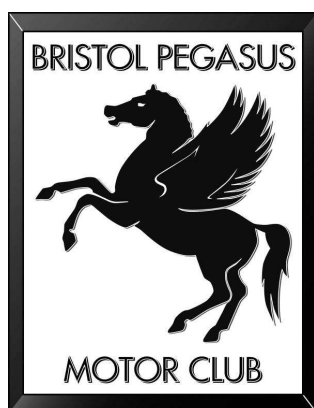

Backfire

January 2006

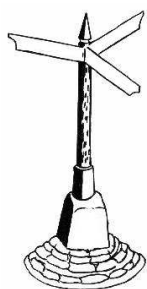


The Magazine of the
Bristol Pegasus
Motor Club

2005 Stroke Association Day at Castle Combe
Club Member Chris Goodchild in Westfield – Photo Andy Moss

Monday 9th January - Club Night

The first event of 2006 will be a Club Night at our popular venue the Wheatsheaf Inn at Winterbourne near Bristol. Paul Bird has offered to bring along a DVD of this years North Devon Motor Club Chivenor Sprint – which apparently features a well known club member going for a spin. There will also be plenty of opportunity to catch up with fellow club members for a drink and a chat. We meet in the function room at the rear of the dining area – come along from 8:30pm.



Friday 27th January - Navigation Exercise

Andy Rigler and Dick Craddy will organise the first Navigation Exercise of the year that will be held in Gwent. Maps 162 and 171 will be required. The start is Great Barnet Wood at ref. 490 942 ½ and the finish at ref. 409 913. Route cards will be handed out at 7.30pm. Please arrive in good time for signing on. The route length is 27 miles. Severn Bridge tolls will be refunded.

Monday 13th February - Club Night

The February club night will feature a guest speaker from the Institute of Advance Motorists.



Friday 24th February 2006 - Bristol Pegasus Motor Club Visit



We are organising a club trip to the Historic Motor Sport Show at Stoneleigh, details were in the December Backfire – Tickets will have been ordered by the time this newsletter arrives, but there may still be places on the minibus - Contact Martin Emsley on 01454 250067 or e-mail martin@emsley.ndo.co.uk.

Friday 24th February Navigation Exercise or Scatter

More Details next month.

*Download the electronic version of backfire in pdf format at :-
www.bristolpegasus.com/backfire*

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

2069 Miles and 900 Photos

Part 2 - by Martin Emsley

So we left things still at Road Atlanta thoroughly enjoying the weather and superb machinery. In the paddock was an Aston clone, less said about that, maybe more about it another time. All in all a brilliant day, we had such a blast, if it had not been for other plans I think we may have returned for the second day. I really want to go back and see some more events there one-day. I had contemplated going when in Mississippi earlier in the year, however I went to the NASCAR race at Talladega instead and it would be about 6.5hr drive.

Talking of Talladega, when I went to the race I did not visit the Hall of Fame, so on our journey we did. The place is a hell of a lot different with no cars or people. The museum was great, three halls dedicated to stock car racing, and it was wonderful to see so many cars and the evolution of the type. In the centre was the 'Gentry Eagle' an offshore type powerboat, very impressive. In each hall they had at least one mangled wreck showing the huge amount of damage the cars can sustain and driver survive.



Unfortunately this is sometimes not the case and there is a very moving area / tribute to Dale Earnhart. We also took the opportunity for the track tour in a mini bus and a great guide. They do not take you on the circuit as a) it is in use for testing, by Harley Davidson and b) you need to be going a minimum of 70mph to go around the banking, our ol' tour bus topped out at 35!! Great look around including a stop so we could enter Victory Lane and stand on the winners circle. I looked back to the stands where I sat on May 1st and

was overawed by the hugeness of the arena. There is seating for over 143,000 and plenty more room infield, maybe 200,000 total. Back inside the museum, on display was the Budweiser Rocket. An opportunity I never imagined I would have as it is cared for by the Smithsonian but out on loan, to examine it close up. This is supposedly the first vehicle to break the sound barrier on land. It is very controversial and having studied some available evidence a few years back I am not wholly convinced by the claims made. It is an impressive machine, which took a very brave driver non-the less.

