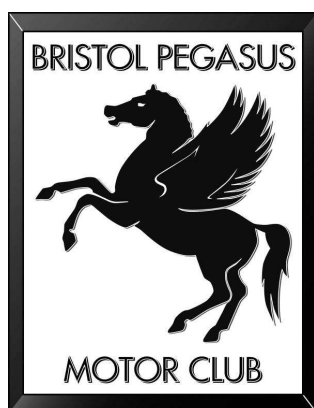


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# Backfire

## July 2005

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### The Magazine of the

# Bristol Pegasus Motor Club

Looking down the paddock at the 2005 Wessex Sprint Colerne  
Photo by Andy Moss

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## ***Events For July***

### ***Monday 11th July- Club Night Wheatsheaf 8:30pm***

Come along to the Wheatsheaf for a drink and a chat from 8:30pm – if you have any interesting pictures please bring them along – we also have just acquired a club DVD player so if you would like to bring along film or photos on DVD we can show them.

### ***Saturday 16<sup>th</sup> July – Castle Combe day***

All the places on the track day have now been taken, however don't miss the opportunity to come along to Combe with your car and join in our 60<sup>th</sup> Anniversary celebration – more details on the back page.

### ***Monday 18<sup>th</sup> July - Treasure Hunt***

The Treasure Hunt on Monday July 18th will start at 7.30 pm from the lay-by on the A38 near Thornbury (643 885) and finish at the White Hart, Littleton-upon-Severn. The route instructions will be reasonably precise and the questions not too cryptic. There will be a small sting in the tail, but it will definitely not involve Mars Bars! Further details from Martin Baker (0117 956 3664).

## ***Events For August***

### ***Monday 8<sup>th</sup> August - Club Night - Wheatsheaf 8:30pm***

### ***Monday 22<sup>nd</sup> - August - Treasure Hunt***

Martin Emsley and Andy Moss organise the August event – more details next month.

### ***Monday 29<sup>th</sup> August - Two Club Sprint Colerne Airfield***

Regs will be published on the club website on the 6<sup>th</sup> of July and will be sent out to regular competitors before that date. Anyone wanting a paper copy of an entry form should get one from Kieron Winter. Anyone able to marshal should contact Paul Monis or Bob Hart.

### **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.

*Download the electronic version of backfire in pdf format at :-  
[www.bristolpegasus.com/backfire](http://www.bristolpegasus.com/backfire)*

## ***DEFRA backs down to allow motor sports to continue on Farm Land***

On 13<sup>th</sup> May a press release was issued by the Department for Environment, Food and Rural Affairs (DEFRA) regarding use of Agricultural land for Motor sport. Many club members have been concerned about the recent change in rules which had effectively prevented the use of much agricultural land for Motor Sport. The MSA who had worked with other Motor sport organisations to overturn the change in rules expressed delight at the decision, however we should all be on our guard for future changes that affect Motor Sport.

### **NEWS RELEASE**

Department for Environment, Food and Rural Affairs  
Nobel House, 17 Smith Square, London, SW1P 3JR  
Out of hours: 020 7270 8960

### **SINGLE PAYMENT - UPDATED GUIDANCE ON NON-AGRICULTURAL LAND USE 13 May 2005**

Announcing a revision today to the rules governing the use of agricultural land for motor sports during the 10-month qualifying period under the Single Payment Scheme, Lord Bach, Minister for Sustainable Farming and Food, said:

"Defra received a number of representations from motor sport interests following the issue of new guidance on 29 March. Having considered these, I am happy to announce the publication of updated guidance which now provides for motor sports to take place on up to 28 days during farmers' 10-month eligibility period on land used in support of 2005 Single Payment claims.

Guidance for 2006 and beyond will be reviewed in the light of experience of this first year of the Single Payment Scheme. "

<http://www.defra.gov.uk/news/2005/050513a.htm>

Details of Events on these pages are compiled by Competition  
Secretary John Corfield.

