

Backfire

February 2008



The Magazine of the Bristol Pegasus Motor Club

Cover : BPMC Win Autoglym National Motor Club Quiz 2008
Front Row - The winning BPMC team of James Page, Tim Murray and Keiron Winter, with supporters Dick Craddy, John Page and Martin Emsley



2008 BPMC Events Calendar 2008

Changes shown **BOLD**

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



Navigation Scatter

Friday 8th February

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 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 britishsprint@paulparker.f9.co.uk.

There will be no entry fee, although cheques will be required for any insurance cover required.



February Club Night

Monday 11th February 8:30pm

Guest Speaker David George will be talking about THRUST SSC



David George, well known as the race commentator at Castle Combe, is also a great Land Speed Record enthusiast and in 1997 spent two weeks at Black Rock Desert, helping the Thrust SSC team during their record breaking attempts.

He will be talking about the car, its construction, and the record runs, and will also be bringing along a selection of Thrust SSC memorabilia and photos, including a piece of Black Rock itself!

Navigation Exercise

Friday 7th March

Last Nav-ex of the Winter.

Club Night

Monday 10th March

Wheatsheaf from 8.30pm.

Stoneleigh Show Visit

Friday 14th March

Club visit to the Historic Motor Sport Show - "Race Retro" - More info later in the magazine.

Great Western Sprint

Saturday 29th March

Our new joint event with Bristol MC at Castle Combe and a round of the British Sprint Championship. The regulations will be available to download from the website or they can be sent to you by getting in contact with the Entries Secretary Alan Want at 17 Bristol Road, Portishead, Bristol, BS20 6AQ or by phone on 01275 848736.

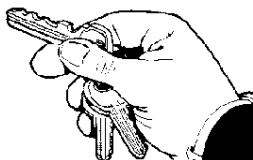
As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP backfire@bristolpegasus.com Fax (0870)139-2108

Website WWW.BRISTOLPEGASUS.COM



Chairman's Chat

By Kieron Winter

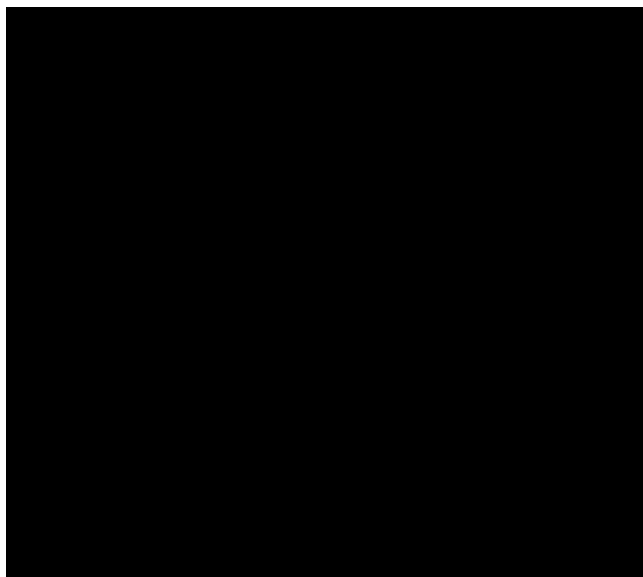


What a great way to start the New Year by winning the Autoglym Quiz. You will read elsewhere in the magazine how the team from Bristol Pegasus qualified for the National final at the Heritage Centre at Gaydon and came away as the winners. I was lucky enough to be one of the team, but I have to admit that it was Tim and James who were quicker to the buzzer than myself. In fact when it came to the final, Tim was in excellent form. At one time he interrupted the Quizmaster on a question about Brooklands. Tim took the gamble that the question was going to be about the holder of the lap record and so he gave the name of the driver, the car, the date and the speed in mph to two decimal places – we never found out what the exact question was, but he got us a point.



We had an excellent day and were well looked after by Autoglym. We had time to talk to Graham Robson, who organised the Ford Motorcraft Quiz back in 1983 when Tim was the winner. With the money that Tim

won, the club bought the equipment trailer. Graham remembered this and asked if we still had the trailer. It was good to tell him that it was only a few months ago that we handed it on to the Scouts.



Plans are well underway for the Great Western Sprint at the end of March. Several planning meetings have taken place, with Clerk of the Course Martin Baker and his deputy Mark Chater paying several visits to Castle Combe to finalise details. We are also very pleased to announce that Bristol Seat will be sponsoring the event. Bristol Seat is the new Seat dealer for Bristol and will be opening their new facility at Feeder Road. Seat has strong links with motorsport by sponsoring a works team in the British Touring Car Championship, the World Touring Car Championship and in the recent past were F2 World Rally Champions. There are also strong Seat links with the Great Western Sprint and Bristol Pegasus Motor Club, as the Clerk of the Course and Deputy Clerk (Bob Hart) are both Seat owners!



Our motorsport year got underway with the annual trip over the Severn Bridge for the Dick Craddy / Andy Rigler Nav Ex. It was good to have two new crews out on the event, one in a car and the other in a Transit van! The Monte Carlo Rally is now over and I thought the TV coverage was very good and an improvement over recent years. I hope you have found the 'Dave' Channel; they are promising to have a programme every Sunday evening on rallying and also have shown some documentaries on GT racing. The Grand Prix teams also seem to have got their new cars out early and most of the teams have their driver line-up settled. Let us hope that the championship race is as close as last year, but we can do without the politics.

Our first Guest Speaker of the year will be David George who will be talking about Thrust SSC at the February club night. For those of you who go to the races at Castle Combe, David will be familiar to you, as he is one of the Commentary team.



Club Night Venue The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

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

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






Bristol Pegasus Fantasy F1 2008

The Bristol Pegasus Fantasy Formula One competition is now into its 13th 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 Australian Grand Prix on the 16th of March.

Entries should arrive by Friday 14th March - Good Luck !

The 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 Kimi Raikkonen in a Super Aguri if you wish.

Your team budget is £ 100 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.

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 - 25 points
2nd - 20 points
3rd - 18 points
4th - 15 points
5th - 12 points
6th - 10 points
7th - 8 points
8th - 5 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.

Duplicate teams are inevitable with the number of entries received each season. We therefore ask for a 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. The organisers may ask additional questions if it still looks as though the fantasy championship is heading for a tie towards the end of the season.

Entry is free and open to all club members. Spouses may also submit an entry. Results will be published in Backfire each month and will be available between magazines on the club website.

Prize - A DVD or Video of your choice will be awarded to the winner.