Before leaving England I e-mailed the Ford dealer in Meridian asking to test drive a Mustang GT, explained I would not buy it but what my interest was owning a '66. It so happens he knows the RR manager there who vouched for me and we were very warmly received at the dealership. We had a chat and were taken to the storeroom and shown a bright red, brand new GT. (The modern GT40) I was unable to even sit in it, and it had not been driven, all seals except driver's door still in place. These things are in serious demand and Ford allocates them to approved dealers on a draw basis. Now Meridian had received one but do not think they will sell it, will probably pass on to another Ford dealer. I think they could sell it easily over the net using modern

technology for a premium, but I don't run the place. It was great to examine one close up, in the flesh, and it is great. Ironically on the flight home a documentary was shown about the development of this car and very interesting it was too. A Performance White GT was readied, we were handed keys and a fuel voucher and told to go enjoy, well we did. What a car, 4.6L, 3 valve V8, 300hp and 320 lbft torque. Ours had auto transmission, which was just fine; it handled superbly, for my limited ability. And when I floored it from 30



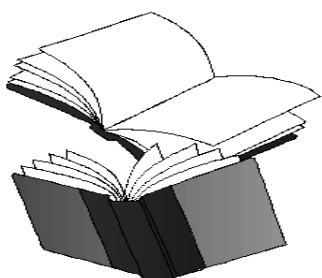
the 5 speed transmission dropped 2 gears, the rear 235 tyres 'chirruped' and we took off faster than the Enterprise in warp drive. I tell you this is not a car with which you would be able to keep your licence for long. With fuel running low, 18mpg when driven gently, and we would not do that, had to return and hand back the keys with our sincere thanks, What a truly great car, one day.....

Had a great few days in Meridian, took the girls to the airbase where pizza was laid on and a tour of the aircraft which they enjoyed. We did some horse riding and I did some more shooting, once again with a .44 calibre Magnum, could not get my eye in and shot away most of the frame holding the target. Found a small go-kart place which challenged the girls, both got pretty good after an early incident where Pippa (11) rammed Charlie (13) in a very ambitious passing manoeuvre. Now I am concerned not just about the influence of 'soap' but also 'Grand Prix'. It was all over too soon and we returned home via Atlanta, shattered, to cold, rain and much to do.

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www.bristolpegasus.com



Click on the Amazon link at the top of the page

Anything you then buy on the Amazon site will earn 5% commission which the club will pass on to St Peter Hospice.

The amazon site sells books, videos, CD's, DVD's etc etc !

Prescott Hillclimb Drivers School

Looking to develop your driving skills?
Struggling to find that special gift for
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As the original Hillclimb Drivers School, founded in 1984, Prescott knows how to provide a great experience for everyone whatever your driving experience. Whether you are a competitor looking to refine your hillclimbing technique, or someone looking for a different day out and something to tell your friends, we offer a day of motorsport which will be long remembered, a mixture of fun and excitement without any unwanted demands either on you or your car.

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We offer 8 courses during 2006:

- 2 refresher courses for existing competitors and previous school pupils on 26 April and 3 May.
- Drivers Schools on 24 May, 7 June, 28 June, 26 July, 2 August and 30 August.

Exclusive Corporate days are also available.

For further details please contact Maggie Webster on 01242 679796, email club@bugatti.co.uk



Pegasus Sprint Castle Combe October 2005



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Bristol Pegasus Motor Club

2005 Club Championships – Final Scores



65 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
37.35	Matt Marples	1	10	Yes
31.54	Paul Bird	2	9	Yes
26.40	Martin Baker	3	7	Yes
26.20	Alan Spencer	4	9	Yes
26.14	Dave Cutcliffe	5	6	Yes
25.85	Chris Goodchild	6	7	Yes
25.18	Mark Astin	7	7	No
19.25	Andy Moss	8	10	Yes
17.54	Kieron Winter	9	6	Yes
16.28	Mark Roberts	10	3	Yes
15.66	Pete Devall	11	4	No
15.44	Paul Perkin	12	3	No
15.34	Johnathan Milne	13	3	Yes
14.87	David Adams	14	4	No
12.72	Trevor Hartland	15	3	No
12.17	Paul Rowbottom	16	3	No
11.63	Allen Harris	17	4	Yes
11.06	Mike McBraida	18	3	No
10.45	Nick Wood	19	2	Yes
10.33	Ross Browne	20	2	Yes
10.14	Nick Cook	21	3	No
9.50	Pete Goodman	22	2	No

2005 MARSHALL'S CHAMPIONSHIP			
(34 CLUB MEMBERS SCORED POINTS)			
TOTAL POINTS SCORED	CLUB MEMBER	FINAL POSITIONS	NUMBER OF EVENTS
10	John Corfield	1	8
10	Kieron Winter	1	7
8	Bob Hart	3	5
8	Martin Baker	3	5
7	Dick Craddy	5	4
7	Mal Allen	5	5
5	Donny Allen	7	3
5	Lewis Bird	7	4
5	Martin Emsley	7	3

International Historic Motorsport Show 2006



Major attractions at the 3rd International Historic Motorsport Show at Stoneleigh Park, 24-26 February 2006, will include displays on two wheels and four, including the world's first pre-1965 indoor motorcycle trial.

Motorcycles - and a World First

Classic competition motorcycles will play a prominent part in the 2006 Show, with one of the main feature stands dedicated to World Championship bikes from all parts of the sport. Bikes on display will include examples ridden to victory by Mike Hailwood, Giacomo Agostini, Barry Sheene, Les Graham, Jeff Smith, Martin Lampkin and Bernie Schreiber.