For further information contact John on  
Telephone 0117 9870763 e-mail [john\\_e\\_f\\_corfield@hotmail.com](mailto:john_e_f_corfield@hotmail.com)

As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley  
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**Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)**



## The Wessex Sprint - Colerne

Monday 2<sup>nd</sup> May 2005

The Wessex Sprint at Colerne proved to be as popular as ever with the entry list showing an excellent 156 cars, as usual we lost a few prior to the event – eleven cars pulling out before the day. Another twelve did not make it to the event or the timed runs on the day,

meaning we had a 133 cars competing in the afternoon. Among these were an excellent turn out of 30 BPMC members, along with several entries from BPMC members who are also members of either BMC or the MGCC.

Class one saw BMC and BPMC member Bruce Graham in the Suzuki battling with the other Swift in the class of Barrie Dare, Bruce having to settle for second in class, but the gap is getting narrower all the time. Martin Baker was 3<sup>rd</sup> in class with the Diesel Seat Leon, just in front of Adrian Jones in his Peugeot. Spence was out in his Mini and was joined by the Mini of Keith Sadler.

Mark Roberts and Jonathon Milne both put in superb times in the popular 1400cc – 1800cc Road class, which had an interesting mix of everything from Mk1 Escorts to Lotus Elises. BPMC was represented by Jeff Bruce-southern in a Mini Cooper ( although I am not sure how a 1800cc mini can be classed as “unmodified” !! ). Pete Goodman was quick as ever with the Subaru now fully recovered from last years engine problems. Familiar faces in new cars in the “kit car” class included Richie Devall in the Ginetta G27 and Andy Moss in the Westfield SEIW. Another BPMC class winner in the larger engined kit class was Richard Gambling in the Caterham 7 HPC.

Nick Wood scored a class victory in the Alfasud, with Matthew Marples putting in a creditable performance in the Peugeot which was largely in modified thanks only to its lack of trim. Another good 205 performance came from Paul Perkin in the over 1800cc modified class.

The battle for FTD seemed to be a close call with Dave Cutcliffe and Kevin Lealan within a couple of tenths of a second of each other after the first run. Those who enjoy Daves exploits, would have noticed the Van Diemen was not on its usual impressive form during the early runs. Following some frantic activity in the Cutcliffe pit however the last run looked much more impressive, and a time of 65.35 was good enough for FTD by a comfortable margin.

Despite a few spots of rain the weather managed to stay pretty good for us all day.

Thanks as always to the officials, marshals and others who helped with the running of the event and of course to the competitors for coming!



# Results – Class Award Winners and BPMC Members Times

No	Driver	Car	Club	Run 1	Run 2	Best	Pos
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## **Class A1:Series Production Road Cars up to 1400cc**

21	Barrie Dare	Suzuki Swift	BMC	92.13	92.73	92.13	1
20	Bruce Graham	Suzuki Swift GTI	BMC	93.09	93.05	93.05	2
22	Martin Baker	Seat Leon Tdi	BPMC	93.46	93.27	93.27	3
25	Adrian Jones	Peugeot 205 xs	BMC	94.41	95.02	94.41	4
23	Alan Spencer	"Mini 25"	BPMC	103.77	105.49	103.77	8
24	Keith Sadler	Austin Mini	BPMC				

## **Class A2: Series Production Road Cars over 1400cc up to 1800cc**

35	Rob Clarke	Lotus Elise	BMC	83.30	82.39	82.39	1
42	Russell Morgan	MG Midget	MGCC	84.92	83.16	83.16	2
748	Mark Roberts	Honda CRX	BPMC	85.40	85.25	85.25	3
48	Jonathan Milne	Honda CRX	BPMC	86.81	88.28	86.81	4
40	Paul Rowbottom	Peugeot 106 Gti	BPMC	90.54	89.80	89.80	9
751	David Sullley	VW Golf	BPMC	90.69	91.59	90.69	10
52	Paul Bird	Renault 19	BPMC	90.91	91.51	90.91	12
51	Ray Brownrigg	VW Golf	BPMC	91.73	92.24	91.73	15
37	Robert Bull	Lotus Elise	BPMC	95.33	93.90	93.90	17
752	Paul Draper	Renault 19	BPMC	99.19	97.42	97.42	20
39	John Swettenham	Lotus Europa Twin Cam	BPMC	107.24	107.21	107.21	24

