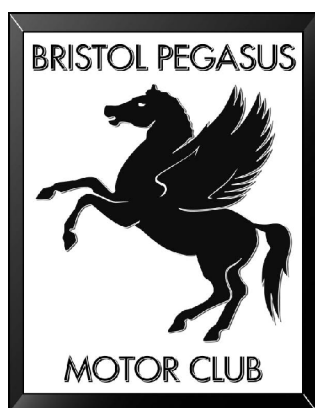

Backfire

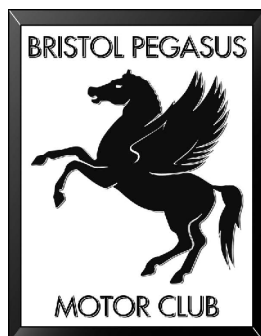
January 2007



The Magazine of the

Bristol Pegasus Motor Club

Cover : Mal Allen and Kieron Winter clean Bitton Lane in the
Marlin on the Allen Trial Photo : Andrew Moss



BRISTOL PEGASUS MOTOR CLUB PROVISIONAL EVENTS CALENDAR FOR 2007

2007 club provisional calendar
Castle Combe dates are now confirmed
Recent changes are shown bold

DATE		DAY	EVENT	VENUE
Jan	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jan	26th	Fri	Nav Ex	Announced in time for the event
Feb	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Feb	16th	Fri	Nav Scatter	Announced in time for the event
Mar	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Mar	16th	Fri	Nav Ex	Announced in time for the event
Apr	15th	Sun	PCT	Lower Grove Farm
Apr	16th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	7th	Mon	Wessex Sprint	Colerne Airfield
May	14th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	21st	Mon	Treasure Hunt	Announced in time for the event
May	28th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
Jun	10th	Sun	ACE Classic Tour	
Jun	11th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jun	18th	Mon	Treasure Hunt	Announced in time for the event
Jun	30th	Sat	BMC CC Sprint	Castle Combe Race Circuit
Jul	9th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jul	23rd	Mon	Treasure Hunt	Announced in time for the event
Aug	13th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Aug	18th	Sat	BPMC Test Day	Castle Combe Race Circuit
Aug	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	27th	Mon	2 Club Sprint	Colerne Airfield
Sep	1st	Sat	Stroke Association Day	Castle Combe Race Circuit
Sep	10th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Sep	23rd	Sun	Autotest (MGCC)	TBA
Oct	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Oct	20th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	26th	Fri	Nav Scatter	Announced in time for the event
Nov	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Nov	16th	Fri	Nav Ex/Sc	Announced in time for the event
Nov	22nd	Thur	Karting Endurance Challenge	Raceway
Dec	7th	Fri	Nav Ex/Sc	Announced in time for the event
Dec	10th	Mon	BPMC AGM	Wheatsheaf Inn, Winterbourne, 8:30pm

EVENTS FOR JANUARY

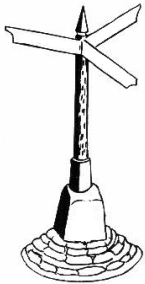
Monday 9th January - Club Night

The first event of 2007 will be a Club Night at our popular venue the Wheatsheaf Inn at Winterbourne near Bristol. Members are invited to bring along any footage they have of their cars in action – we hope to have some in car footage from various local tracks and circuits.



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 26th January 2007 - Navigation Exercise



Andy Rigler and Dick Craddy will organise the first Navigation Exercise of the year that will be held around the River Wye in Gwent and Gloucestershire. Only map 162 will be required. The start is at Wynd – Cliff ref 524973 and the finish will be at a Pub in the Clearwell area. Route cards will be handed out at 7.30pm.

Please arrive in good time for signing on. The route length is 25/30 miles. Navigation will be straight forward with Novice and Expert cards available.

Severn Bridge tolls will be refunded. Just turn up and start!

Bristol Pegasus Motor Club
MEMBERSHIP RENEWAL
Please return to: Mal Allen, Membership Secretary, The Pegasus Motor Club, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP. Tel: 0870 139 2108. Fax: 0870 139 2109. Email: backfire@bristolpegasus.com

Membership Unit: _____ Sum Payable: _____
Valid 2012-2016: _____
MAKES CHECKS PAYABLE TO: BRISTOL PEGASUS MOTOR CLUB

TITLE (MR, MRS, MISS, ETC.) _____ SURNAMES _____
ADDRESS _____
CITY _____ POST CODE _____
TEL NUMBER _____ Home _____ Work _____
E-MAIL ADDRESS _____

All members will receive the club Backfire magazine by post in the postal address above. It will also be available as an electronic download from the club website at www.bristolpegasus.com

1. (Print full name) with to apply for membership of the Bristol Pegasus Motor Club and when 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 true club membership card for my purchase.
Full name (print) _____
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 0870 139 2108

Return this form to: Mal Allen, Membership Secretary
The Pegasus Motor Club, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP
Bristol Pegasus Motor Club
Trading name of the Bristol Pegasus Motor Club. Company limited by Guarantee.
Registered in England. Company Number 2122975. Registered Office: 30 Redcliffe, Bristol, BS1 1NU.

MEMBERSHIP RENEWAL

Included with this months newsletter is another copy of the 2007 membership renewal.

Please complete and return to Membership Secretary Mal Allen ASAP.

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

Please note we will be removing 2006 members from the mailing list next month, so if you do not renew you will not receive the February Backfire. As the mailing list is prepared a couple of weeks before the newsletter goes out please send your form in ASAP to avoid missing out.

