

# Backfire

January 2010



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

Photo : Club member Richard Girling in his Nissan GTR R35 during the  
2009 Pegasus Sprint at Castle Combe Photo : Steve Kilvington

# 2010 BPMC Events Calendar - 2010 Update

**Some 2010 Dates are still subject to change**

Month	Date	Day	Event	Venue
Jan	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jan	22nd	Fri	Navigation Exercise/Scatter	South Wales
Feb	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Feb	19th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Mar	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Mar	12th	Fri	Historic Motorsport Show	Club Trip - Stoneleigh
Mar	19th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Apr	11th	Sun	Trial	Dundry
Apr	12th	Mon	Club Night	North Bristol RFC Almondsbury
May	3rd	Mon	Wessex Sprint	Colerne Airfield
May	31st	Mon	Llandow Sprint	Llandow Circuit
May	17th	Mon	Treasure Hunt	Announced in time for the event
May	10th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jun	6th	Sun	ACE Classic Tour	Llandow (nr Llantwit Major)
Jun	14th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jun	19th	Sat	Chepstow Autosolo/Autotest	Chepstow Racecourse
Jun	21st	Mon	Treasure Hunt	Announced in time for the event
Jul	12th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jul	17th	Sat	Frenchay Car Show	Frenchay Museum
Jul	19th	Mon	Treasure Hunt	Announced in time for the event
Aug	8th	Sun	Treasure Hunt	Announced in time for the event
Aug	9th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Aug	14th	Sat	Castle Combe Day	Castle Combe Race Circuit
Aug	30th	Mon	Two Club Sprint	Colerne Airfield
Sep	13th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Sep	18th	Sat	Chepstow Autosolo/Autotest	Chepstow Racecourse
Oct	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Oct	16th	Sat	Pegasus Sprint Castle Combe	Castle Combe Circuit
Oct	29th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Nov	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Nov	18th	Thu	Karting	The Raceway Avonmouth
Nov	26th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	13th	Mon	AGM	North Bristol RFC Almondsbury
Dec	30th	Thu	Xmas Meeting	Announced in time for the event

## **This Month**

### **Monday 11th January - BPMC Club Night**

North Bristol RFC Almondsbury from 8.30pm. Our first club night of 2010 - why not join us for a drink and a chat.

### **Friday 22nd January - Navigation Exercise/Scatter**

Once again the now traditional 'start to the season event' will once again be held in Gwent in the area around the Wye Valley.

This year maps 162 and 171 will be required.

The signing on and the start location is at Coppice Mawr adjacent to the B4235 west of Chepstow. Map reference 162/494 943 .

Signing on from 7.15pm with the start at 7.30pm.

The distance will be 25/30 miles and yet again the finish will be at a Pub close to the River Wye.

Bridge tolls will be reimbursed for those who use the Severn crossing.

Dick Craddy has been able to identify some suitably 'interesting' roads that will ensure a satisfying route for drivers and navigators.

Beginners, Novice and Expert Route cards will be available.

Should you require further information please contact Dick on 01454 414842 or email to [craddy@old-down.freemove.co.uk](mailto:craddy@old-down.freemove.co.uk)

### **Sunday 31st January - Weston Rally Sprint**

Marshals wanted for this event. If interested please contact Nick Wood 01275 833098.

## **Forthcoming Events**

### **Monday 8th March - A Talk by Martin Clark**

Martin has been a Clerk of the Course on rallies for 40 years, and was at the very beginning of historic rallying. He has a long history as a competitor. Peking to Paris, Cape Town to Kenya, and the recent World Cup Rally in Tunisia are just a few recent events that Martin has controlled.

### **Friday 12th March - Race Retro**

Europe's Premier Show for Historic Motorsport, Historic Racing & Historic Rallying - Stoneleigh Park Coventry. If you would like to come on this trip please contact Martin Emsley 01454 250067 [martin@emsley.ndo.co.uk](mailto:martin@emsley.ndo.co.uk) - places are limited.

**Event details on these pages are updated by Richard Reynolds, who can be contacted by email [webadmin@bristolpegasus.com](mailto:webadmin@bristolpegasus.com) or phone 07866 422138.**

## Publication deadlines for Backfire

February - 29th January   March - 26th February   April - 2nd April

**As always, we are looking for contributions for Backfire**

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Bristol, BS14 0JJ. By email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)  
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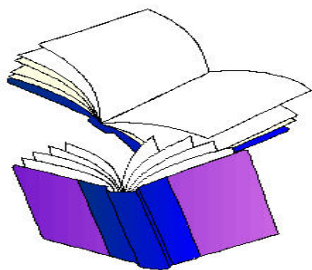
Club Calendar 2009

## 2010 Bristol Pegasus Club Calendar

The Club Calendar sold very well at the AGM.