Still on the two-wheeled theme, a definite crowd-pleaser will be the indoor classic motorcycle trial - with both solos and sidecars! This will be the first time an indoor trial for sidecars has ever been run; it will also be the first pre-1965 indoor solo motorcycle trial. The indoor course, designed by world-famous trials rider Martin Lampkin, will feature landscaped logs, rocks and trees, and promises a real challenge for the sidecar outfits.

Triumph Rally Cars

For those who prefer four wheels, the main rally feature stand - sponsored by Triumph specialist Revington TR - will showcase a fleet of ex-works Triumph TR4s from the 1960s, together with their supporting service vehicles. All three surviving TR4s (registration numbers 3VC, 4VC and 6VC) from the highly-successful 1962-64 Standard Triumph factory rally team will be on the stand, together with many of the drivers and co-drivers. (Note to editors: to download a photograph of 6VC in action on the 1997 Historic Monte Carlo Rally, driven by current owner Neil Revington, see www.historicmotorsportshow.com and click on "Press Gallery".)

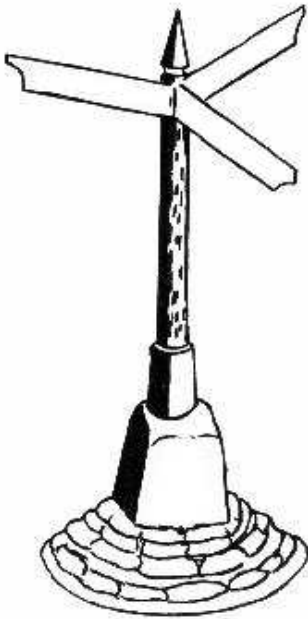
Historic Kart Racing

New for 2006, historic racing karts will also form part of the live action at the Show, using a specially-built outdoor oval course. As with all live events at the International Historic Motorsport Show (such as Group B rally cars and championship-level autotests), access is included in the ticket price. So, too, are the 450 displays covering historic racing, rallying, hillclimbs, drag racing and trials; classic motorcycles; plus engineering, car preparation and accessory companies; books, art and memorabilia, and a Bonhams auction.

Advance tickets cost £15 for one day or £28 for two days, with accompanied children under 16 free. On-the-day prices are £18 for one day or £30 for two days. Call the Ticket Hotline on 08450 70 68 70, or book online at www.historicmotorsportshow.com (using the Tickets Page).

Navigation Exercise

18th November 2005 – By Paul Bird



Well, my first bash at organising a Nav-Ex since the last time I organised a Nav-Ex. As time was not on my side, I decided to make things as basic as possible. Simple navigation expanded by quite a few questions. Get the route to the MSA and the RLO pronto, make the start local to me.....and finish in my local pub. Nearly got there.

The crews started off in Latteridge and once they had mastered the back to basics navigation, proceeded to the finish at the Cross Hands via Tytherington, Cromhall, Horton and Hawkesbury.

I did try my best to get the finish at the Fox, but that would have made the route nearly 30 miles, so the Hands it was.

All competitors made it without incurring any penalties and I was commended on producing an event which had the right balance. So all is well. My thanks to Howard Johnston for his assistance in writing down all the answers on the route setting, and in validating the navigation.

Results

1st	Matthew Marples/Mark Astin
2nd	Dave Cutcliff/Martin Baker
3rd	Chris Goodchild/Dave Adams
4th	Al Spencer/Kieron Winter

Membership Renewal

Membership renewal forms were included with the December newsletter. They are also now available on the club website. If you have mislaid yours and need a paper copy give Andy Moss a call on 0117 9041841.

Please complete and return to Membership Secretary Mal Allen ASAP.

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

Bristol Pegasus Motor Club	
MEMBERSHIP RENEWAL	
PLEASE REWIND IF YOU HAVE RECENTLY JOINED AND ALREADY HAVE MEMBERSHIP THROUGH TO 12/06	
Membership Until	Sum Payable
Until 31/12/06	£8.00
MAKE CHEQUES PAYABLE TO:- BRISTOL PEGASUS MOTOR CLUB	
TITLE (MR, MRS, MISS, ETC.)	
SURNAME	FORENAMES
ADDRESS	
CITY	POST CODE
TEL. NUMBER	Home Work
E-MAIL ADDRESS	
<small>Please supply your e-mail address in our e-mail and you e-mail updates. This address will not be used for any other purpose.</small>	
<small>All members will receive the club magazine by post to the postal address above. It will also be available on an electronic download from the club website at www.bristolpegasus.com</small>	
1. (Print full name) wish to apply for membership of the Bristol Pegasus Motor Club and whilst being a paid up member agree to pay the sum of one pound in the event of the Bristol Pegasus Motor Club being terminated.	
Signed	Date
Please supply a free club membership card for my partner.	
Full name (print)	Date
Signed	Date
Notes	
1. Data Protection Act. If you object to your membership details being stored on a computer please inform the Club Secretary in writing.	
2. If you have any queries contact Mal Allen on 0117 914 70277	
Return this form to: Mal Allen, Membership Secretary The Folly, Tibby Lane, Farnborough, BATH, BA2 0BE	
Bristol Pegasus Motor Club <small>Trading name of the Bristol Navigation Company Motor Club - Company limited by Guarantee. Registered in England. Company Number 2422971. Registered Office: 20 Henricke, PO, Bristol, BS20 0HS.</small>	