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



For all the latest news

Why not visit our new look website

www.bristolpegasus.com

BRISTOL PEGASUS CLOTH BADGES

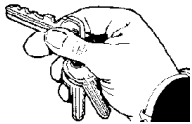
High quality embroidered badges, Red Pegasus on a white background, with club name and border in blue. Ideal for adding to Coats, Overalls etc. Size Approx 3" X 4" (10cm X 7.5cm). Cost £4.50 - Send a cheque payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34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



NATIONAL & INTERNATIONAL MOTORSPORT DATES

January and February 2007

Date	Event	Location
6/7 Jan 2007	MCC Exeter Trial	Devon
11/14 Jan 2007	Autosport International Show	NEC Birmingham
20/21 Jan 2007	Oval Expo	Arena Essex
21 Jan 2007	Run What Ya Brung Drag Races	Santa Pod, Northamptonshire
27/28 Jan 2007	Brean Stages Rally	Brean, Somerset
28 Jan 2007	Banger Racing	Smeatharpe Raceway, Somerset
28 Jan 2007	Run What Ya Brung Drag Races	Santa Pod, Northamptonshire
1/4 Feb 2007	MCN London Motorcycle Show	ExCeL London
10 Feb 2007	Wyedean Forest Rally	Chepstow, Gwent



CHAIRMAN'S CHAT

By Kieron Winter
Photos By Martin Baker

The 2006 AGM was held in the second week of December and gave us a chance to look back at the year's events, look forward to 2007 and present the awards to the year's winners.

The formal part of the meeting gave me a chance to reflect on the activities in 2006, both social and sporting. It always amazes how much there is to report. Martin Baker reported on the club's finances (thanks go to Rex Meaden for his efforts in auditing the books) and we then saw the election of the Directors of the club.



Chairman Kieron Winter (Right) Receives his prize from Dick Craddy

The meeting was then opened up for the members of the audience to express their views on many different subjects. Several points arose from this, and they will be discussed by the Committee at their next meeting.

Following the excellent buffet laid on by the Wheatsheaf, the award ceremony then started, and there were a few surprises in store. The first surprise was on me! I was very surprised when Tim had announced that I was to receive the Committee Rose Bowl. My thanks go to my fellow members; I really appreciate the gesture and had no idea that the award was coming my way. The second surprise was on Dick Craddy, who received a special award from the club to thank him for all his efforts in being the Secretary of the Meeting at the Two Club Sprint from the first meeting in 1976 at Wroughton to the 30th anniversary year in 2006. In fact, I know that Dick has already started making arrangements for the 2007 event.

The Clubman's Championship went down to the last event of the year and awards were made to third place man Alan Spencer, runner-up Martin Baker and the 2006 Champion – Paul Bird. Congratulations to all three.



Clubmans Champion Paul Bird with Son, and best newcomer, Lewis Bird

An award was also made to Lewis Bird for the best newcomer, so it was a good night for the Bird family.

The evening was rounded off firstly by an auction and then Martin Emsley's raffle. Auctioneer Ken Robson had two vouchers from Merlin Motorsport, a voucher for two people at Avonmouth Raceway and finally a voucher for a track day with Motorsport Events. Thanks go to these Companies for their very generous support to the Club. The top bid for the Karting and the track day was made by new member Lynn Lewis. We thank Lynn for her very generous offers and I hope that she and her family enjoy their days out.



Alan Spencer (right) was 3rd in the clubmans championship

The meeting was rounded off by the raffle and we had the Bob and Martin show with the drawing of the top prizes. In fact it was arranged so everyone went home with a prize.

The evening saw over £300 raised and this added to the sum from the Track Day raffle, Kart Evening and other fund raising meant that we have raised over £1660 this year for St Peter's Hospice. This is a fantastic effort and a super way to end the year.

Let us hope that 2007 is as successful a year.



NOVEMBER NAVIGATION EXERCISE

By Paul Bird



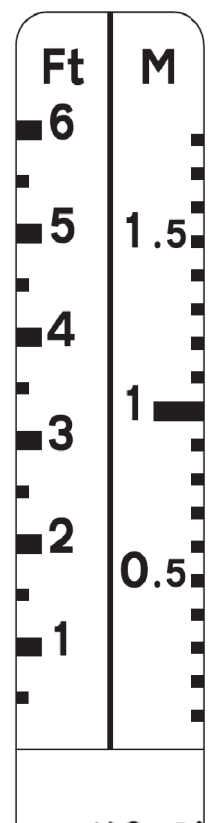
The night of November the 17th, 2006 will forever remain in my memory as it was the night that I ran a Nav-Ex featuring a Renault, a SEAT, a Mini and a Ford!

Three crews braved the chilly November Eve to contest the penultimate competitive event of the Bristol Pegasus Motor Club's 2006 event calendar. I warmed up the trusty burger van, I mean Iveco (pronounced 'eve-echo') Motorhome to support the crews and provide an element of comfort and light when it came to signing on. Aren't I wonderful !

Anyway, the route instructions were handed out, but after 20 minutes, Chris Goodchild returned to the motorhome complaining that none of the first section would plot at all. Well, it was his fault for making me do the November Nav-Ex and not the December one as originally intended. Unfortunately, Chris had an early edition of Map 172 and my BBB BGG GBG YGY instructions were completely unfathomable since the new editions of the Maps have the A roads in Green (G) and not Red (R) as on previous editions.

After ½ an hour or so, I returned to Pauly Mansions for sustenance before returning to Yate and picking up Howard and travelling on to the finish pub which was the Swan at Tytherington. I was a little concerned when the crews did not turn up relatively early as I had anticipated. I had cut down an earlier Nav-Ex and reversed the route as I had no time at all to get the route past the MSA and RLO's. As I missed off 8 questions, I had thought that an early return was on the cards. I was relieved when Chris and Martin E finally returned to present their answers to the navigation.

Chris and Martin E just happened to mention in passing, that a section through "Yate Rocks" had proved problematic for a certain Mini crew.



Some of you may be aware that at Yate Rocks there is a Ford and it isn't a Mondeo! Alan and Kieron eventually turned up dripping from the knee down (Alan was dripping from further up!). The story was that Alan felt the Ford was a "goer", but when a bow wave of water went over the bonnet a different result was inevitable. Upon opening the Mini doors, a torrent of chilly water washed through the car taking with it anything that would float. There was no option but to exit the motor and push it out of the way.

The image of Alan wringing out his socks in the middle of the pub will always stay in my memory.

I wonder what the trip home was like! No better not think about it!