We have a limited number of Calendars available for those who have not already got one - these will be available on a first come first served basis. The cost per calendar is £4 + £1 P&P. To order send a cheque for £5 made payable to Bristol Pegasus Motor Club to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP.

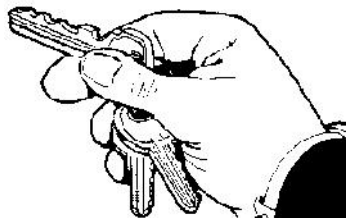
The calendar has 13 months covering January 2010, through to January 2011, so it is still great value even now we are into the new year.



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## CHAIRMAN'S CHAT

By Andy Moss

December has been a relatively quiet month for the club, but things got off to a good start with the clubs AGM and prize giving. This was the first AGM we have held at North Bristol RFC and we had a very good turn out - one of the highlights was the excellent buffet, thanks to John Puzey.

As always the part of the Chairman's job is to review the activities throughout the year, and I was pleased that I could report on a very full and rewarding years events. Lets hope that 2010 brings as much success and enjoyment for all club members. Martin Baker reported on the club finances, thanks must also go to Rex Meaden for again auditing the accounts.

Thanks to everyone who put so much effort into sorting things out before the day - There is a huge amount of organisation involved, special mentions go to Chris Goodchild for sorting out all the trophies and Ken Robson for arranging the auction prizes.

Among the many trophies awarded on the night were a couple of special awards. The Kieron Winter Trophy this year was awarded to Pete Stowe and the Committee Rose Bowl to Nick Wood.

The Marshals Championship was a tie between Chris Thompson and Martin Baker who both received an award, while Chris Goodchild took the honours in the Clubmans Championship. Well done to all.

Just before the AGM a number of club members went out marshalling at Guys Hill on the BMC Allen Classic Trial - we had a fun morning despite a lot of rain and I understand the event is as popular as ever and was well received by the competitors - congratulations to the organising team.

After Christmas we had our extra meeting at the Golden Heart in Winterbourne Down - this has become something of a tradition which started with a few members on an informal basis and is now part of the main club Calendar. We had an enjoyable evening and the pub has a nice atmosphere, you can't beat an open fire on a cold winter evening.

Having had a nice break over Christmas, I am writing this the day before I return to work, the next thing to look forward to is our club night then a day off for a visit to the Autosport show on Friday 15th.



# **BPMC AGM and Prize Giving 2009**

Photos By Martin Baker



**Club Championship winner Chris Goodchild receives his Trophy from Dick Craddy**



**Committee Rose Bowl Winner Nick Wood receives his Trophy**

# Escursioni

by Martin Emsley

Well time seems so go so quickly, editorial deadlines, Christmas, Autosport show etc, etc. But it is not so often a real good weekend of motorsport occurs. End of November and Friday evening was the scatter organised by Chris Goodchild and Martin Baker, and I must say I enjoy them much more than Nav. Ex's especially the way they have gone in recent years. It was a real fun event, the plotting reasonable though in all honesty the 'harder' questions did not need to be so difficult; one always has to balance plotting v running time. Anyway some super roads, of course that depend upon which route you plan, a good run saw us arrive at the finish approximately 45secs before incurring a penalty. Well done to the organisers and those who turned out, was very good, more of the same please. Then Sunday was the Allen Trial, and off to Guy's Hill with some other BPMC members. Having got out some equipment and expecting rain all day I piled everything by the front door. It was not until we arrived at the hill, wearing my soft boating shoes I realised that in my haste leaving the Wellingtons were still at home, oh no. Andy came to the rescue with two carrier bags which I tied over my shoes! A single foray up a very muddy, slippery hill, zero grip and slipping over saw me positioned on the road, directing competitors onto and off the hill. Despite the almost continuous rain the competitors were in good spirits and we had a lot of good banter. I should add that on one foot I had a Sainsbury's bag and a Tesco one on the other. One competitor called the organisers 'cheapskates' as they had not even provided matching bags, to which I explained it was part of a joint sponsorship deal and we could not show favouritism. Many commented upon the 'designer footwear', which added to the fun, but hey at the end of the day they did the job and pretty well kept my feet dry, if not warm.

Work and illness conspired to lay me a bit low and I missed the AGM, congratulations to all the award winners and well done to the committee for organising and managing the club over the last 12 months. Lets give them our support in the coming year!! Please get out on the events, contribute to Backfire and make your voice heard about what you want to do with YOUR Motor Club.