2005 AGM & Award Winners Presentation

May I pass my thanks to all those members and guests who turned up for the AGM and 2005 Awards Winners Presentation on 12th December. You were all very generous with your contributions to the raffle and the auction. Thanks go to all those who donated a prize to the raffle, Martin Emsley made sure that everyone went home with a prize this year. Thanks also to Avonmouth Raceway, Merlin Motorsport and Bob Hart who all donated the auction items, which went under the hammer of auctioneer, Ken Robson.

Tim Murray, Dick Craddy and Chris Goodchild ensured that we had a fine display of trophies to hand out to the 2005 winners, with Martin Baker capturing it on camera. Martin had to hand over the camera to someone else when he found himself the winner of the Committee Rose Bowl, an award made for all the work that Martin has done for the club as Clerk of Course, Event Organiser, Treasurer and Bus driver!

We also made two other special awards. Firstly we celebrated Mal Allen reaching 25 years of service on the Committee. Inspired by an essential piece of equipment for Classic trailing (Bill Farrow tells me this is the first thing he packs for a trial), Mal was presented with an engraved Hip Flask.

The second special award was presented by Martin Emsley (who himself received a special award last year). Martin had made a special trophy and a lightweight and shortened broom, which was presented to Dave Cutcliffe to celebrate the fine work he does at Colerne on the day before every Sprint when he sweeps the course clean (well he sweeps the line that he is going to take).

Well done to all award winners, those who were not able to attend will receive their awards in the post in the near future.

The evening was rounded off when a cheque was presented to our invited guest from St Peter's Hospice. To celebrate our 60th year, Martin Emsley has set us the challenge of raising a £1000 for St Peter's. Thanks to the efforts lead by Martin and Ken and the support of all the members, martin was able to declare that we had raised over £2500 this year. This was a great achievement and a fantastic way to end an excellent evening.

May I wish you all a happy new year and I look forward to seeing you at our social and sporting events in 2006.

Kieron Winter
Chairman



Market Place

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

Geoff Healey has a few MGB parts the he wants to dispose of to a 'good home'

They are a 'Works' workshop manual, an unused Piper Magnum camshaft, an inlet manifold with a Weber DCO243 carb and 4 wire wheel nuts with 3 lobes - new ex Abingdon.

He asks for a 'sporting offer'. If you are interested please call Geoff on 01747 850704.

The Lighter Side

"Formula 1 used to be a great sport, now it's merely an interesting business"
Sir Stirling Moss

I have observed that on the back of the toilet doors in work 'frames' have appeared, oh good something interesting to read whilst sitting. But no! they have stuck the canteen menu in there, somewhat off-putting !!!

Future Event

We are planning a "behind the scenes" visit to the Industrial Museum in Bristol, the date is still to be confirmed, but most likely to be an evening in March or April.

Bristol Pegasus Cloth Badges

High quality embroidered badges, Red Pegasus on a white background, with club name and border in blue. Ideal for adding to Coats, Overalls etc. Size Approx 3" X 4" (10cm X 7.5cm)

Cost £4.50 - Send a cheque payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH. Enclose a stamped, self addressed envelope for the badge to be posted in





News Snippets

Many congratulations to Arthur Tankins who has recently become a Great Grandfather and Alan Spencer who is now a Grand Dad.

Best Wishes and get well soon to Mike McBraida.



Date Changes

Following the issue of the draft Calendar in last month's Backfire, we have had three date changes.

The **Track Day at Castle Combe** will now be on Saturday 12th August

The **October Nav Scatter** will be held on Friday 13th (!!)

The **Pegasus Sprint** will be held on Saturday 21st October

The 2006 Club card and Calendar will incorporate these changes.



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.

The Edinburgh Trial 2005



This years event took place on the last week of October as usual. With a new Clerk of course and a different route to follow most of the hills turned out to be the usual ones used for many years along with the regular classics for the Peak District. We all started from M42 services "Tamworth". This has now become the format for the trial (with no Touring Assembly 90 mile route like the other events). The trip to the start being the unofficial Touring Assembly entered in Class "O" we had to follow the main route and miss out the very competitive Rough Hills that the main event tackle.