The Results

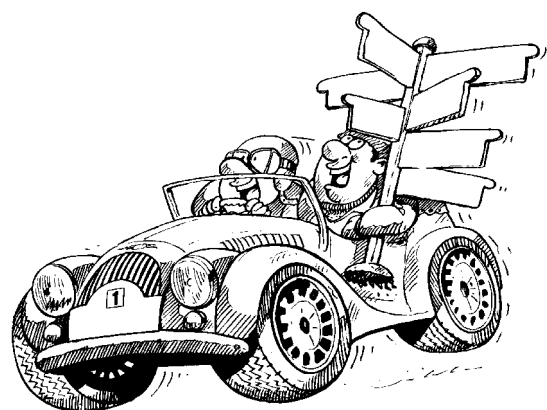
1st Chris Goodchild and Martin Emsley

2nd Martin Baker and David Cutcliffe

3rd Soggy Bottom Spencer and Water Boy Winter

NOVEMBER NAV EX – THE MINI GOES SWIMMING By Kieron Winter

Spence and I had finished the plotting and were first away from the start of Paul Bird and Howard Johnston's event. We had a good run on the first third of the event finding all the clues, it then started to go wrong.



We ran across the straight road to the north of Sodbury Common and joined the B4060. I told Spence to take the second yellow on the right; he mistook a white as the first yellow and went up the wrong road. We soon realised this but decided to carry on and then back track to pick up a question. However at the top of the road at Yate Rocks we were greeted with a large expanse of water. We drove into it carefully and turned left, we got through it OK and went and found the missed clue. We then turned around and headed back the way we had come. We now approached the water again. I could now see that it was a Ford and we debated if we should find a detour.

Spence was confident that we could get through it and so we proceeded into the water. All went well to begin with and then as we reached the middle of the water the bow wave began to rise and then when it went over the bonnet, the engine died! Spence tried to restart the engine, but it was having none of it. We were now sitting in the dark surrounded by water!

Alan declared that water was now coming in the car, so I quickly put everything on the back seat. I could not see any water until Spence opened his door to get out, and in came a wave of water – Spence then shouted at me to open my door to stop the interior filling up! So it was out into the cold water and we started to push the car out (at least a Mini is fairly light).

The water came half way up to Alan's knees – it was not so high on my legs! We

reached dry land and when we stopped laughing, Spence managed to get the engine to start up. He then tried to find something to bail out the car with, he found a large sponge! At some point the engine died but we carried on bailing out. Another car approached the Ford, so I ran back waving my torch to warn them. It was not one of the other crews, but they got the hint and turned around.

Alan managed to prise out a bung in the back of the car which helped drain the water more quickly. Another car approached, this time Spence ran back and it was Chris and Martin E who decided against entering the Ford (very wise as Chris was driving Mrs Goodchild's car). The Mini would now not start, so Alan started to dismantle the electrical system. When he took the distributor cap off, it was full of condensation. When this was dried out, the car started again. Now Martin and Dave approached the Ford, however they decided to proceed. They got through OK and as they drew level with us, Martin powered the window down and told us this was one advantage of having a diesel!

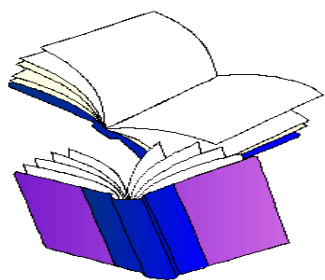
Spence managed to find some dry blankets to put on our seats as they seemed to have got wet and we carried on. I found that water was dripping out of the potty onto the map and then it misted up! However we managed to catch up Martin and Dave. Towards the end of the route the engine started to miss-fire and we decided to skip the last few clues to get back to the Pub.

We squelched our way into the Pub to hand in the answer sheet, to be greeted with sympathy by Paul and Howard – NOT. Alan then disappeared off to the Gents to take off his shoes and socks and to use the hot air dryer!

We were not the first crew to drown out on a Nav Ex, in fact one of the guys at the finish had been in a car which had suffered the same fate. However we will not name names as the driver was using his wife's Company car and we don't think she has ever found out to this day!

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

Visit the bookshop section at
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. ideal for Xmas Shopping !

TALE OF TWO TRIALS

By Alan Spencer

The MG car club have run 2 PCTs this year at a new venue that became available last year at Chew Stoke and I had entered last year sharing the mini, with my son Steve, where he nearly beat me in my own car. So this year we both had another go, only this year the mini was sold and I have bought the Dave Parsons special.



A Superb line up of MG T Types - Photos Alan Spencer

It is Ford based very light with a 1600 cross flow engine, very well finished and prepared, as well as being built very strong.

The first event, the Autumn trial was a shake down for the Edinburgh Trial, just to try out the car. As last year, the format was four hills run four times with the best three scores to count - the weather was dry and this new little car just shot up everything at the finish. I just beat Steve into second place with 5 points to his 6.

The second event later in October was the Kimber Trial at the same venue again four hills four times, to finish about 1 pm for the pub lunch after.

The weather was a lot different it had rained the night before and the still wet grass had very little grip. We both exchange points and 2s 3s and 4s then at about 11:30 it started to rain and as Steve had most of the hills in the bag I had to go for the weather conditions scoring 5s 7s 8s. At the end to my surprise he had finished first in class with 39 – to my 50 – the other class competitor being an Ariel Atom with 74 points. That was surprisingly rather good, if it had normal tyres on it, it might of even been better.

So fairly beaten by my son, it had to happen I suppose, what will he do next?

Spencers - “Steve and Alan”



The DPS ready for action



Steve at Castle Combe

BUILDING A KIT CAR

Part 2 - The build begins

By Andy Moss



Westfield supply kits in two main forms, modular build, where all the parts are supplied by the factory in 5 complete “modules” and traditional kit form. I had chosen to go down the traditional kit, route as this appeared to offer a cheaper option if you were prepared to do some of the leg work to source parts yourself. This also allowed me to make some sensible decisions about where I could save money on the build without compromising the quality of the finished car too much.

I had decided I would use Cortina front suspension uprights and hubs, instead of the alloy fabricated option supplied by the factory – with new wheel bearings and wheel studs fitted these would be as good as new if slightly heavier. Other places where I would save some money was by using a second hand handbrake lever from a Sierra, along with a differential from a Sierra or Granada.