## **Class A3: Series Production Road Cars over 1800cc up to 2600cc**

59	Toby Harris	Ford Puma	EMCOS	84.33	83.82	83.82	1
62	Jeff Bruce-Southern	Mini Cooper S Works	BPMC	93.66	92.28	92.28	2
60	Jeff Benstock	Peugeot 306 GTi6	BMC	93.33	93.64	93.33	3

## **Class A4: Series Production Road Cars over 2600cc**

776	Barry Squibb	Mitsubishi Evo 6 RS	Torbay	83.63	80.48	80.48	1
67	Pete Goodman	Subaru Impreza	BPMC	82.99	81.79	81.79	2
76	Jamie Squibb	Mitsubishi Evo 6 RS	Torbay	87.50	82.09	82.09	3
71	Matthew Bennett	Subaru Impreza	BMC	83.93	83.01	83.01	4
66	Mike McBride	Mitsubishi Lancer EVO V1	BPMC	84.97	84.53	84.53	7
64	David Poplar	Reliant Scimitar GTE	BPMC	95.72	95.59	95.59	12
73	Mike Howell	Reliant GTE SE5	BPMC				

## **Class B1:Limited Production Road Cars. Car engines up to 1400 & M/C engi**

113	Lawrence Bath	Dutton Phaeton	BMC	85.17	85.31	85.17	1
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## **Class B2:Limited production Road Cars.**

### **Car engines over 1400cc up to 1800cc & M/C engines over 875cc up to 1125**

80	Mark Osland	Fisher Fury	BMC	89.57	87.05	87.05	1
84	Pete Devall	Ginetta G27	BPMC	89.07	87.14	87.14	2
786	Mark Barnett	Westfield Megablade	BARC	87.38	119.60	87.38	3
784	Richie Devall	Ginetta G27	BPMC	94.73	93.77	93.77	8
79	Andrew Moss	Westfield SEIW	BPMC	98.78	94.00	94.00	9

95	Pete Crudgington	Mini Marcos MkIV	BPMC
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**Class C2:Modified Production Saloons and Sports Cars over 1400cc upto 1**

100	Nick Wood	Alfa Romeo SUD	BPMC	88.75	88.86	88.75	1
98	Iain McDougall-Bell	MG ZR	MGCC	91.88	90.47	90.47	2
99	Matthew Marples	Peugeot 205 Gti	BPMC	98.74	98.77	98.74	4
800	Cherry Robinson	Alfa Romeo SUD	BPMC	100.66	103.05	100.66	5

**Class C3:Modified Production Saloons and Sports Cars over 1800cc up to 1**

103	Paul Perkin	Peugeot 205	BPMC	83.60	82.43	82.43	1
105	Stewart Lillington	Vauxhall Astra	Torbay	88.68	84.68	84.68	2

**Class C4:Modified Production Saloons and Sports Cars over 2600cc**

107	Matthew Searle	BMW CSL	BPMC	92.32	90.96	90.96	1
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**Class C7:Modified Production Kit Cars. Car engines over 1800cc & M/c eng**

111	Mike Rudge	Westfield Sei	BMC	82.03	75.23	75.23	1
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**Class D1:Sports Libre Cars up to 1400cc**

114	Ian J Cameron	Mallock Mk18B	Woolbrg	82.01	79.16	79.16	1
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**Class D3:Sports Libre Cars over 1800cc**

117	Ian Hall	Darrian T98-GTR	BPMC	72.19	72.75	72.19	1
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**Class E1:Racing Cars up to 600cc**

820	Tom Potter	Jedi	Torbay	78.13	78.55	78.13	1
119	Andrew Ford	Iota "Milli-Union"	MGCC				
819	Bob Ford	Iota "Milli-Union"	MGCC				