The weather started wet – very wet but as we reached Tamworth it lifted and became dry for most of the night time activities – much to the delight of the Motorcyclists – in the Mini Bill and I climb all the hills save one, with a clean sheet, even though towards mid afternoon it started to rain yet again making the last few hills very competitive even for Class "O". We failed Litton Stack, it was almost impossible to get to the start, but 3 class "O" got out at the top, so the hill was finally included. "Great Hucklow" is a very competitive hill for all classes. However we only have to follow the bottom road through the wood, it was like driving though a rock garden, very rough but achievable, yet class "O" can be just as competitive.

We finished this years Edinburgh and could still drive the car home. With the overnight stay and evening meal with our little "Bristol-Group". We headed for home on the Sunday morning with the satisfaction of a successful 7 day trialist.

We had at least a finish and could still drive home under our own steam – however on the way back the flashers broke down, and we were given some funny looks as I attempted to recreate the Highway codes hand signals, if you stick your hand out on the motorway you have got to watch you don't loose it, through the wind and other cars, vans or lorries knocking it off.



Pictures : Past Edinburgh Trials from the MCC website

Next event Pilgrimage to Exeter 2006.

Spence and Bill

The Pegasus Historic Festival

by Martin Emsley

Oh for a summers day at Goodwood, well having been there I can empathise but for me, I would prefer to go to Castle Combe! So having a great circuit, why not get some great cars and drivers? Goodwood Revival this year, again on the Friday was most enjoyable; a bit too crowded, the weather good but wind brisk, giving the Spitfires something of a problem. (Yes I know Triumph Spitfire's are always a problem, we are talking real, flying ones here!) In fact the whole flying thing has become something of a problem, I believe it may have been John Webb at 'The Hatch' who first really started mixing air displays with GP's. I clearly recall 1985 an '86 all day entertainment, both on and off track, including an air display which put many exclusive displays I have attended to shame, including low level and over the crowd.



My take is there is absolutely no entertainment at GP's now, and believe at Goodwood we may have seen the last mix of aircraft and cars. Years ago the rules changed about overflying the crowd and at Goodwood we saw spectators had to be moved from the banks where the aircraft would pass. Didn't hear how it went on the weekend but imagined many disgruntled, settled folk, irate struggling marshals and lack of space. I described most of my observations in October Backfire.

Back to the plot, why could we not have a historic festival at Castle Combe? we discussed. Not the same as anyone else's, in our own style. In October we already have the Pegasus Sprint, how about making a weekend of it? Sponsorship, not who we can get along but what we like. My preference is Wadworth's for the lubrication and a good Indian Restaurant for the catering, certainly make good use of the 'conveniences' then. We have a great team to run the event already, many skills and much enthusiasm.

Friday evening would comprise of BBQ in paddock and rock concert by reformed Slade supported by Dire Straits (you may be in 'dire straits' after curry & beer). Saturday is sprint, Sunday historic car display, some races interspersed by track displays of individual marques. We need a fleet of 2005 Ford Mustang GT's as course cars, and I need lessons how to drive one fast, safely. So for competitors, the best is probably we do as Goodwood Festival of speed and choose and invite. I favour any Can-Am car, followed by a total V8 limit, bigger the better. We realise all vehicles would be sound limited, no better idea construct an ultrasonic sound damping wall all around Combe and allow them all, nay make them all run unsilenced. Stomping.

Of course Castle Combe was an airfield, it would be good to pay tribute, suggestion is we have a radio control display of model aircraft because the budget is not big. Sound like fun, want to make it happen, do you have contacts, enthusiasm? Please get in touch with the Chairman who is putting a steering committee together 😊

How about 'The 2006 Lamb Balti 6X Pegasus Historic Castle Combe Revival Festival'? See you there.



AUTOSPORT INTERNATIONAL 2005

Autosport International 2006, will be held at the NEC in Birmingham between the 12th and 15th January and will feature a host of international drivers and top-flight cars from across the spectrum of motorsport.

The biggest-ever collection of more than 600 performance and racing cars will be seen at the show. Some will be unveiled to the world for the very first time, while others will be making their UK debut. One of the headliners will be French manufacturers Ligier, who will make their first appearance at Autosport International and unveil the JS49 Sport Prototype. Other launches come from Mitsubishi (with the L200 and the Lancer Evolution EVO IX), Subaru (with the new Impreza WRX STI), Alfa Romeo, Connaught, Radical, Team Spatz, Maybach, plus many more which are due to be announced over the coming weeks.

Red Bull Racing Formula One young gun Vitantonio Liuzzi will officially open the show on Thursday 12th January, while Bernie Ecclestone is travelling to the NEC to visit the show for the first time ever on Friday 13th January to deliver the ninth Motorsport Safety Fund Sid Watkins Lecture. This annual lecture on motorsport safety has proven to be a growing highlight of the show and is now attended by some 500 delegates.