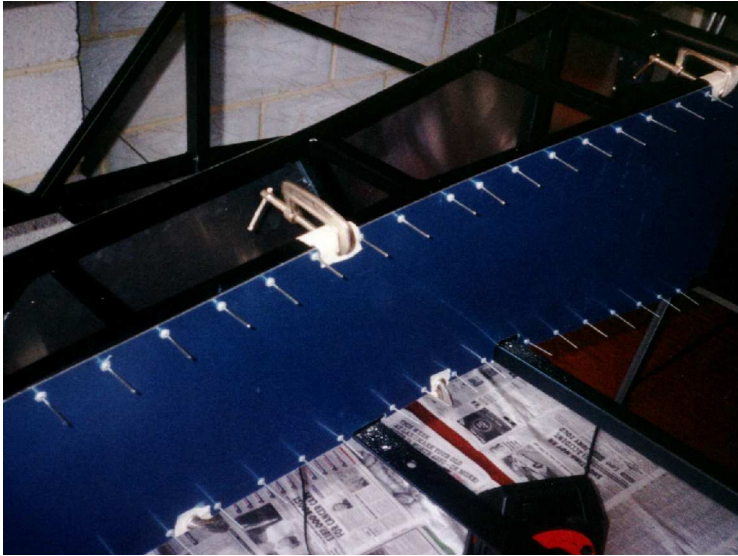
So my next task was to find a Cortina this was 1999, and even then Cortinas were not too common, even in a scrapyard. Luckily a call to Ford specialist Banwell Breakers near Weston found that they had a MK5 Cortina, from which I could source uprights and hubs. This led to an entertaining afternoon. The guys at the breakers decided the best thing was to cut the front suspension off the car, which I could then take away – needless to say I stood well back when the Oxyacetylene Torch came out. I am not sure which was the scariest part, it was a close call between the uncompressed springs breaking loose and the oil residue in the bottom of the spring mount catching fire, which called for a quick fetch of the hose pipe Still it was certainly much easier than struggling to strip it down myself in the scrapyard, as I could now take it home and work on it at my leisure.

These days there seem to be a few companies that specialize in donor parts for kit cars ready stripped and painted – stripping down the rusty Cortina suspension suggested they earn the premium they charge for this service The Cortina uprights need a small modification to take some material off the top mount – this allows for the extra thickness of the cycle wing bracket which also mounts here – I have heard of people taking an angle grinder to them, but that seemed a bit extreme I managed to find a friendly man with a milling machine, although there is not much clearance for the cutting tool.

The Sierra parts were easy as I bought them from Twigworth Breakers near Gloucester, where everything is stripped and neatly arranged on shelves. Handbrake lever looked good as new, and it was easy to pick the correct ratio diff off the shelf, and pick one with no signs of oil leaks etc. On removing the rear diff cover, it was clear there was not too much to go wrong here, and a clean up, paint and oil change were all that was required. At the same time I acquired a pair of rear stub axles, which would be the only other secondhand part used, the rear uprights being aluminium ones supplied as part of the basic kit.

A few weekends were then spent clearing out the garage (my garage had never been so empty ...), painting the floor and installing some new florescent lights, So I could at least see what I was doing.

Before I knew it the call came from the factory to say the kit was ready to collect – an old but cheap, box van was hired and it was off to Westfield to collect the first part of the kit. I would collect a bare chassis, some pre cut aluminum panels, suspension wishbones and bushes, rear uprights and a set of brake pipes. I also splashed out on some chassis stands, to sit it all on while building.



First panel in place with some of the hundreds of pop rivets

At the beginning of the build I had decided to do as much of the work as I possibly could myself, partly to keep the costs down, but also because I did not see the point in building a kit and letting other people do simple things you can do yourself.... So while many people opt to pay the factory to fit items such as the the paneling and brake pipes to the Chassis, these would be my first jobs. The panels are secured to the chassis by a lot of pop rivets. The job is pretty simple – line the panel up on the chassis, clamp it in place, mark a line on the panel where the centre of the chassis tube is, then drill 4.2mm holes at 5cm

intervals. Then remove the panel, debur, apply silicon sealant and pop rivet in place. I reckon I got through 600-700 pop rivets, which meant drilling that many holes and pop riveting by hand. This wore out quite a few drill bits, and my electric drill was never the same afterwards !!

The next job was to fit the suspension bushes to the wishbones, these were of the metalastic type and as I did not have a press, this involved some large washers and a treaded bar to pull them into the wishbones, it may have been easier to pay someone a few pounds to do this, or look at poly bushes, which I suspect would be easier to fit. But after a bit of a struggle, these were ready to fit to the chassis, along with shock absorbers and springs, a relatively easy job if you worked carefully and followed the diagrams in the build manual. Once the wishbones were in place the front and rear uprights could be attached, along with the front hubs. The Cortina hubs had new bushes fitted at Brights Auto Centre in Filton Avenue – later I learnt I would need to replace the standard Ford wheel studs with longer ones to suit the alloy wheels.

The rear differential was installed next – a simple job of bolting the Ford unit in place. Next it was onto brake pipe fitting. These were supplied with the kit, and had fittings already on them, but needed to be bent to shape and fitted to the chassis using rubber lined metal “P Clips”. A fairly easy job, but bending the pipes was a bit scary – I bought some cheap pipe to practice with, and used this to make patterns which I could then copy with the real pipes.



Chassis with some of the panels in place



CASTLE COMBE 2007 MAJOR EVENTS



MARCH

Saturday 24th March – Porsche Club Day
Saturday/Sunday 24th & 25th March – Craft Fair

APRIL

Monday 9th April – Easter Monday Car Races
Saturday 14th April – Alfaholics Club Day
Saturday 21st April – Performance Car Action Day
Saturday 28th April – Porsche Club Day

MAY

Monday 7th May – May Bank Holiday Car Races
Saturday/Sunday 12th & 13th May – Steam & Vintage Rally
Saturday 19th May – Japfest
Saturday 26th May – Lotus Club Day
Monday 28th May – Spring Bank Holiday Car Races

JUNE

Saturday 9th June – Classic Action Day
Saturday/Sunday 23rd & 24th June – Car Races
Saturday 30th June – BM & LCCSprint

JULY

Saturday 7th July – RS Owners Club Day
Saturday 14th July – Car Races
Saturday/Sunday 28th & 29th July – Motorcycle Races

AUGUST

Saturday 4th August – Classic Raceday
Saturday 11th August – VW/Audi Club Day
Saturday 18th August –BPMC
Monday 27th August – August Bank Holiday Car Races

SEPTEMBER

Saturday 1st September – Stroke Association Day
Saturday 8th September – Eurofest Action Day
Saturday 15th September – Car Races
Saturday 22nd September – Rally Day
Saturday 29th September – Mini World Action Day

OCTOBER

Saturday 6th October – Melton Concrete Products Formula Ford Carnival
Saturday 13th October – Audi International Club Day
Saturday 20th October- BPMC Sprint

NOVEMBER

Saturday 3rd November – Porsche Club Day
Saturday/Sunday 17th & 18th November – Craft Fair



AUTOSPORT SHOW NEC BIRMINGHAM

11th - 14th January 2007

On 13-14 January 2007, the NEC in Birmingham will become the capital of motor racing, with exhibits from all disciplines of the sport on display under one roof.