2008 Race Dates

16 March Australia
 23 March Malaysia
 06 April Bahrain
 27 April Spain
 11 May Turkey
 25 May Monaco
 08 June Canada
 22 June France
 06 July Great Britain
 20 July Germany
 03 August Hungary
 24 August Europe
 07 September Belgium
 14 September Italy
 28 September Singapore
 12 October Japan
 19 October China
 02 November Brazil

Teams And Driver Costs

Team	£M	Driver	£M	Engine	£M
Ferrari	60	Kimi Raikkonen	40	Ferrari	30
		Felipe Massa	35		
McLaren	50	Lewis Hamilton	40	Mercedes	25
		Heikki Kovalainen	25		
BMW Saber	30	Nick Heidfeld	18	BMW	14
		Robert Kubica	10		
Renault	30	Fernando Alonso	15	Renault	10
		Nelson Piquet Jnr	13		
Williams	25	Nico Rosberg	12	Toyota 2	8
		Kazuki Nakajima	10		
Red Bull	18	David Coulthard	12	Renault 2	8
		Mark Webber	10		
Toyota	14	Jarno Trulli	8	Toyota	6
		Timo Glock	8		
Honda Racing	12	Rubens Barrichello	8	Honda	6
		Jenson Button	8		
Scuderia Toro Rosso	8	Sebastien Bourdais	3	Ferrari 2	4
		Sebastian Vettel	6		
Super Aguri	6	Takuma Sato	3	Honda 2	4
		Anthony Davidson	3		
Force India	5	Adrian Sutil	3	Ferrari 3	2
		Giancarlo Fisichella	3		



The easiest way to enter is online at www.bristolpegasus.com or Complete the form below – if you do not wish to cut you Backfire send entry on a photo copy or a plain piece of paper to the Backfire address at the front of the Newsletter.

2008 Fantasy F1 Entry Form

Remember : You have £100m 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 :



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2008 Exeter Trial

By Alan Spencer



After the cancellation of last years Edinburgh Trial with worries of Foot and Mouth by the Motor Cycle Club, the "Triple Awards" for 2007 were decided on this the first round of 2008.

A dry night and day would be an advantage for those Triple Award chasers, not to be, its winter and its Britian of course. (Even the Romans got fed up with the weather and went home – well that's my theory anyway.) The over night run was wet and it also rained during the day – very hard at times, but this proved on some hills to be good as although wet the slime had been washed off.

We started with Mal and Donny from Cirencester in the wet, during the night it cleared several times, but the rain soon returned, and made our way to Haynes at Sparkford for the trial start, an hour at the Museum gave an opportunity to view the cars in the museum at a reduced rate, and time for the first breakfast although overcrowded due to the early arrival rule being relaxed this year.

The Parsons Ford ran well but we found on some of the early restarts it stalled - had forgot to increase the

engine speed on tick over "twit". We arrived at Gatcombe Lane and from the top of the hill it looked as if it was on fire, we arrived at the start only to be greeted by Duncan Pitaway and Jack Taylor with their start crew - A large 45 gallon drum full of wood "nice and warm".

Normans Hump and Clinton in Bovey down woods not far from Wiscombe Park has always been a big challenge for the Mini but the Parsons sailed up both of them although the engine stalled on the Cilton re-start – was I clear? I don't know. Waterloo just across the A3052 at Hangmans stone was also a good climb despite it climbing the bank and jumping out of gear.

We arrive at Exeter services just after 1st light for Breakfast 2 as far as I was concerned. We had climbed all the early hills, the results may show different.



After an hour break we then head for Tilbutu Steep - a hill that in the early days the mini would just drive up - it was a green grass lane, not any more its a rock garden, I've broken diffs and the footpeg on my Motorcycle on this Hill, the Parsons takes it all in its stride and we pull off the restart only to fail further up the hill not enough right foot? Fingles Bridge on Dartmoor was for all classes but this year it was surprisingly rough and



class "O"s had a bit of a problem on the sharp hairpins. Wootons Steep is what its said – STEEP – the restart was in the loose shale part this year and many never got out of it including me – Fail no 2.

We then travel on to the famous SIMMS a hill that in 15 years i've only climbed once, that was on a Motorcycle, we have a 15 minute stop here but I wanted to carry on, its a compulsory stop, in the village hall nice tea and cakes. It starts to rain very heavily - waiting in the queue rain is dripping down my neck - I think we will not climb this one. Watching the others they stop at the restart box high and to the left, I was thinking stopping low. Then its my go and as we arrive at the box it looks better high and left so I follow all the others, and to my surprise off it goes up and out of the top "great I've got up SIMMS in a CAR" What pleasure what joy must have been the wet conditions who knows?

The next hill across the road from Simms is Tipley, nice hill with several hairpin bends, a bit rocky, have got out of this many times in the mini with no restart.



The Parsons in Class 8 has a restart, I could not believe it, the car pulled off the box and I was so surprised I had to look back as I thought the marshals were pushing me, great, not for long not enough right foot again and we fail a bit farther up.



The last hill is called Slippery Sam and is at Rocombe near the finish at Babbacombe Bay, its a great hill a bit stoney and a large step at the restart – the mini used to shoot up here with no restart not a problem for the Parsons, the only thing is getting out of the lane at the top, many red muddy deep puddles you have to watch that the watery mud does not come over the cars doorless sides into the foot wells.

So yet another finish, car still going ok and I climbed Simms for the first time in a car. Did we get an award? It doesn't matter I got up Simms, who cares.

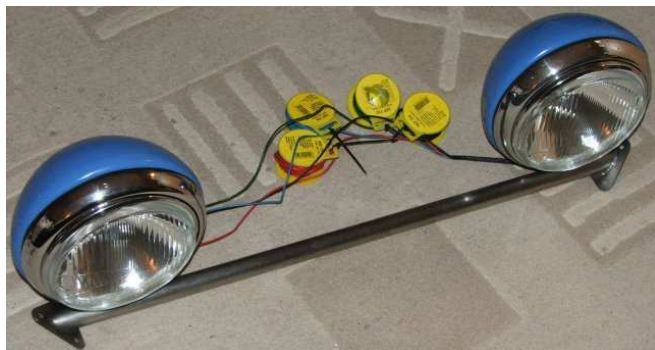
Spence



Marlin Roadster Rebuild

By Andy Moss

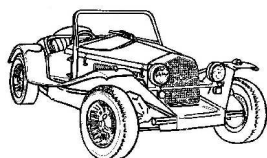
Marlin



With the arrival of Winter I decided that I would not be able to do much to the chassis or bodywork on the Marlin. Therefore I have been concentrating on things that can be sorted out in the garage. With some help from Martin Emsley the engine and gearbox are now joined with a new clutch fitted.

I replaced the sealed beam headlamps with Halogen units, this along with new wiring, will mean I should be able to see where I am going.

The next task was to sort out the nose cone and grill. I had already sprayed the nose cone and with a bit of polishing with cutting compound it looks o.k. I replaced the original grill with aluminium mesh and fitted a new aluminium surround. With the Marlin badge polished up and fitted in place it all looked pretty good. Finally I splashed out on a new number plate.



Hunt for Mini



Can the Pegasus club member who bought the blue Mini from me in Tormarton some time in 2005 please contact me on 01454 218537 or 07958742061. Many thanks Phil Turner

Autosport Show

Many members enjoyed a day out at the NEC



Above – Rally car build



Left Colin McRae Tribute

Right – British Touring Car Feature





Chairman's Report 2007

Part Two – By Kieron Winter

Kieron continues his review of 2007 with a look back at competitive events

Competitions

We planned another season of competitive events with at least one event per month, with the Autotest in doubt because of venue problems; its date was taken by our first attempt to run an AutoSolo.