The first ever Briton to be crowned DTM Champion, Gary Paffett, will feature alongside World Rally stars Marcus Gronholm, Markko Martin and legendary co-driver Nicky Grist. Also in attendance will be BTCC stars Jason Plato, Luke Hines and Gareth Howell.

ITV F1's Louise Goodman and Paul Musselle will host the Live Action Arena, with a little help from Superbike supremo Jamie Whitham. The battle of the McRaes will see Jimmy McRae, still the most successful British Rally Championship competitor, go head-to-head with Russell Brookes, while Alister McRae is pitting his skills against Martin Rowe, both in identical Subaru Imprezas.

The show will also feature a celebration of 100 Years of Grand Prix Racing, presented by the Donington Grand Prix Collection.

Latest information can be found at www.autosport-international.com

SHOW DATES & OPENING TIMES

The Show is open 09.00 to 18.00 daily.

Press day: Thursday 12 January 2006

Trade only: Thursday 12 & Friday 13 January

Public: Saturday 14 & Sunday 15 January

Note : MSA License holders can obtain Friday tickets



STRAIGHTENING THE RULES

Some sports are lucky – they need hardly any rules.

Those for soccer for instance are simple except for the offside rule which as far as I can make out means if the ball hits the goalkeeper instead of the wicket, the team scores a try.

Inevitably, because it involves machinery and risk, our sport needs many more regulations, as readers of last autumn's issue of *Motor Sport Now!* will have realised as they ploughed through no less than 12 pages of rule changes.

Usually, the changes are roughly one third Sporting, one third Technical, with Safety and Administrative matters making up the other third. But how do they come about?

Well, a suggested change may come from a competitor, organiser or member of one of the specialist committees. They may then be brought before the relevant committee by one of the Advisory Panels or maybe by the MSA secretariat as a result of external issues. Significant changes may typically be assigned to a Working Group which may draw members from outside the committee itself before reporting back to that committee.

Once a committee has agreed a proposal, it's first published on that committee's Action Sheet, attached to the minutes of the meeting. These minutes are sent to all other Specialist Committee chairmen as well as to members of the Regional Committee so that

the proposals can be discussed at Regional Association meetings.

The next step in the democratic process is to gain approval from the Motor Sports Council. I used to think that this should be just a rubber-stamping exercise but in fact it isn't, and on reflection shouldn't be, because occasionally a specialist committee may get too close to the wood to see the trees or whatever the saying is, and a broader view may be wiser.

If approved by Council, the proposal will appear in the next issue of *Motor Sports Now!* which gives competitors and officials a chance to make comments which the originating committee has to consider. The committee may consider alterations to the rule change which is then presented to the next meeting of the MSC for **ratification** 'as is' or amended. Occasionally, a committee will withdraw a proposal for a complete rethink.

After a proposed change has gone through the democratic process, unless it needs to be introduced immediately on safety grounds or to correct an error, it will come into force on 1st January – hence the 12 pages mentioned above.

What if you don't agree with a proposed change? Firstly, write to the committee, either directly or through the secretariat at the MSA. Secondly, have your club express your views or concerns to your Regional Association.

The Regional Committee is the second line in the democratic process and is a strong voice both at Council and with the specialist committees.

Note a couple of missing words in all the above. Chat rooms. By all means natter away over the net about an issue but appreciate and accept that if you want to influence things you need to take part in the process outlined above. Then when a rule has passed, accept it and get on with life.

Clearly, a key factor is for clubs to vigorously support the Regional Associations, which is why I bang on about this to, and beyond, the point of boredom.

Bit of a heavy topic perhaps but it's important that we all feel at ease with the rules.

I'm sure there's something else I intended to mention. Oh yes – Happy New Year.

Stuart Turner



COD FILLET QUIZ

1. At which two Scottish Circuits in 1952 did the 'Thinwall Special' compete against the BRMs?
2. Can you name the three key works STRATOS drivers apart from Fiorio?
3. What make off car were Bobek and Netusil driving in the 1950 Le Mans race?
4. For which race was the Vanwall 'Streamliner' entered in 1957?

ANSWERS ON PAGE iv

MSA news

Richard Burns 1971-2005

On 25 November, Richard Burns – to date, the only Englishman to win the FIA World Rally Championship – lost his brave fight against a brain tumour. Colin Hilton, MSA Chief Executive, said: “Richard’s record of success – including an unprecedented hat-trick of famous home wins on the Rally GB – will always remain a lasting tribute to a truly great champion. At this sad time, everyone at the Motor Sports Association extends their condolences to Richard’s partner, Zoe, his family and friends.”

Club of the Year

Wigton Motor Club has won the national Alexander Forbes MSA Club of the Year award – a prestigious trophy and £1,000 towards club funds. Second was Clwyd Vale Motor Club (MSA Flag trophy and £500) and third was Middlesex County A C (MSA Flag Trophy and £250). 4x4-withoutaclub was highly commended (MSA commemorative certificate).