More than £20 million worth of Le Mans legendary cars will be on display this year. This breathtaking feature will be evocative of Le Mans with the iconic machines being reunited with their celebrated drivers in what will be the most significant Le Mans display ever assembled.

The latest addition is the Ferrari 512 BB LM, of which only 25 were produced from 1979 to 1982. The Ferrari driven by Nick Faure, Steve O'Rourke and Bernard de Dryver in 1979 will be on display. The Pininfarina designed body featured a longitudinally, mid-mounted 12-cylinder engine driving the rear wheels, built specifically for Le Mans. At its inaugural appearance, the 512 BB LM finished in a disappointing 12th but modifications and improvements were made and in 1981 a 512 BB LM scored a class triumph.

The Matra MS670, driven to victory in 1972 by Graham Hill and Henri Pescarolo, will also be exhibited. Hill had not been to Le Mans since 1966 and he was one of eight current or future Grand Prix drivers who made up the four-car Matra team. This was a justly popular win – the first for a French car since the Rosiers' Talbot triumphed in 1950.



In 1990 Mark Blundell became the youngest driver ever to reach pole position in Le Mans, with a six second margin driving the Nissan R90 CK works car. Blundell will be reunited with his car when he attends the show on Saturday.

The list of legendary drivers is growing with Derek Bell being reunited with his 1988 Porsche; Allan McNish with his 2005 Audi R8, Andy Wallace and Johnny Dumfries with their 1988 Silk Cut Jaguar; Guy Smith with his 2003 winning Bentley and Paddy Hopkirk with his MGB, which finished second in class in 1965.



Joining these drivers will be Jackie Oliver, winner in 1969, David Piper, David Brabham, Ray Mallock, Mike Wild, Win Percy, and Tony Southgate.

2006 CHARITY ENDURANCE KARTING CHALLENGE

Report By Andy Moss
Photos By Allen Harris

Following the success of last years event, we returned to the Raceway in Avonmouth for the 2007 karting challenge.



Once again we benefited from a Charity Package where the circuit can be hired for the entire evening at a much reduced rate, with all profits going to a nominated charity. Also the participants enjoy a 25% discount from the normal public rate.



The format of the event was $\frac{1}{2}$ an hour of qualifying followed by $2 \frac{1}{2}$ hours of non stop action. A total of 16 teams signed up for the event, each team had 5 drivers, which meant a total of 80 drivers on the evening, so pit stop strategy as well as consistent speed and staying out of trouble would be vital for the winning team. As well as BMC members there was a good turn out from Bristol Motor Club, the TVR club and the Marlin Racing Club.

A change from last year was that all drivers had to have two turns in the kart as well as the introduction of pit windows, which worked very well. At the end of the evening the BMC Panic team had won by a massive 8 lap margin - so their name is firmly on the cup for the second year of the Karting Endurance Challenge fund raising event.

Best of all is that event raised a significant sum for St. Peters Hospice on the night.

Thanks go to Ken Robson for his efforts in organising the evening as well as those at the Raceway that made sure everything went smoothly on the night.

Don't forget to put the date for next years event in your diary 22nd November 2007. See you there.



KARTING RESULTS

Pos	No	Team Name	Laps	Gap	Fastest Lap	On Lap
1	11	BMC PANIC	222		00:32.92	123
2	14	BMC DISORDER	215	7L 37s	00:34.19	211
3	8	TERRY'S OLD GOLD	214	8L 21s	00:34.21	199
4	16	MOTOR AIDS	214	8L 21s	00:34.48	195
5	12	BMC CHAOS	213	9L 34s	00:34.01	194
6	1	PISTON BROKE	213	9L 34s	00:33.97	193
7	3	THE ANCIENT MAR	212	10L 21s	00:34.27	170
8	15	BMC MANIC	212	10L 34s	00:33.96	171
9	10	PURPLE MATRIX	211	11L 24s	00:35.16	127
10	13	BMC ANARCHY	209	13L 0s	00:34.33	172
11	2	FB RACING	208	14L 21s	00:34.64	175
12	4	TEAM TreVoR	206	16L 34s	00:35:03	188
13	5	TEN TENTHS	200	22L 0s	00:35:07	147
14	9	MACH 1	199	23L 21s	00:35.60	150
15	6	MAD MISFITS	197	25L 27s	00:35.24	123
16	7	THE POWER 5	196	26L 21s	00:34.89	36



Club Night Venue The Wheatsheaf

From M32 J1

Take the A4174 ring road towards

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

From M5 J16 (Almondsbury)

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

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

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Rob Gilmor Scrutineering at the Doynton start

OUT FOR A SUNDAY DRIVE - THE ALLEN TRIAL FROM THE PASSENGER SEAT By Kieron Winter

I have marshalled on the Allen Trial for the past few years at the Nanny Hurns section. However earlier in the year the Farmer had filled it in to create a new gate into his field. I therefore planned to join the other Bristol Pegasus members who were marshalling at Guy's Hill. However

this all changed when Mal Allen phoned to ask if I would like to do the event from the passenger seat of the Marlin in place of Donny.

At the start from the Pub in Doynton we proceeded to the Tog Hill section. It was a bit slippery as a lot of water had fallen overnight, but it presented Mal with no problem and we reached the top of the hill to be greeted by Dave Potts and Simon Mayo.