**Class E2:Racing Cars over 600cc up to 1100cc**

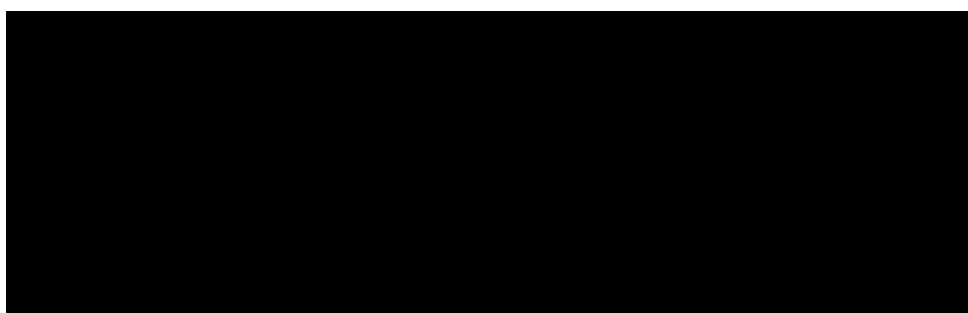
124	Ross Browne	Force 10	BPMC	74.92	73.42	73.42	1
826	Jane Farthing	Force PT	N Devor	75.49	73.62	73.62	2
123	Trevor Hartland	OMS 2000M	BPMC	75.87	74.00	74.00	3

**Class E3:Racing Cars over 1100cc up to 1600cc**

831	Scott Pillinger	Royale RP 26/27	BMC	72.05	71.88	71.88	1
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**Class E4:Racing Cars over 1600cc**

134	Dave Cutcliffe	Van Diemen DC93M	BPMC	69.97	65.35	65.35	1
133	Kevin Lealan	Formula Vauxhall Lotus	BMC	69.80	69.42	69.42	2





**Clubmans Championship 2005 up to the June Treasure Hunt**  
**Prepared by Chris Goodchild**

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
20.60	Matt Marples	1	6	No
18.15	Martin Baker	2	5	Yes
16.79	Paul Bird	3	5	No
14.95	Alan Spencer	4	4	Yes
14.43	Mark Astin	5	4	No
13.89	Dave Cutcliffe	6	3	No
12.76	Chris Goodchild	7	3	Yes
10.63	Allen Harris	8	3	Yes
10.48	Andy Moss	9	6	Yes
9.62	David Adams	10	2	No
9.50	Trevor Hartland	11	2	No
8.79	Kieron Winter	12	2	Yes
8.31	Pete Devall	13	2	No
6.88	Lewis Bird	14	2	Yes
6.76	Judith Bird	15	2	No
5.84	Ken Robson	16	2	Yes
5.81	Nick Cook	17	2	No
5.57	Michelle Rogers	18	2	No
5.44	Mark Roberts	19	1	Yes
5.44	Ross Browne	19	1	No

**Marshals Championship 2005 up to the June Treasure Hunt**  
**Prepared by Chris Goodchild**

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
6	John Corfield	1	4
5	Mal Allen	2	3
4	Bob Hart	3	2
4	Dick Craddy	3	2
3	Cherry Robinson	5	2
3	Donny Allen	5	2
3	Nick Wood	5	2
2	Andy Moss	8	1
2	Andy Rigler	8	1
2	Chris Goodchild	8	1
2	Kieron Winter	8	2
2	Martin Baker	8	2
2	Tim Murray	8	1



## Assistant Clerk – The First Frontier

by Martin Emsley

Llandow sprint was my first opportunity to learn, in an official capacity, my first event as Assistant Clerk of the Course. Having marshalled, start lined, stewarded, competed and had a general look inside sprints I

thought I had some idea what to expect. I was a little surprised at how much more I have to learn and the depth of skill, knowledge and resource displayed by the team. The morning was mostly spent shadowing the scrutineers, who were both knowledgeable and very patient in answering my questions whilst explaining details of their job. It certainly showed me that first impressions do count; a driver ready for checking, bonnet & boot open, clean overalls laid out with label on display. Helmet out of bag, with vehicle clean and well presented not only makes the scrutineers job a lot easier but creates a favourable impression from the start. It was interesting to note that as well as a common approach there are certain things each individual scrutineer will particularly look at / for, always based on past experience. I would advise all competitors to ask questions of the scrutineers, and especially to listen and comply with their advice. Most of all they are concerned with your safety, and so should you be!!