New RLO appointments

Route Liaison Officers (RLOs) assist in the smooth running of rallies and trials on the public highway by liaising between the MSA, event organisers, police areas, national parks and residents en route.

Following the retirements of Roy Honeywell and Paul

Waterton, two new RLOs have been appointed. The new RLO for Lancashire will be James How, while Alan Shaw will fill the role for Avon and Somerset.

There is also a forthcoming vacancy for the RLO in Dorset, as David Short retires in March 2006. A good knowledge of local geography is obviously helpful, as is an ability to be firm but diplomatic.

The appointment is voluntary, although the MSA does pay out-of-pocket expenses.

If you are interested, please contact Simon Fowler (sfowler@msauk.org).

A full list of the RLOs with contact details is available on the MSA website under MSA Forms, Competition Authorisation Office.

Marshal of the Year

Plunkett Boyle is the Alexander Forbes MSA Marshal of the Year for 2005. He is the Deputy Clerk of the Course on the International Ulster Rally and has been Chief Marshal for some years. Plunkett has been instrumental in setting up the Motorsport Marshalling Partnership in Northern Ireland.

Free stands

The International Historic Motorsport Show at Stoneleigh on 24–26 February has a number of stands available free to local and small motor clubs involved in historic – to promote their events. Clubs should contact Annette or Mary at info@ihmsl.com

Seminars for Club and Event Officials

This year, the Officials Seminars are reserved for unlicensed Club and Event Officials (which typically includes event

secretaries, non-licensed clerks of course, club stewards, championship coordinators, and other unlicensed club and event officials). The content is based on a theme of event planning and organisation.

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

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

Day/Date	Location
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<i>Sunday 8 January</i>	Northern Ireland (Aldegrove area)
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<i>Sunday 22 January</i>	Scotland (North Queensferry area)
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<i>Saturday 28 January</i>	Central Southern (Guildford area)
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<i>Sunday 29 January</i>	Midlands (Birmingham area)
--------------------------	----------------------------

<i>Sunday 12 February</i>	South West (Ilminster area)
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<i>Saturday 25 February</i>	North (Brighouse area)
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<i>Sunday 26 February</i>	Wales (Llandrindod Wells area)
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<i>Saturday 4 March</i>	East Anglia (Ipswich area)
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Additional ‘mini’ seminars are planned on the Isle of Man (Monday 6 February, evening) and on Jersey (Tuesday 7 February, evening) and Guernsey (Wednesday 8 February, evening), subject to local arrangements.

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

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

KARTING

Charity Karting

Autosport International will host a rather special charity event on Friday 13 January – the CLIC Sargent Charity Kart Event, presented by Karting Oxford. The event will present a rare opportunity to race against a host of motorsport celebrities and enjoy an entertaining evening of motorsport.

Ten teams, comprising of eight drivers, can compete in this special one-hour endurance race, which starts at 2pm. Each team will be powered by two SodiKart GT2, 270cc Honda-engined karts. A motorsport celebrity or professional racing driver will also be placed with each team. Trophies will be awarded to the first three karts to cross the line, with a champion's trophy for the team with the highest overall position.

At 7.30pm, each team will then meet for a special evening dinner at the Hilton Metropole at the NEC in Birmingham. Celebrity guests from the world of motorsport will host the evening and lead the CLIC Sargent Charity auction.

Various ticket options are available from www.autosport-international.com.

Every 48 hours, 10 children are diagnosed with cancer or leukaemia. CLIC Sargent acts as a lifeline keeping families together when the unimaginable happens. CLIC Sargent provides care and support to them and their families.

AUTOSCENE



REVIEWS FROM



AUTODROME THE LOST RACE CIRCUITS OF EUROPE

**ISBN 1 904788 31 9,
SS COLLINS, VELOCE
PUBLISHING, £34.99**

Why has no one thought of this before? Collins, author of a Crystal Palace Racetrack history, has extended the theme to the epic circuits of Europe that, whether by accident or the cold-hearted forces of commerce, have fallen out of use. The difference is that this time these derelict monuments to motor sport are moodily photographed by Gavin Ireland, backed up by super archive pictures and a brief history. Over 170 pages, nine circuits feature, from Brooklands to the Sudschleife via the Masarykring in Czechoslovakia, '60s Interserie and the last historic meeting at Montlhéry. There's even the less-known Keimola track in Finland with its impressive control tower, set alight by kids a couple of years ago, but before that used by bikers for illegal racing. All these are now closed, overgrown or gone. Such a waste, but the result is an evocative history you'll be proud to leave out on the coffee table.