It was then onto a special test at Dyrham Barn. It was like a small Autotest and Mal did the back and forward bit and slid to the right across the finish almost taking out the marker post. The next section was a few yards down the hill. After a test for a limited slip diff we proceeded to the downhill start line. The section was very muddy but Mal cleared it. About six park up after the finish and then turn around and drive out the way they came in. Whilst driving out, the Marlin started to slide to the left and we drifted towards a stream which we were separated from by a flimsy bit of wood. After we had safely got out I asked Mal if he was aware how close we were to the stream on my side – he confirmed he was ! I was to observe that a car with a lot of weight over the back wheels has interesting handling characteristics.

Next was Bitton Lane, where we had the first re-start. Mal got to the re-start line without problems and then it was foot down and fiddling with the hand brake he got away and cleared the section. Next it was onto Uplands, driving along lanes that are regularly used on Treasure Hunts. We turned into one of those lanes that I often wondered where they went – I was about to find out. Pete Hart, Clerk of the Course for the event had warned us about the depth of the puddles down this lane. He was not wrong, there were about six large puddles and each deeper than the next. On the last puddle the water came in through the door seals – so for the second event



MG on Bitton Hill



Dellow on Bitton Hill

running I was going to get wet feet! We joined the queue to tackle Big Uplands, several cars in front of us had returned down the hill as they had not cleared the section. From the start Mal had warned me that this hill was rough and I was to hold tight, but I did not appreciate how rough it was. The car bounced in and out of the rocks and the diff grounded out several times. Mal was giving it maximum revs (before the event Mal was worried that the engine was not running properly) and we disappeared in a cloud of tyre smoke. However at the top of the hill we just failed to get past the 1 marker

and had to reverse to turn around and drive down the hill. On the descent Mal felt the car was not handling properly and noticed that we had a rear puncture. We needed to a push at the bottom of the hill as the tyre was now off the rim. We changed the tyre and noticed that puncture was in the side wall, probably as result of the rocks on the way up the hill. We made our exit via Little Uplands and headed over to Guys Hill.

I think Spence, Bernie and Nick were surprised to see me in the passenger seat. This hill was all about the restart and Mal was determined to get this one right. Mal gave it just the right amount of revs, fiddled with the hand brake and we got away and cleaned the hill. Next we went onto Travers Hill. This was another restart and this time Mal was giving it maximum revs and clouds of tyre smoke saw us slowly get away and yet another clean. At the top of the hill we turned through a gate where there were several tests set up in Ubley Wood (actually it was a field). Talking to Pete Hart about ten days before the event he had told me that the field was being used to replace a couple of hills that had now been lost, but he was worried what might happen if the weather was wet. Well the rain overnight had turned the bottom of the field into a quagmire.

There was a long queue to get to the start line. Mal managed to get away and up the hill, again we were drifting across the field of mud towards the hedge and we scored a 6. Getting out was as much of a challenge; Mal drove into the bracken to get some grip and sped up the hill. Luckily there were no hidden rocks or tree stumps which could have caused plenty of damage. We then joined the queue for the Special Test. This seemed a simple test, forward up a short but steep slope to stop astride a line, then reverse back, go through the line and stop astride another line on the top of the hill. However this was all on mud. Nick Rainbow set us off and Mal did the first bit OK, but did not go back far enough to get a second run up the hill, the car again veered to the right and we did not get through the line.



There was bright sunshine on the day



Bernie Humphrey marshalling with Beetle at Guys Hill

Mal went back and had another go to clear the test, this time the car went right again and took out the marker post! The marshal did not seem amused by this and Mal drove out the long way and we waved to Allen Harris as we failed to trouble him with his stop watch.

It was time to head to the half way control. I handed in our card only to be told that we should have left 3 minutes ago! The puncture and the delay at Ubley Wood had meant we were running behind schedule.

The next hill was Burlledge. The council had filled in some of the deep ruts, so a new section off the hill was found, it was a short but steep climb, which Mal cleared and the rest of the hill was easy for him. It was now mid-afternoon and there were two hills to go. It was back down the lane to Uplands, the puddles were just as deep and this time Mal made sure that my side was in the deepest water. We approached the start to find a Land Rover about to pull out Murray Montgomery-Smith in his Marlin which had become wedged in the ruts. To make room for him Mal reversed his car back down the lane and now his Marlin became wedged and would not move. Next the Land Rover had to tow us out! I helped to push the car out as well and got sprayed with mud when Mal accelerated away. We eventually got to the start of Little Uplands.

We had a re-start on the hill and again Mal did his tyre smoking act. It was onto the final hill, John Walker. We joined the queue to get to the start line and had time to chat to Murray in his Marlin and Arthur Jones who was out in his Liege. We approached the start line to be greeted by Rob Gilmour who told us that the Ford was running deep today – not again I thought. However we cleared the Ford without any water coming in and then it was a long blast up the hill. It seemed to go on and on, at one point it flattens out where a lane joins from the right and after this there was a bit of mud; Mal seemed to

take a delight in taking this at speed and throwing mud into the air and onto the marshals perched in the hedge! Again this was another clean run.



Escort on Guys Hill

Back at the top of the hill after inflating the tyres we set off and it started to rain, however this lasted only two minutes. I was very glad to have had a dry day for my first event .

I found the cockpit of the Marlin a bit cramped and was not sure how I would have kept the instruction sheet dry if it had rained.



Beetle on Bitton Hill – All Photos Andy Moss

It was back to the Pub, where Donny was helping Carlie Hart with the Finish Control and she presented me with my finishers Certificate. I had a great day and got my fair share of trialling experiences – getting wet, getting muddy, getting a puncture, changing tyres, getting pulled out by a Land Rover and that lovely smell of burning rubber.

Thanks to Mal for a great Sunday drive.



Future Event

Monday the 12th February 2007

February Club Night



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

Guest Speaker

Dennis Harris

BARC Council member



**Next year's Historic Motor Sport Show will take place from
23 - 25 March**

WILLINGLY TO SCHOOL

As we head into 2007, with New Year resolutions crashing round our ears, the UK can still walk tall as a major player in motorsport, not least on the engineering and manufacturing side. I'm convinced that this supremacy can be traced back to the post-war availability of airfields and the days of special building when people like Colin Chapman were being, er, 'creative' with the regulations for 750 racing.

Whatever the reason, the UK now has some 40,000 people working in the sport, (25,000 of them engineers) and they generate around five billion pounds annual turnover for the UK economy.