Next secondment was with the timekeepers, who have received a fair amount of abuse from me when on start lines in the past. Some I still think valid, however, they are another key part in the event jigsaw and although using 'hi-tech' equipment still have an amount of co-ordination and certainly concentration to keep the show on the road. The competitor may be concentrating for 90secs, 4 times in the day, these folk and others, have to concentrate all day! Also like our cars, the equipment does go wrong, it is not planned, and they do try to fix it as quickly as possible.

Finally I worked in control alongside Mark Chater and Paul Parker; they took me through the logistics of getting cars on course and safely running the event. After a 'dry-run', which took an awful lot of alertness, with a high degree of nervousness I took over, supervised of course. Mostly it went right, things seemed seamless, enjoyable is probably not the right word, achievement and challenging better descriptions.

The biggest realisation for me is the team work required to running an event, how important the Clerk is as leader and how important it is that the other officials carry out their tasks in a competent / professional manner.

It would be very beneficial for competitors to be involved at some point in an event organisation, to understand the complexity and dynamics which allow them to compete safely. Had I known what I know now, and still to learn, it would have reduced my moaning about little / insignificant things regarding the running of a sprint, and helped me appreciate all the good folk who give up their time and give full benefit of their skills to make it happen.

Overall a really good event, a great effort, I was pleased to have been part of the team, and my thanks to the many people who are so willing to support and encourage my development, it is greatly appreciated.



# Well it seemed like a good idea

By Martin Emsley

Well it seemed like a good idea buying the Mustang, maybe my memory is short and I forget how much grief cars can give at times. To recap we trailered it home last December and just got it into the garage. Over Christmas / New Year I stripped the brakes, their operation was somewhat erratic (understatement). I ordered a huge pack of spares from US, got very efficient delivery and a good price, except import tax. With working abroad it just sat on axle stands, a decision was made to make a concerted effort mid-June, otherwise I would probably miss burning copious amounts of fossil fuel this year. All the family were involved in one way or another and all spare time for a week taken up, enthusiastically, on it.

Brakes fully overhauled, though new flexible hoses are on back order, old ones still serviceable for a while, little wonder, upon examination, that there were problems, corrosion, seized, lack of fluid / adjustment, and the little fluid we did bleed out was blacker than the engine oil. Full service and finally ready to fire up. No such luck, 1<sup>st</sup> a duff battery which would not retain charge, then a bodged harness, the electrics are going to take a lot of sorting out, one day. Then a stuck solenoid, after I had stripped the starter switch looking for the problem, don't ask! Ready to go again and the replacement battery was flat. Next evening 1<sup>st</sup> turn of the key and we had action, very loud action. A bit of tweaking, and check over, followed the next day by the Mot. It passed !! A small problem with the handbrake, but all else ok.

Next step is 'free' tax disc and to enjoy the 'open' road. Driving it properly for the 1<sup>st</sup> time to and from the Mot station was awesome, big car, left hand drive and plenty of grunt. Have not stopped grinning. The steering and brakes will take a little getting used to, both work fine, just different to modern (boring?) cars. Hopefully we will see you around over the next few months, the plan being to run it and do a bit more work next winter. And by golly it seems an even better idea now.



*Rob Gilmor of Luccombe Garage Redland Bristol (0117 9735021) inspecting the Mustang for it's M.O.T test.*

*Rob is keen motorsport enthusiast and is often found marshalling at our sprints, as well as being a VW enthusiast owning a superb Beetle and building a VW based buggy.*



## Traction Engine Driving in Cumbria – Part Two

BY MARTIN BAKER

So, with steam up and fortified with tea and biscuits, we were almost ready to take *Western Star* out on the public road.... Almost. First we had to prove a basic competence in handling the 11-ton machine. It is possible for one person to drive a traction engine on their own, provided of course they know what they are doing! On the courses that Chris runs, when there are two participants it is normal for one to look after the steering and the other to work the regulator and reversing lever, as well as keep an eye on the fire and the gauge showing how much water is in the boiler. So, a simple driving test – across the car park and stop three feet from the stone wall opposite. Easy!