**TALES OF MY TIME
ISBN 1 904943 32 2
RAYMOND BAXTER
WITH TONY DRON,
GRUB STREET, £18**

WW2 Spitfire pilot, nautical enthusiast, rally driver,

covering 14 Montes, BBC Commentator (including 30-odd Farnborough airshows, sometimes from the hot seat), to Tomorrows World, where he famously fell out with the Beeb. The packed career of this national institution is run through in 239 pages in a casual style, belying how accomplished the man is – and so casually that perhaps he didn't proof-read it: if you're going to name-drop the late Ronnie Barker, best spell his name correctly. The most gripping bits are the accounts of Spitfire combat over Sicily.

**LAP OF THE GODS
£24.99, 2HRS, TERRIFIC
STUFF, SEE
WWW.TERRIFICSTUFF.CO.UK
TEL 01932 872882**

Launched by the late Chris Nixon, with commentary by Murray Walker, this new DVD features a comprehensive set of on-board views of world champions in action. Thanks to the direction of Alain Boissard you can ride with Stewart or Mansell around Brands Hatch, Patrick Tambay at Spa, and Eddie Cheever or Jaques Laffite at Monza. This two-disc reissue has the added bonus of 30 minutes of trackside extras shot by Boissard which add a fresh dimension to the on-board camera work. These include short spotlights on Matra 1968-'77, Jo Siffert's last victory at Austria in 1971, and Ronnie Peterson at Monza. Cracking value.

MARSHALS POST

by the BMMC

Drivers with disabilities have been competing in motorsport for years.

Until a couple of years ago, it would have been unusual for marshals to know a competitor had a disability until he or she landed at their feet.

Now, however, any competitor with a disability has to put a circular blue sticker with a white "D" on their door or beside the number on their side of the car.

And that is all the information you will get.

The Chief Medical Officer on an event will be told the nature of the disability and will also know if a competitor is taking anti-coagulants – blood thinning drugs which are prescribed to some people with heart conditions – however, that information will not be passed on to anyone else.

So, what do you do if a competitor with a "D" disc lands at your feet.

Treat them as you would any other competitor.

If they are unconscious or trapped, summon help. Ask for a doctor and/or a Rescue Unit and make sure the message includes the car number, the fact that your casualty is a disabled competitor and whether they have been involved in an impact.

That last piece of information could be vital if the casualty is on anti-coagulants as the impact could have caused internal bleeding which is likely to be more severe in those circumstances.

Make sure their airway is clear and keep talking to them, telling them what is happening and seeing if they can respond.

If the driver is conscious and there is no sign of entrapment, be ready to help them out of the car and to a place of safety.

Ask if they need any help and what sort of help they need – it

could be anything from an arm to grab hold of, a shoulder to lean on or a screwdriver.

That's no joke. A few years back – before the disabled sticker was introduced – a Rescue Unit was called to an incident to find a driver conscious, but uncommunicative and flat on the floor with one of his legs at a rather strange angle, below the knee.

Just as they were assessing how best to immobilise the limb for transport, the driver's mechanic arrived on the scene, took one look, muttered: "This happens all the time," produced the appropriate tool, loosened a nut and manoeuvred the driver's false leg back into its usual position.

QUIZ ANSWERS

1. Turnberry and Charterhall
(Score: Thinwall 2, BRM 5!)
2. Sandro Munari, Bjorn Waldegard and Jean-Claude Andruet
3. Skoda (1089cc)
4. French GP at Rheims (Non started)



THE THIRD INTERNATIONAL
**HISTORIC
MOTORSPORT
SHOW**

24 25 26 February 2006
Stoneleigh Park, Coventry

EXPERIENCE SEVEN DECADES OF MOTORSPORT AT EUROPE'S PREMIER HISTORIC SHOW

- Four Exhibition Halls, with 450 exhibitors and over 20,000 enthusiasts and competitors visiting over three days.
- Four live events included in the ticket price - rally stage and autotests; indoor bike trial and karting.
- Showcasing cars and bikes from 1930s to the 1990s competing in all aspects of historic motorsport today - track, road and off-road.
- Meet over 50 Historic Series and Event Organisers from across Europe.
- The only show for newcomers to explore this exciting sport, which is affordable, accessible and fast growing.
- Meet celebrity competitors from yesteryear, with some in action on the live events.
- Attend Bonhams car and motorcycle auction at the show.

Car Club Members Advance Ticket Purchase
ADULTS £13 TWO DAYS £25
By Quoting "CC7521"
Accompanied Children under 16 FREE
Call The Ticket Hotline

08450 70 68 70

or book on line. www.historicmotorsportshow.com
using the Tickets Page. (All major credit cards accepted. Transaction fee 50p).

Visitor tickets purchased on the day.
ADULTS £18 TWO DAYS £30 Accompanied children under 16 FREE.
Car Parking £4. Auction Admission by Catalogue.

Bristol Pegasus Motor Club

2006 REVISED PROVISIONAL EVENTS CALENDAR

Note : Changes from last month shown Bold

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