But there's a but – isn't there always? – and that is that we can't freewheel if we want to stay ahead. Other countries such as the US, France, Germany and Italy would like a bigger share of the cake and then of course there is the threat from the Far East and other areas; I was at a hi-tech park in South Africa last year to watch a street being named after local boy made good, Rory Byrne. Maybe we should similarly honour our stars – if there was any justice the M1 would be called the Keith Duckworth Highway.

It doesn't help our efforts to remain at the top that there's a skills shortage in the UK. But at least there's hope for improvement in this area with the recent announcement of the

Motorsport Academy. I know 'academy' suggests big buildings, mortar boards, and bicycles with wicker baskets but not in this case. It won't be teaching at all but, as a partnership between the MIA and Carter and Carter – who are highly experienced in this field – it will act as a bridge between the three key areas in education:

1. *The employers*, the ultimate 'consumers' for the people turned out by:

2. *The educators*. It's no secret that there have been murmurs that some establishments appear to have tacked 'motorsport' onto the titles of mediocre courses to add a bit of spurious glamour and, above all, keep intake numbers up. In similar vein I know I felt conned when I enrolled for a degree course on Pole Dancing, hoping to meet interesting people, and found it was actually one on Stress Measurement in Scaffolding.

The Motorsport Academy will strive to improve the standard and relevance of courses so that they meet the needs of employers and of course:

3. *The students*, the future employees. The Academy will also act as an information centre for them on courses and job opportunities.

All jolly fine but, I hear you cry, what's in it for motor clubs? Well, although there are occasionally – and probably always will be – tensions between the commercial and amateur

sides of our sport, I don't think anyone would disagree that a healthy motorsport industry can only be good for the sport as a whole.

And I think there will be opportunities for clubs. I was at several of the Academy launch meetings and it was interesting to hear employers asking how they could expose new employees to real life motorsport. The answer, I suggested, was through motor clubs. And not just the engineers. By my maths 25,000 engineers out of a pool of 40,000 leaves 15,000, mainly on the marketing, sales and PR side. Tap into students aiming for that side of the sport and clubs could find pro-bono help with website design, running magazines, marshalling, lobbying and media relations and so on.

The Academy must be a good start for 2007. Pass my satchel.

Stuart Turner



COD FILLET QUIZ

1. For which Porsche Team did Vic Elford get his first 917K drive?
2. In which race did Freddy Dixon achieve his last win?
3. Who were the drivers of the only Mini to finish in the "Last Liege"?
4. Who drove the Cooper-Bristol F2 car into 4th place in the 1952 European Grand Prix?

ANSWERS ON PAGE iv

Supporting marshals

The MSA is interested to hear about innovative schemes which support and encourage marshals. Please send information to Allan Dean-Lewis, email: adean-lewis@msauk.org

MSA Club of the Year

The Cumbria Kart Racing Club, based in Rowrah to the west of Cockermouth, has been voted the top motor club in the UK. It's the first time a kart club has won the prestigious Alexander Forbes MSA Club of the Year award. In addition to a trophy, the club wins £1,000.

"It's a huge honour for us," confirmed Press and PR Officer, Iain Blair. "We are only a small club with just over 100 racing members but we work hard both locally and within the karting scene to overcome our somewhat distant geographical location up here in Cumbria. To win this award is a huge surprise to all of us and everyone involved in the club is absolutely delighted to receive this recognition."

The MSA's Awards Panel was impressed with the well-structured support the club provided for the MSA's Volunteers in Motorsport initiative as well as its pro-active promotion for last summer's inaugural National Motorsports Week. The club has also made significant investments in its Rowrah circuit and has recently built a splendid new clubhouse, which is available for a wide range of community activities.

"Sadly, unlike many other

sports, we're not eligible for Lottery or other government funding, so we had to raise around £200,000 from our own activities to fund the new clubhouse," explained Blair.

Clubs rewarded

In addition to the Club of the Year award, the MSA recognised the efforts of other clubs. The Manx Motor Sport Marshals Association was awarded second place for its support of Volunteers in Motorsport as well as its initiative to provide members with good quality rucksacks packed with all the equipment required for marshalling.

Third place went to the Mull Car Club, which successfully staged its first forest event this year and has worked closely with its local primary school on the island to promote motor sport to a new generation.

The MSA also rewarded the exceptional efforts of the Ballynahinch & District Motor Club and the Ilkley & District Motor Club with the presentation of Highly Commended certificates.

National Motorsport Week

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

Marshal of the Year

Bob Wright, chief marshal at the Croft Circuit, was voted the winner of the prized Alexander Forbes MSA Marshal of the Year award 2006. Bob, a member of the Darlington & District Motor Club and the Mull Car Club, is renowned for his sterling contributions at race, rally and rallycross events at

Croft. In 2006, he also keenly supported the Volunteers in Motorsport initiative, offering advice and wisdom to many prospective new marshals across all disciplines of the sport. Bob receives the Alexander Forbes MSA Marshal of the Year trophy and a cheque for £250.

Hard work recognised

In addition to the Marshal of the Year award, the MSA presented two Highly Commended certificates to volunteers. Paul Harris was singled out for his hard work promoting recruitment drives within the British Motorsport Marshals Club in the South Midlands, while Liam Carton was acknowledged for his exceptional contributions to marshalling in Northern Ireland.

Britannia rules

- In November 2006, British driver, Andy Priaulx, retained the FIA World Touring Car Championship he won in 2005. Having also captured the FIA European Touring Car Championship in 2004, Priaulx joins racing legends Juan Manuel Fangio, Michael Schumacher and Roberto Ravaglia as winners of three consecutive FIA track titles.
- Mike Conway, the 2006 British Formula 3 champion, won the prestigious 2006 Macau Grand Prix. The 23-year old joins a roster of past winners which includes Ayrton Senna and Michael Schumacher.
- The BP-Ford World Rally Team won the 2006 FIA WRC Manufacturers' Championship. It is the first time that Ford has won the Manufacturers' Championship in 27 years and represents the pinnacle of achievement for Malcolm Wilson and his Cumbrian-based M-Sport operation, which masterminds the BP-Ford World Rally Team.

KARTING

- The Karting Area at Autosport International at the NEC, will be a one-stop shop for karting, whether visitors are accomplished champions or keen enthusiasts who'd like to get behind the wheel. Aiming to attract new participants to karting, a special Karting Information Point will be a new feature of the area's Karts to Cars display whilst industry experts will be available to help guide visitors.