Those events that were held around the lanes started with Dick Craddy and Andy Rigler's Nav Ex over the other side of the Severn Bridge. They had a good turn out of eight crews. It was good to see a new crew out on the event, with Mark and Lynn Lewis entering in a BMW650 Coupe, just the car for the narrow Welsh lanes. Bristol Motor Club ran a Scatter in February with a Bristol Pegasus crew picking up the win by scoring maximum points and almost double the points of the 2nd place crew. This event saw Chris Goodchild navigating in a Jaguar X-type and Steve and Emma Burns making their club competition debut in a Subaru Impreza. The five crews that turned up for the March Nav Ex were surprised to see the Organiser, Tim Murray waiting for them with his bicycle! Tim's car was off the road so he cycled to the start, sent the crews off and then cycled to the Pub for a meal and a beer or two. I understand that on the way home, Tim managed to drive into a hedge!

October saw BMC running a Scatter, which saw a crew from Bristol University Motor Club take the

victory. Paul Bird organised the November Nav Ex which started and finished at his local Pub. Of course Paul had to spend the evening having a beer or two as he waited for the cars to return from the excellent lanes of west Wiltshire. No wonder he was very amenable as the crews complained about the clues that they could not find. Martin Emsley organised the final Nav Ex of the year in early December. However due to illness and business commitments, the number of crews entering was down and so it was decided not to run it and save it until more crews were available.



In April we returned to Lower Grove Farm at Dundry for the Production Car Trial. Mal Allen took on the role of Clerk of Course and Andy Moss as Secretary. Entries were up this year to 20 as we had invited the Cotswold Motor Sport Group and the Classic and Historic Car Club to join us. For a change we had a dry event and this allowed Mal to set up hills in part of the venue not used before. We had a good afternoon's sport with cars as varied as an Austin 7 to a Ford C-Max. Thanks go to the marshals who helped run the event and to Duncan Pittaway for the use of the venue.



There were four Treasure Hunts planned over the summer months. We started the year in May with the Lewis Bird and Martin Baker event. They took us around the lanes of North Somerset and some of the answers that they made us find had a certain theme – when some of the answers turned out to be cocks, tits, nuts and asses! June saw the crews heading to the south east of Bristol for first time organiser, Dave Adam's event. Dave's event was different to the usual and it saw two crews tie for first place with the tie break rule having to be used to declare the winner. Martin Emsley organised the July event, but it was run by Tim Murray as Martin was away on business. Therefore Tim had to face the wrath of the crews for the unusual treasures that they had been asked to collect. The final event in August was back to North Somerset for the Alan Spencer / Kieron Winter organised event. The out of order clues caught out a few crews who only discovered them as they found the last clue and were heading back to the finish Pub.

The Club also had an additional Treasure Hunt which was organised by Martin Emsley as a Novice Event aimed at members of the Rolls-Royce Apprentice Association, but open to all. Nine crews took part and several of them must have enjoyed it as they took part in our other Treasure Hunts during the summer.

Before the Sprinting season started, a training day for marshals was held at the Wheatsheaf. Thanks go to Bob Hart who coordinated the marshals, those who gave the training and those who came along to receive it. The Sprinting season started with the

Wessex at Colerne which will probably be best remembered for the weather. April was a dry month, but this all changed for the early May Bank Holiday, when the morning of the event saw rain and strong winds blowing. Several drivers decided to retire at that point and there were several spins in practice with a couple of the signs getting taken out (though one did fight back and took a chunk out of a Mitsubishi). I believe that the Clerk of the Course came close to calling off the event. However it stopped raining at lunchtime and with the strong wind still blowing, the tarmac started to dry out. The runs in the afternoon were dry and in fact several class records were broken. Another memory of the afternoon was seeing a Fox run across the track just in front of Paul Bird; luckily the Fox was quicker than Paul and made it safely to the bushes.



At the end of May we headed over the Severn Bridge again to Llandow. This year we lost the Westfield Championship which meant that we were down on numbers, however this did mean that we were able to give drivers three timed runs. We were down on the number of marshals as well, which meant that Nick Wood and Ali Gordon did all the pushing at the start line; I can still remember



the look on Nick's face as the heavy Volvo came around again. The event also saw Martin Corfield pick up his first class win beating the old man in their shared Fiesta XR2

The Two Club Sprint was held on the usual August Bank Holiday date and we had an over subscribed entry, with a very healthy number of single-seaters and British Sprint Championship entries. Special thanks go to Bob Hart who as Chief Marshal spent a lot of time phoning and chasing to ensure that we had enough marshals for the event. Thanks also go to Martin Baker who drove the equipment truck on Sunday, competed on Monday and then dropped his car back home and returned to the circuit to drive the truck and unload all of the equipment back into the Stores. During the lunchtime we made a special presentation to Francis Shortall to thank him for his efforts over the years as Timekeeper.

The Sprinting season ended with the Pegasus Sprint at Castle Combe.



This event saw Martin Emsley make his debut as Clerk of the Course and Nick Wood as Chief Marshal. Nick did a great job in recruiting and we had to move the marshals briefing to

the Strawford Centre to accommodate everyone. We had a very successful day on the track, with one car from the first batch into the tyres at Quarry, it then got better and the event was finished easily before 5.00 pm. Ian Hall picked up another FTD award and only missed out on taking the outright event record from Keith Murray's Audi Quattro by 4/1000th of a second.



The Club decided that AutoSolo was an event that the club should get involved with, believing it to be a great grass roots event. It is a competitive event, but does not require a licence, helmet or race suit. The first challenge was to find a venue and Andy Moss did this with Chepstow racecourse. Martin Emsley offered to run the event as Clerk and they thought an area around the stable block would be fun. The event certainly ran to the spirit of the blue book and made use of internal roads and an area of tarmac which was very gravelly. We had super weather, excellent support from members to marshal and great event. It was good that it was won by our own Nick Cook who was entering his first MSA competitive event – exactly what we



were looking for with this type of event.

Outside Events

Members have been out and about competing in other events. Ian Hall had a limited race programme this year and when he did get out he suffered mechanical problems, including a new engine going wrong.

I am not sure if Matt Marples and Mark Aspin were out much in the rally Peugeot 205 as a house move and arrival of his first baby took up much of Matt's time and money. However another member got back into rallying after many years away and this was Phil Turner in his rear wheel drive Mk4 Escort. He did three rallies this year, two with Alan Spencer in the passenger seat which saw a finish and mechanical failure when Phil pulled the gear stick out! The third event saw his son David as co-driver and this time Phil became another victim of the infamous Caerwent high curb stones.

In Classic Trials we have had Mal & Donny Allen (plus Martin Emsley in Father Christmas hats), Pete & Carlie Hart and Alan Spencer out competing. Alan also entered the Parsons Special in PCTs and shared the car with his son Stephen, who seemed to beat him on each occasion!

Other members have been out competing in Sprints and Hillclimbs around the South West. The shared Ford Puma has seen Toby Harris score 5th place in the ASWMC Sprint Championship and Lisa Selby take 10th position. In fact the Championship was won by Grahame Harden and the runner-up position

was taken by Ian Cameron, both of whom are members of Bristol Pegasus.