Well, no. The one thing I have omitted to tell you so far, dear reader, is that, in common with the majority of traction engines, *Western Star* has no brakes. (And that's only one of the reasons why going downhill can be entertaining!) It has nothing that answers to the name of "suspension", either, but that's just a minor inconvenience!

"So how", I hear you ask, "Does one stop the thing?" Well, given the sheer size of the mechanical bits and the pressures that they're working under, it will be of no surprise that the act of retardation relies solely on engine braking, and as there is no clutch, you stop when the engine stalls! In order of desperation –

- Close the regulator (stops steam getting to the cylinders)
- Move the reversing lever to the central position (encourages the pistons to stop moving)
- Move the reversing lever, by degrees, to the reverse position (tries to make the engine go backwards – remember I said that was sometimes important in Part One?)
- *Open* the regulator (a tricky concept to get hold of, but by now you're in reverse, so it does work!)

Taking turns on the controls we managed to complete this task without damaging the engine, the wall, or one of the very first Smart FourFours in the country as it drove up and down the access road. Next, a couple of goes at an "autotest" – drive around a tree and stop before demolishing the toilet block. This is where we started to appreciate how much hard work the steering was. This done, Chris declared that we probably weren't going to ruin his engine and set about final preparations for our foray into the wide world beyond Muncaster Castle. These consisted of hooking up the one-ton army trailer (to carry spare coal, tools, and of course lots of oil) to the towing hitch and putting *Western Star* into second gear, as opposed to the bottom ratio we had used for the tests.

I mentioned before that *Western Star* had a 3-speed gearbox. This is a rather crude affair, to change gear you juggle a couple of levers to move different large cogwheels into place between the crankshaft and the driven road wheel. Although this can be done on the move, it's preferable to do it when stationary – get it wrong on a steep hill and you could end up stuck in neutral, with disastrous consequences! Second gear is

the preferred ratio for normal driving, as it allows relaxed cruising at 6 –8 mph, and of course as an engine of this size has unbelievable torque from rest, it doesn't really matter which gear you start in. The only drawback from running in any gear other than first is that unused cogwheels spin on the end of the crankshaft on rather questionable bearings, making an unholy racket all the time the engine is moving. My hearing only recovered three days afterwards. To assist with communication there is a plate screwed to the cab roof with some basic instructions – a tap on the shoulder and a pointed finger got the message across.

By way of demonstration, Chris "single manned" the engine for the first mile or so to the lunch stop at the Ratty Arms, the only pub of note in Ravenglass. To get here involved a steep descent, which brings me to the other problem encountered when taking a steam locomotive downhill. When you do this, all the water in the boiler rushes to the front, leaving the water space around the very hot firebox empty. If this situation persisted for too long the wall of the firebox would melt, causing an explosion. Not nice. There is an insurance policy against this – a device known as a fusible plug, which is basically a large diameter screw with a lead core in the wall of the firebox. If there is no water to cool this plug, the lead melts and steam escapes through the resulting hole, pushing all the water in the boiler into the fire and putting it out. This is less of a disaster than an explosion, but would still cause expensive damage to the engine. So, before tackling any downhill gradients, you have to ensure that the boiler is brim full with water, even if it does mean stopping on double white lines! The engine has two devices for getting water from the tanks into the boiler. The first is a mechanical pump, driven off the crankshaft, the other being a more efficient item called an injector, which uses steam pressure and the venturi effect of a series of cones. No, don't ask me to explain that one! Suffice to say it sucks water out of the tank and pushes it into the boiler against the existing steam pressure, and you can use it when the engine is standing still.