Was at 'The Mall' just before Christmas and spotted a rather unusual looking car in one of the parking spaces. Now purple ain't exactly to my choice but it was a cute looking coupe on Minilites. Closer examination showed it to be a Peerless GT. The Peerless was a British car made by Peerless Cars Ltd. of Slough, Berkshire, between 1957 and 1960, when the company failed. The company was resurrected by one of the original founders, Bernie Rodger as ernard Roger Developments Ltd and marketed as the Warwick from a base in Colnbrook, Buckinghamshire, between 1960 and 1962. The prototype of this British-built sports saloon which was alloy bodied and initially named *Warwick*, was designed by Bernie Rodger for company founders John Gordon and James Byrnes.



The car had been renamed the Peerless GT by the time series production started in 1957. It featured Triumph TR3 running gear in a tubular space frame with de Dion tube rear suspension clothed in attractive fibreglass 4-seater bodywork. While the car had good performance it was expensive to produce and the overall fit and finish was not as good as that of similarly priced models from mainstream manufacturers. The Phase II version had an improved body largely moulded in one piece. About 325 were made. A works car was entered in the 1958 24 Hours of Le Mans finishing 16th. Production ceased in 1960 after about 325 examples had been produced.

Christmas brought the Haynes manual of the Lancaster bomber, not quite as good as their Spitfire one but very interesting. Now looking forward to Autosport 2010, what fascinating things will there be to see there? And how many of you will I see?

Wishing you all a fun, safe and healthy 2010.



## Remember When????



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# Rockingham Stages Rally

by Phil Turner

On Friday the 4th Of December we set off for Rockingham Motor Speedway to take part in the two day Rockingham Stages Rally, we needed spotlights as two of the Saturday stages would be run in the dark .



We arrived in plenty of time to set up the Camper and cook some supper and then it was an early night ready for scrutineering in the morning. David and Lewis brought their ear plugs for some reason and I was kept awake all night with Lewis rocking the camper with his snoring so woke up feeling tired but still ready to get going.



We passed through scrutineering without any trouble and had reports that the track was very slippery so we changed to wet tyres which was a good move as cars on the first stage were all over the place and several went off.

On the first stage Lewis lost control of his horizontal and missed a spilt so they picked up a stage maximum but it was only a minor set back as the cars in their class were far more powerful so a class position was never possible.



Stage two was far better with David getting on better with the slippery conditions, Lewis woke up so they had a good time with just a few sideways moments.



Next was the first night stage so the lights were fitted, the stage went well but they found it difficult to see with only two lights so before the next stage we reset the lights hoping for better coverage but the stage was cancelled due to two of the top cars going off and one of the crew requiring an ambulance so that was it for Saturday.

After another night of listening to krakatoa erupting we woke for the final six stages, the fifth went well even though it was still very wet and then on the sixth stage disaster struck AGAIN.

As they came out of the service tunnel onto a 150mt straight with a very slight dog leg in it, David lost the rear of the car and as he corrected it he drifted onto the grass and lost control, they hit the Armco barrier at about 60 MPH head on and that was their rally over.





David and Lewis were taken to Kettering A and E by Ambulance for Chest and Neck injuries, Lewis in a GT wheel chair and David on A Spine board [Butch Cassidy and the Sundance Kid came to mind] but were both ok.

I picked them up from A and E, returned to Rockingham and loaded the car and we set off home. The good news if any is that the car is not too bad and should be up and running to start next year

You might wonder how I feel being the sponsor of this car wrecking pair, well I can sum it up in one word -- Depressed! but that's Rallying

## Why not visit our website?



[www.bristolpegasus.com](http://www.bristolpegasus.com)

## Website updates this month

- Added many photo collections for various events this year, including the Pegasus and Wessex sprints.
- Don't forget about the new forums section on the website @ <http://www.bristolpegasus.com/forums>



# !!! Membership Renewals – Final Reminder !!!!





A slight change of plan in that this issue of Backfire is accompanied by a generalised membership renewal form. Whilst the details held by the club are not on the form you still only need to add what's changed; so if your details have not changed from last year just complete your name and leave all boxes in the middle section blank.