Another member who has travelled even further for his Sprinting has been Paul Perkin. He decided to compete in the Midland Speed Championship, with all venues being a several hour drive from his home in Dawlish. For good measure he also registered for the Junior section of the British Sprint Championship and did a few ASWMC events. Paul had an eventful season and ended up with 2nd place in the Championship. I got an email from Paul saying he would have to withdraw the Peugeot from the Pegasus Sprint as he had jumped a fence at Aintree with it. I just assumed that was a bit of artistic licence, but no, it was true, Paul did manage to jump one of the Grand National fences. You can read all about it in his article printed in the December 2007 Backfire.

I am sure there are many more members out there competing and there must be some good stories, so why not write an article for Backfire so we can all read about it. The club has also supported the BMC Sprint at Castle Combe and the Allen Trial with marshals.

We had 96 members score points in the Clubman's Championship, this was up from 66 in 2006 and 52 members score points in the in the Marshal's Championship, which was up from 36 in 2006.





BPMC Event to feature in Cotswold Motorsport Autosolo Championship

The Cotswold Motor Sport Group are organising an Autosolo Championship in 2008. The championship will be sponsored in association with BP Motor Bodybuilders & Engineers.

The Championship will consist of a maximum of 10 rounds during the year, organised by the Cotswold Motor Sports Group Competitors Club in conjunction with one member club of the CMSG. The Championship will be run in the true spirit of Autosolo; i.e. competing cars will be those that are used and driven on the public roads.

The full regulations are available from the Cotswold Motor Sport group website www.cmsg.co.uk, or contact Tim Walton (detail below) if you need a printed copy.

There will be classes for :

- Historic cars registered before 1st January 1980.
- Saloons/hatchbacks/estates/4 seat coupes and convertibles up to 1400 cc, 1400cc to 2000cc and over 2000cc
- Production 2 seat sports cars (open and fixed roof)
- Specialist sports cars, kit cars suitable for road use and other cars ineligible for other classes.

All cars must be currently registered for road use with insurance and MOT and must be driven to the event.

Championship contender need to register for the Championship at a fee of £5. The Championship Co-ordinator is Tim Walton, 2 Sutton Close, Locking Castle, Weston-S-Mare, BS22 8SZ

E-mail: t.w.walton@talktalk.net

Tel: 01934 626958 (between 6 & 9 pm)

Dates of events in the Championship so far are below.

24th February	Weston Airfield	Bristol MC
9th March	Strensham	Ross
23rd March	TBA	Dolphin MC
20th April	TBA	Oxford MC
7th June	Abingdon	Dolphin MC
14th June	Chepstow	Bristol Pegasus MC
3rd August	Weston Airfield	Bristol MC
17th August	Mitcheldean	Ross

Our June event in the above Championship will use a different area at Chepstow to the event we ran last September. This area is a flatter tarmac area and will be a more traditional Autosolo format where competitors will need to take a turn at marshalling.

Our September event will continue to use the area at Chepstow around the



stables and will offer something a little different, making use of the excellent features of the venue. The September event will not be a championship round and we plan to making sure we can accept as many different types of club members cars as possible at this event.



From your Membership Secretary

First and foremost I need to say a sincere "Thank you" to Mal Allen for a smooth handover of the job of Membership Secretary over which he (suitably aided by Donny I'm sure) kept control for such a long time.

Regarding the new year, we're already doing well with a 2008 membership of over 200 including 13 new members. Of the 296 members who joined in 2007 only 86 have yet to renew and, since January is not yet over, to have only 30% not renewing at this time is certainly not bad news!

I must apologise to all those who have not received the 2008 "Club Calendar" card but these were late being printed, for a number of acceptable reasons, and are available now and should be included with your Backfire this month. Most of the information is also on the BPMC website.

Those of you who have renewed will know that for 2009 I hope to send you a form pre-printed with this year's details so that only need to make any changes, sign the form and return it with the appropriate fee. This should save you and me some time.

Having mentioned the membership fee, at the January committee meeting we did discuss the reduced fees for part year membership that have been available in recent years (for example, those renewing between 1st April and 30th June paid £6 instead of £8). We decided to dispense with the part-year reductions but keep the '15 months

membership' for those new members joining after 1st October. This means that those who renew will pay the full annual fee (£9 this year) no matter when they join. This makes things simpler and fairer for those who renew every year.

Regards - John Corfield
john_e_f_corfield@hotmail.com

For all the latest news



Why not visit our website
www.bristolpegasus.com

Tom Luff

We were very saddened to hear of the sudden death of member Tom Luff. Tom had only been a member for a few years and he came along in various BMW's to compete in our Sprints. However Tom had a long association with motorsport as a competitor, as team boss and as one of founders of the Classic car racing movement. The Club wishes to pass it's sympathies to his friends and family. One member of the club who will miss Tom very much is Reg Palmer. Reg was a friend for over 30 years going back to the days when Tom helped prepare his car when Reg was racing Classic Saloons.



Navigation Exercise 25th January 2008

Once more around the Wye Valley



New members Andy Baverstock and Steve Suckling plot the route

There is always a risk that, at this time of year, any sign of high winds could force the closure of the first Severn Crossing thereby making the task of reaching the start somewhat difficult. This year was no exception and given the gusting conditions in the afternoon your organisers felt the usual anxieties. Fortunately the Bridge stayed open and consequently 6 crews signed on in the Public Car Park adjacent to Tintern Abbey for, what is now, our traditional January Navigation Exercise held 'over the bridge'.

This year the initial 9 miles of the route remained on the Gwent side of the Wye. By leaving the village via Chapel Hill and passing through The Cot, Ravensnest Wood, Whitelye and Botany Bay it returned to Tintern at the Wye Valley Hotel Junction on the A468 valley road. By good fortune this loop avoided the recently installed Traffic Light controlled landslip on the river bank in the village. No foresight claimed! By crossing the Wye at Brockweir we

also avoided the second weather induced landslip at Landogo a little further up the road towards Monmouth. From there the route followed an anti-clockwise loop via St Briavels Common, Hundalls, St Briavels, Clearwell and Bream before heading south to the finish at the Rising Sun at Woolaston to complete 27.5 miles.

This year we were pleased to welcome Andy Baverstock and Steve Suckling for the first time. Having not entered this type of event for many years they took a Novice card with some success. Instant promotion to the ranks of Expert is their reward! We hope you enjoyed your evening. We were also pleased to welcome Brad Snow and Andy Wood as sole representatives of the BMC. However full marks for enthusiasm must go to Dave Turner and Alex Messenger who navigated Dave's father Phil in a Ford Transit on their first event. Phil's encouragement of Dave and Alex is highly commendable and will surely result in their long association with motor sport. We provided a 'beginners' route card consisting solely of 6 or 8 figure map references for their use. Incidentally both Dave and Alex have places on the Lackham College Motor Sports course at Castle Combe.