After lunch (included in the hire charge!) we set about the engine again, as it was time for its half-day oil round. Another top-up of the water tanks and we were ready to go. Chris drove out of the pub car park, then it was over to us. I took first "turn" on the steering while Pete did the "real" driving. Chris took up his position on top of the coal bunker, and off we went! It was only a few yards to the first hazard – a hairpin left onto the A595. The problem with the steering on a traction engine is by the time you've put on 12 turns of lock to negotiate the corner, you've reached the apex (or probably gone beyond it!) and have to start winding it off again, pronto! It was only after rounding this bend I remembered we were towing a trailer (the first time I'd actually done that); I made a mental note to look back on all sharp corners and check where it was! And only out on the main road do you appreciate the advantages and disadvantages of the driving position of a traction engine i.e. high up at the back. OK, so you have a good view of the road ahead (provided you peer round the chimney) but it is very difficult to see where the front wheels are, particularly the nearside one. And you really don't want to find out how soft the verge is with an 11-ton engine. The trick is to keep the offside wheel bang on the central white line, and squint between the boiler and the flywheel to check how the other one is doing. Which is fine on an "A" road, but a lot less possible when we turned onto a single-track country lane after a mile or so!

It was on a road such as this that we had our first bit of fun. Just ahead, a set of railway level crossing gates, closed to the road. Chris blew the whistle, and the crossing keeper appeared and opened one gate on each side of the line, presenting me with a gap not much wider than *Western Star* to drive through. It was only sometime later that I realised that if the gates were closed, then a train was imminent... The whistle was also frequently used to frighten cows, I'm not sure why.



So much for the steersman's problems. The driver has to keep a good lookout for changes of gradients and anticipate adjustments to the regulator and reverser, a particular difficulty being judging the momentum at the top of a downgrade. Add to this the need to keep an eye on the pressure and water gauges and add fuel accordingly and you can see why the optimum crew is two. After a bit of cruising around the countryside, and making the engine work hard on the hill back into Muncaster, we completed our roughly circular afternoon drive of about nine miles or so and put the engine to bed. This involves backing the trailer into position and making sure the fire was pretty much out.

The next day the weather turned a bit inclement again, but at least we had a roof to keep the worst of it off. As there was no need to do any driving tests, we were ready for the off as soon as we had done all of the preparatory tasks and got steam up. This meant a longer run, of course.

Chris had decided that of the two of us I was the better steersman and Pete the better driver. So, although we continued to split the duties they ended up biased a bit that way. We set off in the same direction as the Saturday, but this time took a different turning off the A595, and by a series of interesting descents arrived at the Santon Bridge Inn for lunch. Despite this being a slightly better class of establishment, they didn't seem to mind three grubby individuals in their dining room. It was here that, after a couple of attempts, we succeeded in using *Western Star's* pump to draw water from the adjacent River Irt into the tanks.

After lunch, yes, you guessed it – more oiling! Then a circuitous route back involving a prolonged run south on the A595. Now, on these courses, Chris never allows the participants to drive in anything other than second gear. But, after much persistence from Pete, he was persuaded to put it in third for us on the main road. So suddenly we were travelling at 15 mph with Muggins steering and hanging on for dear life! It doesn't sound very fast, but it was twice the speed we had been used to all weekend. And of course the noise and vibration increased exponentially.

All too soon (or not soon enough as far as my ears were concerned) we were turning back into Muncaster Castle at the end of the afternoon. Close the engine down again, have a final brew and collect a commemorative mug and that was it all bar the five hour drive home. To sum up the weekend, it was expensive, noisy and uncomfortable – but immeasurable fun! Details of courses can be found at [www.ringhouse.co.uk/traction/addrss.html](http://www.ringhouse.co.uk/traction/addrss.html). The cost for one day (for one or two people) in 2005 is £290, for two days £550, plus accommodation.

Members Cars

**Simon Tidmus**

**Caterham Seven**

**Rover 1.8 K Series**



Simon Tidmus bought his Caterham 7 in Birmingham in 1997 – the car having been built in 1994. This is his second Caterham – having replaced a 1700 Ford Crossflow engined car that had covered 98000 miles and was getting a little tired !

The car is used for everyday road work as well as Sprints and track days.

When bought the car was fitted with a 1.4 K series engine which has since been replaced with a 1.8 VVC engine which delivers 200 BHP on Throttle body fuel injection and programmable engine management. The engine is also fitted with a dry sump. The chassis has been re-built with new panels, paint and new suspension.