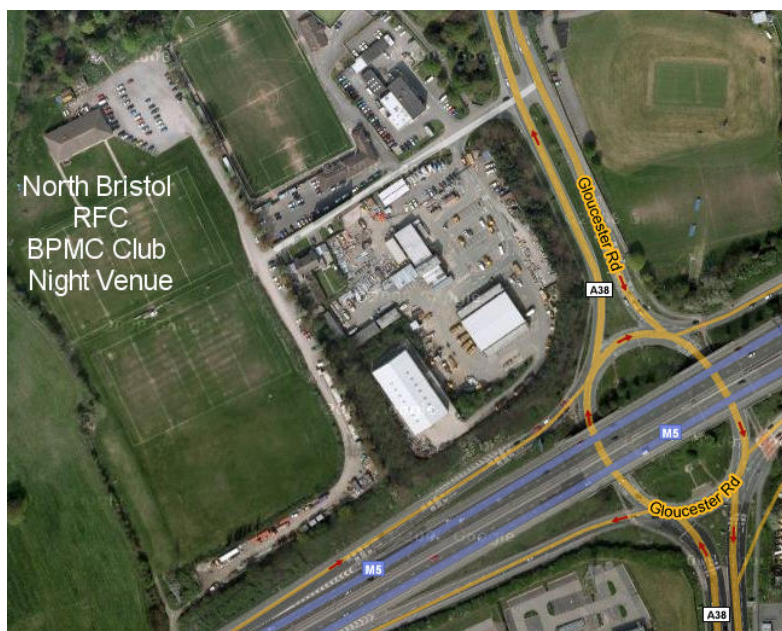
Whatever the situation for you, PLEASE remember to sign and date the declaration (and partner if renewing), write out your cheque and post both to me. We're trying to make this as easy as we can but feel free to add a comment to your form if you think it could be improved. Of course, if you've renewed already please just ignore the forms

Remember, as an alternative, you can **renew on-line** at any time using the BPMC website so please don't feel you have to use the 'paper & post' option. The online membership fee is 50p higher, to cover the costs we are charged for accepting the payment on-line, but this is offset by not needing a stamp so it balances out.

**MOST IMPORTANTLY**, bear in mind that whilst your membership runs until 31st March 2010, **membership cards expire on the 31st December and you must have a current membership card to enter any club event from that date.** In other words, if you don't enter events Jan – March then you have plenty of time to renew at your leisure (but there's always the risk that you might forget!).

John Corfield  
Membership Secretary

	<b>Bristol Pegasus Motor Club</b> Membership Renewal or Application																		
<b>For 2010 the membership fee is a flat rate of £9 (irrespective of when you join) Please make payments to "Bristol Pegasus Motor Club".</b>																			
<b>Renewal:</b> Membership cards expire on the 31st December and you must have a <u>current membership card</u> to enter any club event from that date. However, if you renew anytime up to the following 31st March you will keep continuity of membership from the previous year. (ie You have a three months period of grace if you don't need a card!)																			
<b>Application:</b> As a new member your membership card will expire on 31st December of the current year unless you join after 1st October when your membership card will expire on 31st December of the following year (ie up to 15 months)																			
	<b>For RENEWALS you need only enter changes to your previously supplied information in the relevant boxes below and then complete the declaration.</b> <b>For NEW APPLICATIONS please complete all the boxes below (as appropriate) and then complete the declaration.</b> <b>In EITHER CASE please ensure your partner signs if they are included.</b>																		
<table border="1"><tr><td><b>TITLE (eg MR, MRS)</b></td><td><b>SURNAME</b></td><td rowspan="5"><b>PLEASE PRINT CLEARLY</b></td></tr><tr><td><b>FORENAMES</b></td><td></td></tr><tr><td><b>ADDRESS</b></td><td></td></tr><tr><td></td><td><b>POST CODE</b></td></tr><tr><td><b>TEL. NUMBER(S)</b></td><td></td></tr><tr><td colspan="2"><b>E-MAIL ADDRESS</b></td><td></td></tr><tr><td colspan="2"><b>PARTNER'S FULL NAME</b> <small>(If applying for partner membership which is free)</small></td><td></td></tr></table>			<b>TITLE (eg MR, MRS)</b>	<b>SURNAME</b>	<b>PLEASE PRINT CLEARLY</b>	<b>FORENAMES</b>		<b>ADDRESS</b>			<b>POST CODE</b>	<b>TEL. NUMBER(S)</b>		<b>E-MAIL ADDRESS</b>			<b>PARTNER'S FULL NAME</b> <small>(If applying for partner membership which is free)</small>		
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<ul style="list-style-type: none"><li>By including your e-mail address you agree to receive communications from our club by e-mail. You will receive the club magazine "Backfire" by post to the address given above (it is also available as a download from <a href="http://www.bristolpegasus.com">www.bristolpegasus.com</a>).</li><li>The Data Protection Act 1998 affords protection to both manual and computerised records. Any personal information you provide will be used only for the purposes of Club administration and motor sport activities. By signing this Application Form you explicitly consent to the Club processing your personal data for these purposes.</li><li>Partners are entitled to enter motor sport events but have no other rights or privileges.</li><li>The Regulations include the Memorandum &amp; Articles of Association together with Rules or Bye-Laws in force from time to time, all of which are available on request.</li></ul>																			
<b>DECLARATION</b> I, _____ and Partner (where applicable) _____ (print your full names if not given above) wish to renew, or apply for (as appropriate), membership of the Bristol Pegasus Motor Club. I understand that acceptance is at the discretion of the Committee and that I will be bound by the regulations of the Club including contributing up to £1 in the event of the Club being wound-up. Signed: _____ Date: _____ Signed (Partner): _____ Date: _____																			
<b>Please ensure your form is legible, complete and signed</b> and then send it with your payment to: <b>John Corfield, BPMC Membership Secretary, 16 Ragleth Grove, Trowbridge, Wiltshire, BA14 7LE</b> (Cheques payable to "Bristol Pegasus Motor Club"). (Contact John on 01225 755911 or 07717 677271 if you have any queries)																			
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# Club Night Directions