Dave Turner and Alex Messenger in the Transit



Route definition for both Novices and Experts, which following our previous policy, consisted of four sections using map references, some with false origins, grid lines, a herringbone, and tulips, once again achieved a clear result without the need to resort to the furthest cleanest tie break. The winners by 5 points were, for the fourth year, Chris Goodchild who navigated for Martin Baker in Martin's new 2.0 litre diesel SEAT. Second overall was shared by Andy Moss/ Martin Emsley and Andy and Steve. Alex and Dave achieved a

commendable score of 120 out of a possible 250 maximum.

While the policy of refunding Bridge Tolls makes this event a little costly for the club (which no doubt will once again give our Treasurer the opportunity to comment at the next AGM!), there was, as in previous years, full agreement that the roads available in the area around the River Wye make our, traditional, annual visit very worthwhile. Our thanks to each competitor for your support. See you again in 2009?

Andy Rigler and Dick Craddy



Crew Names	Car	Class	Club	Overall position	Expert Position	Novice Position
Andy Moss/ Martin Emsley	Fiat	Expert	BPMC	2 nd =	2 nd	
Phil Turner/ Alex Messenger/ Dave Turner	Ford Transit	Beginner	BPMC	5 th		
Andy Baverstock/ Steve Suckling	Fiesta	Novice	BPMC	2 nd =		1 st
Alan Spencer/ Kieron Winter	Metro	Expert	BPMC	4 th	3 rd	
Martin Baker/ Chris Goodchild	SEAT	Expert	BPMC	1 st	1 st	
Brad Snow/ Andy Wood	Fiat	Novice	BMC	6 th		2 nd



Charity Update Diabetes UK

Victoria House, Victoria Street
Taunton, TA1 3FA
Website www.diabetes.org.uk

20 December 2007

Dear Martin and all members of the
Bristol Pegasus Motor Club

Thank you very much for your wonderful donation of £2,000 to Diabetes UK, as a result of your ongoing fund raising during 2007. Congratulations on your brilliant achievement and for all your efforts in raising funds for Diabetes UK. Please accept this letter as our official receipt of the donation, with our grateful thanks. Your kind donation really will make a difference to the lives of people with diabetes.

May I also take this opportunity to thank you for inviting me to your AGM on 10 December - it was lovely to meet you all!

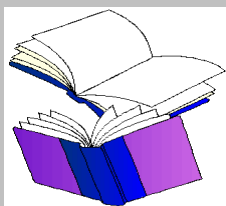
Diabetes UK is entirely self-funded. Without the support of people like you it would be unable to continue its vital work funding research, providing information and campaigning on behalf of people

with diabetes to improve standards of care. The money raised will be put to the best possible use to improve the lives of people with diabetes and work towards finding a cure.

If you have any other questions, please do not hesitate to contact me. Thank you very much once again - your support is greatly appreciated.

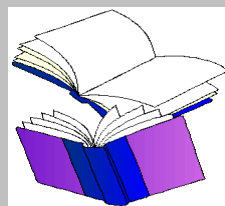
Yours sincerely

Sarah Reeves
Regional Fundraising Manager



Online Books, Videos, CD's, DVD's

Visit the bookshop section
www.bristolpegasus.com



Click on the Amazon link at the top of the page

Anything you then buy on the Amazon site will earn 5% commission which the club will pass on to the clubs adopted charity for 2007 Diabetes UK. The Amazon site sells books, videos, CD's, DVD's etc. etc.



Bristol Pegasus wins the Autoglym Quiz



Bristol Pegasus was one of the four motor club teams to reach the national final of the Autoglym Quiz. The finals were held at the Motor Heritage Centre at Gaydon on Saturday 26th January 2008. The Bristol Pegasus team consisted of Kieron Winter, James Page and team captain Tim Murray.

The teams were drawn from a hat and the first semi-final was between Wallasey and Bristol Pegasus Motor Clubs. Quizmaster Graham Robson explained the rules to the teams and the first semi final got underway with Bristol Pegasus taking a lead and managed to maintain this throughout the 20 minute session. As points could be lost by interrupting a question and getting it wrong, the gap was reduced at times. But the Bristol Pegasus team went on to score 21 points and finished 6 points clear.

The second semi-final saw Stockton & District come from behind to beat Oxford Motor Club by 21 points to 18 in a very close competition which saw the teams on level points at many times in the round.

There was an hour break before lunch with time to look around the collection. With the club visiting only last September, it was a case of

trying to spot which cars had changed, the Rover BRM turbine car was an easy one to spot. A buffet lunch was then laid on for the teams and supporters and soon it was time to return to the room for the final.

The final would last for 30 minutes and the Bristol Pegasus team took an early lead, but were soon caught by Stockton, who then took the lead themselves. Up to the 20 minute mark the scores were very close. However Tim Murray then hit fine form and was very quick on the buzzer to take Bristol Pegasus into a lead which Stockton could not match. At the end of 30 minutes the Bristol Pegasus team were amazed to find that they had pulled clear by 19 points. The final score was 41 to 22.

The Bristol Pegasus team were presented with an engraved trophy each and an engraved class trophy for the club by the Managing Director of Autoglym. The team members also received an Autoglym cleaning case each. Autoglym then wanted to take some publicity photos and so the team found themselves being photographed with their trophies and sitting in one of the cars in the Heritage Collection. Thanks go to the small band of members who came along to support and offer encouragement. It was a great day for the Club and it continues the history the club has in motoring quizzes over the years.





Invitation Event BMC Weston Solo Sunday 24th February 2008



Bristol Motor Club have invited us to their event at Weston. The entry fee is £25. 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.

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.

Bristol Pegasus Visit "Race Retro" - Historic Show – Stoneleigh Friday 14th March 2008



We will again be running a minibus to the Historic Motor Sport or "Race Retro" as it is now known. This is the fifth show held at Stoneleigh Park and the event continues to grow in popularity.

The cost per person will be £20 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 10th February to allow for ticket ordering.

29th Bristol Classic Car Show

16th - 17th February 2008
The Royal Bath & West
Showground, Shepton
Mallet, Somerset

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

Adults: £9 on door £7 advance
Concession: £8 on door £6 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.





Weston Autotest December 2007

Club members Martin Emsley and Andy Moss took the Fiat to an excellent fun event run by Weston MC on the Airfield. Martin walked away with a trophy for a class win.





The Allen Trial

By Mal Allen - Class 7 Marlin



O.K. Lets start with the week before the trial, I could easily believe the rumour that Pete Hart was confusing the locals in France by doing his very effective rain dance, it was chucking it down. But the Sunday was dry if not particularly warm. So it was wet underfoot but dry under bum, important in an open car.

As with most events the car preparation was to be done the Saturday before the Trial, but a phone call on the Saturday morning with an offer of a ticket to the local rugby derby (Bath V Bristol) put paid to that. Naturally Bath won so we stopped at the pub on the way home to celebrate and the car prep was kept to a minimum when I eventually got home!

