely clipped in a location such as to be inherently protected by location alone. It is important that there is scope for the lines to move with impact body distortion and not to be ruptured as a result of such distortion. Please also note that where a metal pipe is used inside the cockpit there is no mandatory need to cover or replace the pipe. Some competitors have been informed to replace metal pipes with metal braided rubber hoses or use an additional cover. It is only when using non-metal braided rubber or plastic hoses that they must have additional protection or be replaced with a metal braided variant.

Tyro Kart Racing

This is a new opportunity for kart clubs to encourage more people to try karting. Tyro

Kart Racing Organisers Guidelines is available to download from www.msauk.org

The MSA and the Kart Sporting Committee see this as an ideal opportunity to get more people in your local area involved in motor sport. Please send any feedback and interesting stories which would help other clubs around the country to

Cheryl Lynch,
Race, Kart and Speed
Executive, MSA, Motor Sports
House, Riverside Park,
Colnbrook
SL3 0HG.

National Motorsport Week

The next National Motorsport Week will be 11–19 August 2007. Go to www.nationalmotorsportweek.co.uk for more information.

MSA Championships

Information about British Championships and other MSA Championships, including links to championship websites, can be found on www.msauk.org

Best snapper and scribbler

The winners of the fifth Renault MSA Young Motor Sport Journalist and Photographer of the Year awards were, respectively, Kevin Turner and Michael Hoyer. They received a trophy each and cheques for £1,000. These were awarded at the MSA's Night of Champions in January.

CROSS-COUNTRY

As we move into the new season, cross-country motorsport, at least at the higher levels seems to be moving forward and to be as strong as ever and the overall number of events run each year remains high. Figures show cross-country (off road) having the highest number of events run of all the motorsport sections. 1143 events were run in 2005, down a few on 2004 but still ahead of rally, which was the second most numerous discipline. The news that Baja GB is now a round of the FIA championship has generated a great deal of new interest in cross country, raising the sport's overall profile. Numbers taking part in the British MSA off road championship for comp safari vehicles, grew as 2006 went on, and its likely 2007 will see the best entry for many years. The championship continues to be sponsored by Matador Tyres and runs over 5 rounds. The Hillrally championship had in 2006 good numbers and hopefully numbers will be high for this years national championship. However, numbers at club trials events continued to be mixed, with some clubs suffering low entry numbers. Many blame lost sites and increasing cost, maybe its now time clubs get together and organise a true national trials championship? A strong national identity for trials might just be the kickstart to renew interest. After all trials are seen as the starting point for all cross country motorsport, leading competitors onward to Baja type events.

AUTOSCENE



REVIEWS FROM



EPYNT - A stage rallying history Martin Leonard & Mark Griffin, £35. Order via www.griffinrally.com

It takes a special stage to carry a book and there are few more epic than Epynt, the Mid-Wales asphalt complex that famously claimed three WRC scalps in November 2002. This brilliant compilation, by local boys Leonard and snapper Griffin, features 60 anecdotes from the likes of Waldegård, Airikkala, Grist and Grönholm (one of those caught out in '02 by Deer's Leap), plus the club heroes – such as '70s 'King of Epynt' Tony Fowkes – who made their names at the MoD training centre. The fabulous photos are just as compelling, such as a Jowett Javelin in the '50s and the '74 Tour of Britain when Noel Edmunds parked his RS2000 on a rolled RX-3. "Oh my God," said the then DJ. "Not quite, I'm the reverend Rupert Jones." replied the Mazda's owner. You won't find better pacenotes anywhere.

1960s BRITISH MINI RACING

**JMW/Roscoe Films, £9.99
From www.60smulti.co.uk**

This 32-minute DVD of prime '60's David Roscoe material has no menus or extras so the fun starts straight away. And the footage is brilliant: vivid colour from cameras close to the action. Long-forgotten amateurs' weekend jaunts at Brands are followed by saloon

car races where Minis rub shoulders with the likes of Sears, Clark and Hill. Just as enjoyable is the period commentary, brimming with dry puns as Minis slide, spin, roll and swarm their way around Britain's circuits: "Well, that's one way to empty the ashtrays." Brilliant.