North Bristol RFC  
Almonsbury Bristol

Exit M5 at Junction 16. Arriving from the south, take the left exit lane. Turn left at lights and venue is 150 metres on left-hand side. Arriving from east, take right-hand lane on slip road. Take 3rd exit.

After approx 150 metres, turn left before Police HQ. Continue past the Gloucester Football Association building. At T junction, turn right into North Bristol RFC.



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# Bloodhound Land Speed Record Update

By Andy Moss



Many club members have watched Richard Noble's various Land Speed Record attempts over the years with great interest, and of course the club and its members have been involved in previous attempts. Richard's latest attempt is again powered by a Rolls-Royce engine, and in the past, some of our members who work at Rolls have played a big part in encouraging the company to support the Thrust programs. We could also claim we had the "fastest motor club badge in the world" because Thrust 2 has our badge on the steering wheel, following a talk to the club from Richard Noble.

The latest Bloodhound project is even more exciting because for the first time the team is based in Bristol – quite an honour for the city and something we can all be very proud of. Hopefully we will get the opportunity to get involved again as a club.

We reported on the project when it was first announced, but in recent months there have been quite a few significant developments, so it's time for an update.

## Car Configuration

The original design concept for Bloodhound made use of both the Rolls-Royce EJ200 engine and the additional power of a rocket motor. The shape of the car is completely determined by the aerodynamics. Originally the rocket motor was going to be placed above the jet engine, but during design it was found that a larger rocket would be required. The added weight of this has led to a "Jet over Rocket" configuration. The thrust forces



from the jet and the rocket balance either side of the centre of gravity and create less downward force on the front wheels when the rocket is fired.



## Build Location

There was much discussion over the location for the build of the car. Bristol has been involved in the project from an early stage, with much work being carried out at UWE. However, many other locations were keen to offer a home to the build, and Bristol was one of four potential locations available to the project. Fortunately the decision went our way and Bloodhound SSC will be a Bristol product – hopefully another landmark in the fine engineering tradition we have in the city. The team will move to a dedicated



Technical Centre on the city docks. Many of you will have seen the build site already - it was formerly the Maritime Heritage Centre near to the SS Great Britain. The building is a modern brick-built construction and it has now been emptied and fitted out ready for the Bloodhound team to move in

## Desert Location

Another major problem for the team was finding a suitable location to run the car. Thrust SSC broke the record at Black Rock Desert in the US, but the surface there had deteriorated and the site was quite weather dependant. Of course a faster car also needs an even bigger track to run on. This led to a search around the world for a new site, and driver Andy Green has been visiting possible locations, which were initially chosen using satellite images.

By summer 2009, Verneuk Pan in the Northern Cape region of South Africa was becoming the firm favourite. It was the site of Malcolm Campbell's 1929 record attempt track. Campbell was worried by the stones and shale and a large team of labourers took three months to prepare a track 120 ft wide for him. Bloodhound would need a track 18km long by 1500m wide, about 40 times the size of Campbell's! A full survey last month revealed that the shale bed was breaking up underneath the playa surface and this would cause a lot of problems.

An alternative had to be found and the team identified Hakskeen Pan, right in the North Eastern corner of South Africa. Early in November Andy Green and chief engineer John Piper made another journey to Northern Cape Province. This time, the news was good. Over 19km long, 5km wide, very hard and very flat, great access, nearby accommodation, on-site power, good communications and ideal weather. The team took a Ground Surface Test Rig to the desert and the surface remained very firm even with five tonnes of loading applied.

The project is now entering a very exciting phase, and hopefully there will be lots of coverage in both the local and national media. More information can be found on the team's website at [www.bloodhoundssc.com](http://www.bloodhoundssc.com).

## 2009 Review of the Year

**In the first part of our review of 2009 we look back at Social events and club activities in general - Next month we will review competitive events.**

2009 got off to good start with the club taking 3rd place in the Autoglym National Motor Club Quiz – despite not quite being able to match the previous years win, the club team still managed to take a £500 prize for the club. Sadly the quiz will not run again in 2010.

### Social Events

We met every month at our new venue of North Bristol RFC. We set out to have a mixture of events in 2009 and made good use of the large car park area to get out with the cars in the summer, as well as having our usual mix of social events including several guest speakers, arranged by Social secretary Nick Wood.