So, to the start on Sunday morning, scrutineering was, as usual quick and efficient, and as usual accompanied by abuse and insults from the scrutineers (most of which I hope was in jest). My passenger for the day then turned up, I was making good on a promise I had mistakenly made to give a friend who we will call Martin (because that's his name) a chance to sample

the delights of the Allen Trial, it turns out he is slightly deranged. Then into the Cross House to sign on and partake of the obligatory bacon sandwich and coffee. We then took our place on the start line, where Martin proceeded to produce two Santa hats and bullied me into wearing one of them.

As usual with the Allen it's a gentle start with the first hill, Tog Hill, just a couple of hundred yards (metres to the young at heart) from the start. No problems for us or anyone else here. Then on through the lanes for a couple of miles to hill 2, Bitton Lane, by now my passenger had convinced himself we should be doing a treasure hunt and had taken to calling out the numbers on fire hydrants. So, Bitton Lane, this was a bit sticky on the flat bit, but we did the restart with no real problem, but looking at the results, it did catch 10 of the 75 starters. Next onto the first visit to Uplands, this involved driving through the town of Keynsham, (spelt K.E.Y.N.S.H.A.M. for those of you who remember Radio Luxembourg). So, classes 6, 7 & 8 to attempt Big and classes 1,2,3,4 & 5 to attempt Little. As we were in class 7 we did Big, with no restart. It was rough up to the tight left hand bend, and then it got rougher. On the way up we could feel the diff housing adjusting the rocks sticking out of the tracks. Anyway, a clear for us here. Looking through the results it showed that about half a dozen cars were stopped around the 2 to 3 marker, strange, as I thought it would stop more.

Another drive through Horace Batchelor country and on to Guy's Hill. I like this hill. Class 7 tyres



were free, so in true Guy's Hill bravado I let the tyres down to 4psi whilst waiting in the lane for my turn at the hill. Unfortunately as I moved up for my attempt, I managed to spin a tyre off of the rim. We had to wedge the car across the lane to jack up the car, and managed to re-inflate the tyre on the rim, which was lucky as I am not sure that we could have changed the wheel in situ, and it was not going to move up the lane with a flat. So we did the hill on 7 psi, and another clear. Mind you, on the way down the hill I used the handbrake to give a little control and the tyre came off of the bead again. So this time we pulled into a field and changed the wheel. (One spare down, one to go). As usual this hill caught out many on the restart, you could almost believe that the Bristol Motor Club polish each individual stone on the restart area.

Onwards, and upwards, as we trialist's like to say to section 4, Travers. Again, another hill where more than 50 percent failed the restart. 12psi on the marshals gauge meant 14 on mine, still, it was my fault we failed the re-start, too much tyre smoke! (Why is it we know that we have failed, but still keep the toe down until we cannot see the marshals for tyre smoke)? So, reverse about two feet let the clutch in gently and off we go!!!

Straight to Ubley Wood (this is in fact a large field covered in bracken). Two hills here, the first is muddy with a re-start which after much revving and sliding, we get a 4 having just moved a few feet off of the re-start (I was aware of the wife watching by the restart – good excuse eh!). I think that it was only the heroes in class 8

that managed to clear this hill from the restart. The second hill in this field was also muddy and long, and followed the hedge line back up the hill, again lots of revs (for my poor old engine – that's about 5500) lots of slipping and sliding again, my passenger kept pointing the way that we should be going. I kept trying to say that I don't always have much say in the matter. Luckily there were some banks and ruts to put us back on track, and we cleared the hill to much cheering. (All from inside the car). This was another hill to catch a few, usually around the 6 to 8 markers. We stopped at the top of the hill by special test 1 to find Pete and Carlie, and Donny and Kodi (that's out Golden Retriever) watching the special test. This test was well positioned on the top of a 10 foot hump in flat part of the field; as usual the special test was start on line A, all four wheels past line B, reverse back behind line B, then forward stop astride line C. Because line B was on the top of the hump, it would be very easy to go just a little too far past line B and not be able to reverse back, very cunning. As usual we took it steady and got it slow but right.

On to Chew Valley Lake Picnic Area, where a control allowed us time for a coffee and a bun from the café, and a quick chat with some of the other competitors.

We left the picnic area heading for Burledge. This hill is a shadow of its former evil self. (The local council filled in the ruts, and it is now so easy that I have even driven Donny's Toyota Surf up it – but don't let her know that!). This year the organisers have had to use a higher section of



the lane than previously, and found a root strewn muddy pitch to set the re-start. As an added hazard, the marshall with the re-start flag was John Blakely (I think that the Blakely's must have shares in Isopon or Davids Fibreglass supplies, because whenever I hit a tree or some other object that smashes a wing, it's ALWAYS the hill marshalled by John & June). This time I drove off of the restart and no damage (little did I know what was to come).

Next up, Nanny Hurns – another hill ruined (the local farmer filled in the short detour off of the track that we had previously used). This year the track was special test 2. Big mistake, I took it too easy, did not reduce the tyre pressures, and spent 2 or 3 sections spinning the wheels behind line B, slow time. By the way, on the track up to the test I explained to my passenger, that when I first started to compete on the Allen, I was keen and would, a month or so before the event, ride my mountain bike on some of the local sections. Just before line A of the test, I pointed out where the bike and I parted company and I landed in a bed of nettles, he though this was funny.

Observed Section 9 Mill Lane. An easy run up a long but not too taxing track, just remember to avoid the small rock on the right, just after the sharp right turn. (This rock broke a wheel on the Skoda – years ago). Everyone still running cleared this section.

Off we go again, through the villages of Timsbury and Farmborough (I live in Farmborough, in fact we pass the end of the lane on which I live, which is convenient if I need the loo or

spare wheels!). We then called into my local petrol station to fill up. Whilst paying, I bumped into a member of the skittles team for whom I play; luckily I had insisted that my passenger and I remove the stupid Santa hats before entering the petrol station. PHEW!!!

Next stop the second visit to Uplands. This time classes 6, 7 and 8 did Little Uplands and the rest did Big Uplands. I really did feel sorry for those doing Big Uplands, as it was bad enough in a class 7 Marlin. The results show about half getting caught at the 3 to 4 markers, the rest clearing the hill, all I can say is How??

Not surprisingly there was a bit of a queue, at the bottom of Uplands. So we sat for 10 – 15 minutes waiting. Then about 6 green laner type bikers wove their way between the cars and drove up Little Uplands, adding to the delay, no consideration for others. Then came a couple of stragglers, to get past my car the bikers had to drive around the back of the car, climb onto a bank about two feet high, and drive along this bank to get to the front of the queue. The first half dozen bikers did this with no problem. No 7 mind you, was not that good and managed to topple over, landing across the back of my car. I thanked him for this, to which he replied, in a pained voice, that his leg was trapped between his bike and my car. Oh dear! What a shame! At least it was protecting the rear wing that I had re-built after the Ebworth (yes John & June were marshalling the hill). I must say that I was so shocked by this incident that I did not take a name or registration



number, but I did take some satisfaction from the sight of the biker limping away, after the marshal had lifted the bike off of him and my car.