The BKIA and ABkC will be strongly supporting this initiative and representatives will be available throughout the show at the Karting Information Point for visitors looking to get started in karting.

The BKIA Pavilion will be positioned next to the Karting Stage, once again housed by the BRDC Stars of Tomorrow race transporter.

- For the first time MSA licence holders can take the opportunity to get their licence medical whilst visiting Autosport International.

Any interested drivers should contact Dr Mark Green on 01883 337438 or via e-mail at drmagreen@aol.com to make an appointment.

- MSA licence holders can visit Autosport International on the trade days by registering online at www.autosport-international.com and going to the trade section of the site, filling out the MSA form and completing your MSA licence holder number. Tickets to the trade days on Thursday 11 and Friday 12 January are available at £23.00 per day, which includes a trade guide and directory.

Other information including Saturday 13 and Sunday 14 on ticket hotline on 0870 380 2244.

AUTOSCENE



REVIEWS FROM



PORSCHE MOMENTS Photographs from Europe and Mexico 1953-1962 ISBN 1 893618 70 6 Jesse Alexander, David Bull Publishing, £39.99

This handsome 96-page celebration of photographer Jesse Alexander focuses on early competition Porsches, from rare colour of the '53 Carrera PanAmericana to a happy Jim Clark with his 356 UUL 442 in the paddock at the '62 Dutch GP. Appropriately, American ace Dan Gurney, who features in many of Alexander's evocative shots, has written the introduction, while Alexander's recollections of his travels to cover races in a succession of 356s complement the images. The portraits brilliantly capture the camaraderie of the era, particularly those of Edgar Barth embracing Joe Bonnier and Henry Manney fresh from a Targa demo run with Gurney. As always with the US publisher, the design is a lesson for all motoring books and all the photographs are beautifully reproduced.

ROGER NATHAN, AN ADVENTUROUS LIFE The Costin-Nathan Story ISBN 0 9553934 0 X Roger Nathan and Stéphane Gutzwiller, order from 01492 576868, £30

Bernie Ecclestone hasn't written many forewords for slender self-published paperbacks, which says a lot about Roger Nathan. Famed for his plywood-tubbed, Imp-powered Costin co-effort, the racer turned designer – and now historic racer, after a 35-year hiatus – has had a fascinating life and is candid in relating it. All of which makes his fiercely expensive book hugely

enjoyable. Photos are largely black and white and poorly reproduced but many are intriguing. A captivating tale with plenty to keep the tech-heads happy too. The delightfully incomplete appendices of lap records and wins – Nathan didn't keep a diary – say it all, really.

VIC ELFORD Reflections on a Golden Era in Motorsports ISBN 1 893618 52 8 Vic Elford, David Bull Publishing, £19.99

Elford certainly knows how to tell a story, from early rally days in England to running his own team at Le Mans and a one-off outing in the Paris-Dakar. Elford's memory is pin-sharp, be it autocrossing a two-stroke DKW or the tricky handling of a long-tail 917 *en route* to the first 150mph lap at Le Mans. Anecdotes include how young Brit Murray Smith used his Mini to nudge Elford's clutchless Cortina away from the start of each section on the '66 Acropolis Rally. There is also a fine selection of historic photographs from Elford's own albums. Top value and highly recommended.

FORDS IN MINIATURE ISBN 1 84584 027 5 Randall Olson, Veloce, £19.99

Fords in Miniature focuses on mainly post-war American subjects. Author Randall Olson is a skilled model maker and a passionate blue oval fan, so knows his subject. As well as diecasts and collectors' models, Olson also covers kits. The Fords are complemented with chapters on Edsel, Lincoln and Mercury miniatures.

MARSHALS POST

by the BMMC

Drive down any major road and the chances are you will see an eerie glow coming from the dashboard onto the windscreen of the cars you pass.

No, the aliens haven't landed, it's just that the world has gone Satellite Navigation mad.

Maybe it's a man thing – a way of avoiding domestic strife and the ignominy of having to actually stop and ask directions.

And, they are pretty sophisticated devices. Unlike the early versions which would sulk and refuse to give you any more directions if you didn't follow their pre-planned route to the letter, today's SatNav will work out a new route.

But – and it's a big but from a marshal's point of view – when it comes to planning a route to a rally stage, the most commonly available, reasonably priced commercial road navigation systems insist on addresses and post codes, don't include forest tracks and don't have the facility to input Ordnance Survey map references.

It's several years ago since Wales Rally GB switched from giving OS references for Special Stage posts to using GPS-based Latitude and Longitude figures – in degrees and decimal minutes for the cognoscenti.

That makes sense, given the arrival of GPS-based tracking on competing cars – although it can give rise to unnecessary concern when a crew stops to fix a puncture or hits the panic button by mistake.

From a marshal's point of view, SatNav has its place, but you still need an OS map.

Converting Latitude and Longitude to OS coordinates is far from simple, but you can use a map to find the nearest village or use one of the Internet mapping sites to convert grid coordinates to a postcode.

Then, if your SatNav's advanced planning allows it, manually locate the finish point to the place where you go off its map and onto your trusty Landranger map.

The only problem is that to do that may mean reading the SatNav manual – and having to read an instruction manual is almost as bad as having to ask directions.

QUIZ ANSWERS

1. Porsche SALZBURG
2. Brooklands 500 mile race in 1936
3. John Wadsworth and Mike Wood
4. Mike Hawthorn

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

Event for January

Navigation Exercise

Friday 26th January 2007

Andy Rigler and Dick Craddy will organise the first Navigation Exercise of the year that will be held around the River Wye in Gwent and Gloucestershire.

These are great roads !!!

Navigation will be straight forward
Novice and Expert cards available
Only map 162 will be required

The start is at Wynd – Cliff ref 524973 and the finish will be at a Pub in the Clearwell area.

Route cards will be handed out at 7.30pm.
Please arrive in good time for signing on
The route length is 25/30 miles

Severn Bridge tolls will be refunded

Any road car is suitable – all you need is map, map light and plotting light, pencil, romer etc
Just turn up and start !

If you have not done a Nav-Ex for a while why not enter in 2007 – take a novice card if you are out of practice !!