In February we had a visit from Vince Woodman, in April Tony Castle-Miller told us about Abarth, Chris Hartnell brought his Drag Racer and gave an excellent talk in August and finally in November we were lucky enough to have a visit from Barry “Whizzo” Williams.

When we did not have a speaker, we often made use of our new video projector, which was one of the items on which we spent our prize money from winning the Autoglym quiz. Several members brought along videos they had taken of club events and we also had some in-car camera action.

We made good use of our new venues car park, in May we had a "Bring your car night" and in June we had an excellent visit from Bristol Hot Rods.



The club also organised two visits in 2009. In March we filled a Minibus and headed off to the Historic Motor Sport Show at Stoneleigh. We spent the day at the Show and then stopped off at a Pub for an evening meal. Many thanks go to Martin Emsley for organising the trip and special thanks to Martin Baker for driving the bus and arranging the Pub. We had another trip in May when we headed off to Mercedes World and the Brooklands Museum. This was a good day out and was enjoyed by those who went. Sadly our planned trip to the

Donnington Grand Prix collection had to be cancelled when the circuit went into administration just weeks before our planned visit.

The Frenchay Show was held again this year and the club once again supported the organisers with a display of cars; both old and modern.



The track day at Castle Combe was held again in August, and fortunately we had a dry day, everyone had a safe and enjoyable day. Once again the Paddock was run by Tony Smith and Phil Harris, who with the help of the Castle Combe marshals ensured that everything ran very smoothly

and kept the cars flowing during the day.

The ACE Classic tour which is run with the help of the club, took a route through Thornbury before dropping into the Forest of Dean and then following the Wye Valley, before finishing for a pint at Oldbury on Severn. Once again this event raised a good sum of money for local Charities.

The final social event was the Endurance Karting Challenge held in November at the Raceway at Avonmouth. Ken Robson once again took on the organisation and managed to sell places to 16 teams, including Bristol MC, TVR Owners and Marlin cars. It was pleasing to see a good number of teams entered in the name of BPMC. Thanks to the generosity of the Raceway for letting us hold the event at a very reasonable rate, we managed to raise a sum of over £1000 on the night for Wiltshire Air Ambulance.



The Formula One fantasy league, now in its 14th year attracted a record entry. The final results will be on the website and in Backfire.

### **Membership, Backfire and Website**

Membership overall was slightly up from 2008. We also had a pleasing number of New Members and the number of partners increased . Thanks to John Corfield for running the



membership. To help John please could you get renewal forms back promptly - If you have lost the form that came with your Backfire give John a call, or you can download one from the website. For the first time this year you can also renew online.

This year we have seen a major change in the way we produce Backfire, having moved to an online system where many people can contribute to the finished article. This was the first full year for editor, Cherry Robinson who has done an excellent job in the role of Backfire Editor. As always she depends on your contributions to make the magazine interesting so please send her as much as you can. As usual we have had many different and varied articles. This year we had Regular columns from Rex Meaden and Martin Emsley, as well as regular contributions from James Page.

All of these were also joined by reports on the club events and events entered by club members. Cherry is trying to bring you a varied Backfire, so please send in articles, details of your cars, etc.

Richard Reynolds is doing an excellent job with our web site. Richard is very keen to keep the site up to date and add items to it, so if you have any ideas for new items, please let him know. Recently he has added discussion forums, so if you have not checked those out yet please log on and post a message or two.

### **Charity**

This year we changed charity and supported Wiltshire Air Ambulance. The Sale of Kieron Winters motorsport books to club members and further a field via e-bay raised £3600 which was presented at Pegasus Sprint. Thanks to Pete Stowe for his hard work and Kieron's family for their generous donation.

### **Committee**

We are lucky that all our committee members are staying with us next year. There will be a few changes in roles mostly relating to Competitions, John Corfield is taking on the competition secretary role as well as membership, Chris Goodchild takes on Assistant Competition Secretary and Chris Thompson takes over as club championship co-ordinator. Nick Wood is formally joining committee as Social Secretary, a role he performed in a non-committee capacity in 2009.

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

## BPMC Charity Karting 2009 at The Raceway



# Marlin Roadster Rebuild - Swapping Engines and DVLA

By Andy Moss

As part of restoring my Marlin I replaced the 1300cc A series engine with an 1800cc B series. As this was a standard option for the car it was a relatively easy swap, and once through the M.O.T I knew that I needed to inform DVLA of the engine size change before putting the car back on the road.

One of the effects of the changes to Car Tax in recent years has been that older cars have different road tax costs based on engine size, with the cut-off for cheaper tax being up to 1549cc. This of course meant that having changed the engine I would have to pay more road tax. Sadly despite the car being registered as a 1977 vehicle I don't qualify for the Classic Car Tax exemption as the government scrapped the rolling 25 year exemption. The youngest car to now qualify for this is now 36 years old – quite how a 35 year old car is not a classic is beyond me, but that is another issue.