Eventually we got to Little Uplands, 12psi and a restart, I was nervous. Just to add a little more excitement, as we approached the restart area, I saw that it was not a line across, but a box a` la MCC format, but no, wait a sec, it was two restart lines, one for yellow and one for red, sneaky! I wonder where Mr Hart got that idea? We stopped astride the yellow line, flag down, clutch up, off we go. Hit the rocks and floored the throttle. The rocks here nibble at the wheel rims, and leave small dents. We fly through the section ends. Great! Another clear. The view from the restart here must have been good as most of the competitors appear to have decided to hang around there for a while. Stopped near the top of the lane to pump up the tyres, a couple of spectators stopped to talk, they mentioned a smell of petrol – no say I – we have just filled up and it is the overflow breather. Showed passenger drain cover in middle of lane where bike and I again parted company.

And so onto section 11 John Walker. This is a great section to finish an event. From the start it drops into a ford, created by “someone” placing a block over the drain on a small stream. Then upward into a long rutted muddy lane. Speed and momentum is the key – Fabulous finale!!

Then it is back to the Cross House pub to sign off and as the route card instructs, eat, drink and tell tall tales!

Provisional results are speedily produced and announced. The overall winner being Adrian Dommett in the Wolsley Hornet beating Dave Haizelden by 0.9 of a second on the special tests (both being clear on the hills) Amazingly there were 6 other clear rounds namely Bill Bennett, Tim Smith, Hans Viertel, Emma Robilliard, Keith Sanders and John Cox.

I eventually ended up 2nd in class beaten by Rick Neale in his 2 seater Escort (A.K.A. Dutton Melos) with Murray Montgomery-Smith a close third in class 7. Damn and blast, so which is better nitrous oxide or super charger?

PS On leaving the pub – had to change another rear wheel, luckily it was only flat on the bottom! I know it's an old joke but it makes me laugh.

PPS On arriving home the fuel pump went into hyper mode – just like it does when it runs out of petrol! Yep! You guessed it – the spectators at Uplands were right – the petrol tank had hit something hard and sharp – and had been holed! Forget the nitro or super-charger – first I have to buy a new fuel tank and two tyres. But despite all of this – it is still a great event to do – thanks to the Bristol MC team for a good day out. Happy New Year - Mal



DAZE OF OLD

Go to a club dinner celebrating a significant anniversary and you'll find a crowd round any display of archive photographs. But as well as studying historic pictures, a browse through old committee minutes can provide an intriguing insight into earlier times, as I found when going through the records of the BTRDA, which for the benefit of racers stands for the British Trial and Rally Drivers Association. This was formed in 1938 by a bunch of trials drivers who wanted to improve the standard of events – an early pressure group I guess – although in fact the Association has always had a positive influence on our sport.

Their records throw a different light on some of the commonly held views of the Good Old Days, maybe because there's a tendency to look back in a hazy daze through wearing rose tinted glasses. For instance, the 50s are seen as the glorious days of rallying when everyone behaved impeccably and spats meant gaiters not fisticuffs. Not quite so according to this minute from 1953: "during the RAC Rally examples of extremely bad and dangerously forceful driving had been experienced, slower cars having actually been rammed by faster vehicles." And I know from nearly ending in a ditch that around that time some rally competitors had cut-out switches for their brake lights to

"discourage" following cars...

Minutes about dangerous driving on the Daily Express Rally of 1953 record that "several competitors were excluded on the evidence of one *female* (my italics) observer." At least we've become a shade more politically correct since then, as I was only saying to my wife the other day as she was ironing my shirts.

Regularity events are popular today so you may think that they were all the rage back then. Not so. Another quote, from 1956 "The event had not been up to standard as it had been in the nature of a long distance regularity test, competitors were not tested as to their driving ability." This reflected the fact that regularity events were regarded as something of a joke and not "proper" rallying. Mind you, it was easy to adopt that lofty approach when every Saturday night the hills were alive to the sound of cars going flat out on plot and bash events, although the writing was already on the wall with a minute recording that "The whole future of rallying is in serious danger because of the growing amount of public hostility".

Don't let my extracts from earlier years lead you to think that the BTRDA is a bunch of old fogies. Anything but, as you'll see from their website www.btrda.com.

In fact just as they were ahead

of the game with their major rally series, which predated the British Rally Championship, they are once again in the lead with the formation of a Motorsports Future Group, full of under 25 year olds, tackling an issue which could be a greater threat to clubs than even the mounting greenery – ageing. One major club with a five figure membership has recently surveyed its membership and found 91% are males over the age of 55, with only 3% under 35! That's seriously scary.

It's probably illegal under the Freedom of Information Act or the law against wearing clogs on Ash Wednesdays but I think all clubs should chart their average age every five years. If the figure goes up by five every time, you won't need an actuary to work out exactly when the club should book a trip to the seaside to hold a Closing Down Sail.

Stuart Turner



COD FILLET QUIZ

1. How many points did Lewis Hamilton score in the 2007 F1 World Championship and how many races did he win?
2. Give the title of Sir Jackie Stewart's new autobiography
3. In which part of the world is Hardknott Pass?
4. Who is the winner of the 2007 MSA British Autotest Championship?

ANSWERS ON PAGE iv

2008 Yearbooks

For 2008, the MSA *Competitors' Yearbook* (known as the Blue Book) and the MSA *Officials' Yearbook* (the Red Book) have been combined into one publication. The 2008 MSA *Competitors' & Officials' Yearbook* contains the regulations for UK motor sport and is included free with a competition licence. Similarly, the 2008 MSA *Kart Race Yearbook* (the Gold Book) contains information on kart specific regulations, kart venues, ARKS clubs and kart race fixtures and is included free with kart competition licences.

Both publications can be viewed online in the Members Section of the MSA website.

Each can be purchased online via The MSA Shop on the MSA website. The 2008 MSA *Competitors' & Officials' Yearbook* costs £24.00; the 2008 MSA *Kart Race Yearbook* is £8.50.
www.msauk.org

New Forestry Commission charges

The MSA and the Forestry Commission have a new three-year Master Agreement to provide access to the Forestry Estate for MSA-permitted rally events.

Under the terms of the agreement, prices will rise by just 4.2 per cent (in line with the Retail Price Index (RPI)) for the use of Forestry Commission

roads from 1 January to 31 December 2008. Fees will rise in line with the RPI in 2009 and 2010.

National Motorsport Week

In 2008, National Motorsport Week will run from 9 August to 17 August. In due course, more information will be on www.nationalmotorsportweek.co.uk

MSA Championships

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

Seminar dates

The annual series of MSA UK-wide seminars is ongoing. For 2008, they are primarily open to unlicensed Club and Event Officials and letters of invitation were sent out during October 2007 for Clubs to nominate up to five individuals per club to attend. Late places can be reserved via Richard Nunn at the MSA on 01753 765000 ([email: rnunn@msauk.org](mailto:rnunn@msauk.org)).

The seminars taking place from 16 February are as follows:

Saturday 16 February
South West England (Exeter)

Sunday 17 February
Wales (Llandrindod Wells)

Saturday 23 February
Northern England (Brighouse)

Sunday 24 February
Midlands (Birmingham)

Sunday 2 March
Northern Ireland (Aldegrove)

e-Wheels

As advised in a previous issue, because most motor clubs use digital forms of communication, *Wheels* in its present form is shortly to be superseded and this is the penultimate paper-based issue.