NORMAN DEWIS OF JAGUAR - Developing the Legend

ISBN 0 9550 102 17

**Paul Skilleter with
Norman Dewis,
PJ Publishing, £75. Call
01590 624 601 or see
www.pjpublishing.co.uk**

If you thought there wasn't room for another Jaguar book in your library, then make space for this masterwork from Jag authority Paul Skilleter and legendary development driver Norman Dewis. The 576-page epic is packed with anecdotes, technical insight, historic photos and memorabilia. From Dewis' apprenticeship at Humber and Armstrong Siddeley prior to signing up as air gunner in WW2, through the early post-WW2 years at Lea-Francis and then 33 years at Jaguar, this is an engrossing story. And the combination of Skilleter's knowledge and Dewis' vivid memories perfectly bring the story to life. Packed with close to 1,000 illustrations, this important work is also handsomely presented. Highly recommended.

MARSHALS POST

by the BMMC |

New rules covering driving standards and fuels are the most significant changes in this year's MSA Competitors' Yearbook – the 'Blue Book' as most of us know it.

Rules covering reckless, dangerous and careless driving have been replaced by a single "catch all" regulation covering "Driving in a manner incompatible with general safety or departing from the standard of a reasonably competent driver."

Clerks of the Course are also being given the power to refer cases to the Stewards, if they believe heavier penalties than they can impose are justified.

In the past, only incidents of dangerous driving could be sent to the Stewards, who have the power to suspend a competitor's

licence for 30 days and refer the issue to the MSA, which can impose further penalties.

The change should be welcomed by marshals and other officials, who have felt competitors were escaping heavier penalties because it was too difficult to prove dangerous driving.

It certainly opens the way for a crack down on deteriorating driving standards, but much will depend on how willing Clerks of the Course are to use their new powers – particularly in high profile branches of the sport where contact seems to be the accepted method of overtaking.

This year sees the addition of Bio Ethanol and Bio Diesel as permitted fuels, but competitors will need specific approval from the MSA if they want to use them.

At the same time, existing fuels will have to be greener – the amount of sulphur allowed has been cut to a third of the previous permitted level and the

level of aromatics – which boost octane levels, but also increase exhaust pollutants – have also been cut.

The Blue Book also tightens up on rally recovery and Radio Controller requirements.

In the past, all that was required was a "recovery unit," but now it has to be an MSA licensed Recovery Unit, or a commercially operated recovery vehicle.

Meanwhile, Controllers using the MSA safety frequency on Rallies and Cross Country events now have to have an MSA licence and not simply be experienced in the use of radios and controlling a network.

QUIZ ANSWERS

1. Monaco
2. Wolseley Hornet (1271cc)
3. Raymond Baxter
4. Argentine GP (Buenos Aires Jan 1960)

CLASSIC COMPETITION CARS AND BIKES ON ROAD, OFF ROAD AND ON TRACK



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MOTORSPORT
SHOW 2007

race retro

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



February Event

Monday the 12th February 2007

Club Night



Wheatsheaf Winterbourne 8.30pm

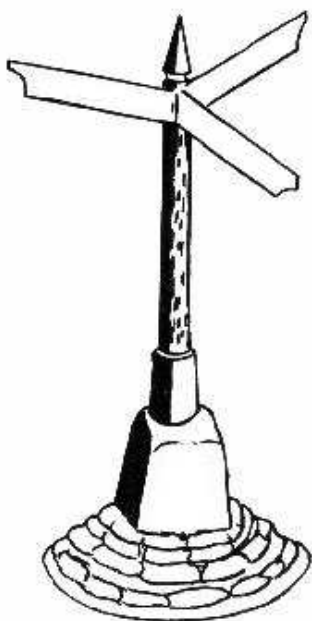
**We are lucky enough to have a guest speaker
for our February Club Night**

Guest Speaker

Dennis Harris

BARC Council member

The February club night will see the first guest speaker of the year, we are very pleased to welcome Dennis Harris from the BARC who has experience of organising race meetings in the UK and Overseas. We are sure he will have some amusing tales to tell...



Friday February 16th

Navigation Scatter

The February Navigation event is a Scatter and is a joint event with BMC. 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. The event will take place entirely on map 172. It should be possible to visit 75% of the points without covering more than 40 miles. Insurance fee £15.50, no entry fee.

Regulations and entry form are available from the club website or contact Paul Parker
01275 843478 or e-mail britishsprint@paulparker.f9.co.uk.