So I tried to do the right thing and inform DVLA of my change and pay them some more Tax money. Firstly I paid a visit to the local post office to buy a Tax disc – there is a section for changing details on the Tax form, so it should be as easy as filling the new engine size in and paying more money for my new Tax disc. This is where the fun starts. Unlike in the old days where you simply returned your V5 with the amended information you now need documentation from the garage that installed the engine. As that was me I knew I was going to have a problem.

The DVLA website states :-

## **Change to engine and cylinder capacity (engine size)**

DVLA will need written evidence of any changes to engine number and cylinder capacity (cc). Written evidence can be:

- a receipt for the replacement engine
- written evidence from the manufacturer
- an inspection report provided for insurance purposes
- written confirmation on headed paper from a garage if the change in engine size took place before you bought the vehicle

All of this would be more understandable when going to a smaller sized engine where the Tax would be less, but it does seem a lot of bureaucracy in order to pay more money in Tax each year !

The local DVLA office suggested I get an AA or RAC inspection - a bit expensive to tell me



what I already knew. Fortunately I got a positive response to the question "Can I get an independent garage to write me a report", and even more fortunately I have a good relationship with a small local garage who happily sorted me a letter stating that the car was indeed fitted with a 1800cc engine, armed with this I returned to the DVLA and they issued me with a new tax disc and sent my form off to Swansea for update.

I am sure many car enthusiasts swap engines, and certainly lots of people with competition cars do, it does seem that this is just another thing to make life for the amateur car mechanic a little harder.



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#### **Club Officials seminars 2010 – places available**

As detailed in the November issue of *e-Wheels*, from January to March 2010, the MSA (with the support of the British Motor Sports Training Trust) will be running a series of Club Officials seminars at locations across the UK.

At the time of writing, places are still available at all locations. If you are a club member interested in attending these seminars, approach your club committee or secretary so that you can be considered for inclusion on the list of nominees.

#### **TEAM UK launched**

For 2010, the current Race and Rally Elite schemes will be consolidated into one driver development programme – TEAM UK. This will be the pinnacle of the MSA Academy structure revealed earlier this year under the direction of MSA Performance Director, Robert Reid.

Brabham Performance Clinic will operate TEAM UK with race and rally coaches providing specific expertise to supplement the learning shared across all disciplines. Racing legend and 2009 Le Mans champion, David Brabham, will fulfil the role of National Race Coach alongside the highly experienced and three-time British Rally Champion Mark Higgins as National Rally Coach.

In place of the previous application and interview process, a selection panel will determine suitable candidates to make up TEAM UK in 2010. A total of ten places will be available for the most promising athletes across all disciplines and the final team will be announced at Autosport International in January.

#### **First Sport England motor sport funding**

The MSA has secured a grant from Sport England to help promote the British Schools Karting Championship and develop karting as a sport within British schools.

The grant represents the first funding secured for motor sport from Sport England and acknowledges the recent progress made by the MSA, which included the development of a Whole Sport Plan for motor sport earlier this year. Significantly, the grant (secured in partnership with the CCPR – the national alliance of governing and representative bodies of sport and recreation) recognises motor sport as a bona fide physical activity with social benefits and opportunities.

The British Schools Karting Championship (BSKC) is a nationwide team-based karting championship for school and college students aged 13 to 18. For more information go to [www.bskc.co.uk](http://www.bskc.co.uk)

### **Autosport International show reminder**

As detailed in the November issue, MSA licence holders, registered marshals and licensed officials get a £5 discount on the price of a ticket for the public days (16 and 17 January).

Visit the Haymarket ticketing website at [www.autosport-show.com](http://www.autosport-show.com), then click on 'book tickets'. Enter the promotional code: GM10MSA to receive your discount, or call 0844 579 3188 and quote this code. Bookings must be made by 31 December 2009.

To register for the trade days visit [www.autosportinternational.com](http://www.autosportinternational.com)

### **PM at BRDC awards**

The British Racing Drivers' Club Annual Awards Luncheon was attended by the Prime Minister, Gordon Brown, as a distinguished guest to present Jenson Button with one of his awards – the Richard Seaman Trophy.

On presenting Button with his award, the Prime Minister said, "We have a world champion in whom we have so much pride, who fought back against all the odds, who achieved something when some people thought at the beginning of the season it was impossible: Jenson, the whole country is proud of you. You are a brilliant ambassador for British sport."

### **Silverstone GP deal**

Silverstone has agreed a 17-year deal to host the British Grand Prix from 2010. The race was in doubt after Donington Park failed to raise the necessary funding. Next year the race will be on 11 July.