On 10 March 2008, and monthly thereafter, a page of MSA News only will be emailed to the *club contact person* for those clubs registered with the MSA for 2008. He or she can then circulate it directly to club members or forward it to the club webmaster or newsletter editor. *e-Wheels*, (as it will be called) will also be posted on the MSA website.

Technical advice

The following extracts are taken from

**MSA SCRUTINEERS
E-BULLETIN #25.**

List 1A Tyres

Please note that Stunner Scudo and Torneo have now been re-entered to tyre list 1A for the 2008 MSA *Competitors' and Officials' Yearbook*. Notification will also be published in the spring issue of *Motorsports Now!*

New Youth Helmet Standard

You will be aware that the FIA has developed a new helmet standard designed for youth competitors. This is Snell-FIA CMR2007. Helmets of this standard will be acceptable under MSA regulations with effect from 1 January 2008, for karting events only.

Looking to the Future: When off-road since renamed cross country first appeared in *Wheels* back in 2002, the discipline was just starting to recover from the 2001 foot & mouth. Tyro trials were taking off and the Junior Off-Road Trials were set to be introduced.

The Tyro is now firmly established, introducing many new younger competitors into the sport. The JTV has not to date been so successful, but is slowly becoming more popular with the younger children. Cross Country is in a much stronger position than 6 years ago, overtaking Rally as the largest discipline in Motor Sport, by the number of events run annually, but is still behind in the numbers of competitors. The Baja GB is now an established round of FIA International Cup for Cross-Country Baja's and looks set to be even better and bigger in 2008. Cross country motorsport has a much wider audience, thanks to TV coverage, with both the MSA British Off Road Championship and the Baja GB being shown (repeatedly).

Baja GB 2008: Baja GB will be once again a round of the FIA International Cup for Cross-Country Baja's and takes place on the 25th – 28th September. Along with a date change the Baja will now be based at Aberystwyth on the Welsh coast. Further details to be announced see www.bajawales.com for information up-dates.



REVIEWS FROM



PEKING TO PARIS – THE ULTIMATE DRIVING ADVENTURE

ISBN 978-1-84584-120-1
Philip Young, Veloce Publishing, £29.99

This effort by organiser Philip Young bills itself as 'The Official Book of The Centenary Event', no doubt as a pre-emptive strike against the inevitable participant memoirs. As a result, what you get is one man's view of the transcontinental undertaking but, with Young being an ex-Fleet Street man, it's well written with superb pictures liberally dotted throughout. After a brief intro on the motivation for the event – and the 1907 rally it echoed, albeit via a different route – it is a brutal diary full of anecdotes and drama. That's followed by a well-illustrated list of competitors with their own recollections, plus awards and split times. If anything is missing it is more in-depth tales from entrants to give readers the sensation of what it was like to drive a classic in such inhospitable, often inhumane, circumstances. A DVD of the event is also available. See www.endurorally.com

ECURIE ECOSSE **David Murray and the legendary Scottish Motor Racing team**

ISBN 978 09550102 2 3
Eric Dymock, PJ Publishing, £60 (49.95 if ordered direct from www.pjpublishing.co.uk)

This story had to be written by a Scot and Eric Dymock has done a super job, ably aided by team member Bill Connie. From the

equipe's bankruptcy in '69, Dymock flashes back to early days at Merchiston Motors and the arrival of ace tuner 'Wilkie' Wilkinson. The XK120s driven by Stewart, Dobson and Scott-Douglas, plus sponsorship from Esso, kicked-off an epic association with Jaguar that climaxed in two Le Mans wins. The Race of Two Worlds and all the key cars including Monzanapolis Lister, Tojeiros, plus the famous transporter, are covered in depth with plenty of photos. An important and highly readable history.

MONTE CARLO RALLY THE GOLDEN AGE 1911-1980

ISBN 978 1 906133 00 9
Graham Robson, Herridge & Sons, £35

This seems pretty pricey at first glance, for less than 240 pages and with no colour pictures barring those on the dust jacket. Also, with 70 rallies to cover, all you get is a brief overview of each. That said, if you want an introduction to this most enigmatic rally, or an easy-to-navigate, well-written and nicely illustrated book that gives you all the essential facts at your fingertips, then this is still a key purchase. Plus there is rather more depth to it than you might initially think, Robson, typically packing it with panels, graphics and illustrations that really bring the story to life. Excellent picture selection ensures that you get more variety than just the winners and the famous shots that you've seen so many times before. Well worth a punt.

MARSHALS POST

by the BMMC

People can be a pain

Drivers, cars, fellow marshals, tyre walls, trees, ditches and even team members and the press. They're the things marshals are reasonably happy to deal with.

But spectators, people who aren't that interested in motorsport – and, worst of all, those who rather wish it would go away so that they can get on with their lives in peace – surely we didn't sign on to deal with them?

Maybe not, but you can't ignore them and hope they will go away.

Smile, be polite and interested and make every effort to answer any questions or pass on appropriate information.

Advise people, don't tell them and be sure of your ground. On most rally stages, you can't tell people not to

walk or cycle down the stage or across it, but you can warn them of the risks they face if they do. Restraining someone – even just putting a hand on their shoulder – can be seen as assault. Meanwhile, crossing your arms, clenching your fists, narrowing your eyes, frowning and speaking with a “You can't do that here” tone is guaranteed to have the opposite effect from the one you want.

So hold your arms loosely away from your body and make “open” gestures, smile, say “hello” and “excuse me,” make suggestions instead of giving instructions. “I wouldn't go down there at the moment, because...” is far more likely to encourage someone to do what you want them to do than a peremptory “Hoy, you!” or “Don't!”

Even on circuits, where there are definite “no go” areas, explain, rather than instruct – and keep smiling through the abuse, if you find you are dealing with the shallow end of the gene pool.

If you are marshalling on a closed road event on the Isle of Man, the chances are that you will end up with a temporary Warrant Card.

Remember, it's there to help you.

Don't go arresting anyone. It will upset the local constabulary – mainly because of the paper work involved in extracting you from the mess you have got yourself into.

At the end of the day, if you can't persuade a spectator or a passer by to do the sensible thing seek the help of the organisers, security or the police – or ask the individual if they would care to give you their name, address and details of their next of kin; that sometimes works a treat!

QUIZ ANSWERS

1. 109 points (4 wins at Canada, America, Hungary and Japan)
2. 'Winning is not enough'
3. English Lake District
4. Paul Swift



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Navigation Scatter

Friday 8th February

The February Navigation event is a Scatter and is a joint event with BMC.

The Start will be at Gordano Services.



February Club Night

Monday 11th February 8:30pm

Guest Speaker David George will be talking about THRUST SSC



David George, well known as the race commentator at Castle Combe, is also a great Land Speed Record enthusiast and in 1997 spent two weeks at Black Rock Desert, helping the Thrust SSC team during their record breaking attempts.

He will be talking about the car, its construction, and the record runs, and will also be bringing along a selection of Thrust SSC memorabilia and photos, including a piece of Black Rock itself!