### **Blue Book on website**

The 2010 *MSA Competitors' and Officials' Yearbook* (aka the Blue Book) can be downloaded from the MSA website. Other publications which can be downloaded include the 2010 *Kart Race Yearbook*, the *Motor Club Manual*, *Motorsports Now!* – the MSA magazine sent to competition licence holders and officials – and back issues of *e-Wheels* (in Word and pdf formats). Go to [www.msauk.org](http://www.msauk.org) > Clubs > Publications.

### **Competition Licence renewals 2010**

You are reminded that the processing time of your licence can be reduced to fewer than seven days by applying online at [www.msauk.org](http://www.msauk.org). You can take advantage of this service if

- you are a first time applicant and you are applying for the following licence types: Non – Race Clubman, Non – Race National B, Kart Clubman or Rally National A Navigator

or

- you are applying for exactly the same licence as held in 2009 and you do not require any of the following: Resting ECG, Stress Related ECG, a medical, Foreign Authorisation (non-British National), any International licence that requires proof of competing in 2009. Also, you must not be under the age of 18.

Please note – if you have never renewed online before or do not have a member login, you will need to set up a login request through the MSA website to renew online.

### **International Licence renewals for under 45s**

A reminder from the MSA Licensing Department that if you are applying for an International Licence for 2010 and are under the age of 45, you must have a 12 Lead Resting ECG in accordance with FIA – Appendix L, Chapter II, 1.2.

### **Marshals Training Sessions – 2010**

The British Motor Sports Training Trust, as the MSA's own registered charity, grant aids a range of marshals training days run by Regional Associations and Clubs each year, and for 2010 almost 100 such sessions are being supported.

The training days are free to attend and open to all interested marshals at all levels of experience and are held at numerous locations around the country, throughout the year. These are organised across all motor sport disciplines and, where appropriate, may count towards the MSA marshals grading scheme upgrading and/or grade maintenance criteria.

Details of these training days are available from the Volunteers in Motorsport website at [www.volunteersinmotorsport.co.uk](http://www.volunteersinmotorsport.co.uk) > training section, or on request from the MSA. Contact should be made with the individual training day organisers for further details and to register for attendance.

### **Engaging with schools**

Motor sport was represented at the annual School Sports Partnerships' (SSP) Conference and Exhibition for the very first time. Run by the Youth Sport Trust and staged in Telford's International Centre, the event draws hundreds of delegates from within the SSP delivery framework responsible for increasing sport within state schools. The MSA promoted its Go Motorsport school visits programme as well as the British Schools Karting Championship.

## **BPMC Motorsport Events Hedtec Helmet Offer**

With the change in rules for crash helmets this year many club members will be looking for a new helmet and BPMC club members can benefit from an offer from our friends at Motor Sport Events. With their Hedtec range they offer some great value helmets that meets all the MSA standards for 2010.

**Rapido open face £109**

**Xtreme full face £139**

However the deal they are offering our club members is something a bit special. **They will offer BPMC members an additional £10 off per helmet and £25 towards a 2010 track day. More details next month, but if you wish to order one before then please mention the BPMC deal arranged by Ken Robson when talking to them.** More information is easily available on the Hedtec helmet website, please take a look at [www.hedtec.co.uk](http://www.hedtec.co.uk). They will be at Autosport (stand 6840) if you want to try one and can be contacted by phone 0870 787 2116.





## January 2010 Events

### Monday 11th January - BPMC Club Night

North Bristol RFC Almondsbury from 8.30pm

### Friday 22nd January - Navigation Exercise/Scatter

Once again the now traditional 'start to the season event' will once again be held in Gwent in the area around the Wye Valley. This year maps 162 and 171 will be required.

The signing on and the start location is at Coppice Mawr adjacent to the B4235 west of Chepstow. Map reference 162/494 943 .Signing on from 7.15pm with the start at 7.30pm. The distance will be 25/30 miles and yet again the finish will be at a Pub close to the River

Wye. Bridge tolls will be reimbursed for those who use the Severn crossing.

Dick Craddy has been able to identify some suitably 'interesting' roads that will ensure a satisfying route for drivers and navigators.

**Beginners, Novice and Expert Route cards will be available.**

Should you require further information please contact Dick on 01454 414842 or email to [craddy@old-down.freemove.co.uk](mailto:craddy@old-down.freemove.co.uk)

## Forthcoming Events

### Monday March 8th 2010

### Club Night - A Talk by Martin Clark

Martin has been a Clerk of the Course on rallies for 40 years, and was at the very beginning of historic rallying. He has a long history as a competitor. Peking to Paris, Cape Town to Kenya, and the recent World Cup Rally in Tunisia are just a few recent events that Martin has controlled.