Favourite characteristics of the car are its performance and handling – the car outperforms much more expensive cars at track days and does not eat tyres and brakes. This makes up for the fact that it only starts 85% of the time and has poor visibility in winter rain, as everything steams up !

Simon says he would consider swapping it for another Caterham or an Ultima GTR or Noble M12.

***A Great July Event .....***

## ***Monday 18th - Treasure Hunt***

The Treasure Hunt on Monday July 18th will start at 7.30 pm from the lay-by on the A38 near Thornbury (643 885) and finish at the White Hart, Littleton-upon-Severn. The route instructions will be reasonably precise and the questions not too cryptic.

There will be a small sting in the tail, but it will definitely not involve Mars Bars! Further details from Martin Baker (0117 956 3664).



## Positions after European GP

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Andrew & Simon Moss	Alonso	Trulli	Renault	McLaren	708
2=	Ken Robson	Alonso	Fisichella	Renault	McLaren	689
2=	Mark Williams	Alonso	Fisichella	Renault	McLaren	689
2=	Martyn Davies	Alonso	Fisichella	Renault	McLaren	689
2=	Mike Marsden	Alonso	Fisichella	Renault	McLaren	689
2=	Tim Murray	Alonso	Fisichella	Renault	McLaren	689
7	Paul Adams	Alonso	Heidfeld	Renault	Red Bull	618
8	Dick Craddy	Alonso	Coulthard	Williams	McLaren	589
9	Pete Stowe	Alonso	Fisichella	Williams	McLaren	588
10=	Elisabeth Lewis	Fisichella	Raikkonen	Renault	McLaren	584
10=	Helen Davies	Fisichella	Raikkonen	Renault	McLaren	584
10=	Jonathan Prestidge	Fisichella	Raikkonen	Renault	McLaren	584
13	John Page	Webber	Coulthard	Renault	McLaren	530
14=	Kieron Winter	Fisichella	Webber	Renault	McLaren	529
14=	Tony Thorp	Fisichella	Webber	Renault	McLaren	529
16	Alison Emsley	Barrichello	Massa	Renault	McLaren	521
17	Paul Wiese	M Schumacher	Albers	Renault	McLaren	506
18=	Mark Elvin	Fisichella	Montoya	Renault	Williams	497
18=	Simon Tidmus	Button	Trulli	Renault	McLaren	497
20	Audrey King	Webber	Villeneuve	Renault	McLaren	492
21	Mary Craddy	Webber	Raikkonen	Renault	Red Bull	467
22=	Bruce Graham	Barrichello	Fisichella	Williams	McLaren	452
22=	Chris Lewis	Barrichello	Karthikeyan	Renault	Williams	452
24=	Chris Goodchild	Barrichello	Fisichella	Renault	Red Bull	447
24=	Louella Williams	Barrichello	Fisichella	Renault	Red Bull	447
26	Bob Hart	Webber	Montoya	Renault	Red Bull	429
27	Simon Child	Raikkonen	Coulthard	McLaren	Red Bull	427
28	Alan Spencer	Fisichella	Webber	Renault	Red Bull	423
29	Paul Bird	M Schumacher	Karthikeyan	Williams	McLaren	403
30	Martin Baker	M Schumacher	Karthikeyan	Renault	Red Bull	398
31	Arthur Tankins	Barrichello	Raikkonen	Williams	Red Bull	390
32	Fiona Goodchild	M Schumacher	Coulthard	Williams	Toyota	386
33	Paul Draper	Button	Fisichella	Williams	McLaren	377
34	Tom King	M Schumacher	Fisichella	McLaren	Sauber	375
35	Judith Bird	Button	Fisichella	Renault	Red Bull	372
36	Lewis Bird	Barrichello	Button	McLaren	Toyota	369
37	Liz Moss	Fisichella	R Schumacher	Ferrari	Jordan	299
38	Martin Emsley	Fisichella	Albers	Ferrari	Red Bull	292
39	Mal Allen	Friesacher	Albers	Ferrari	Williams	291
40	Steven Spencer	Sato	Monteiro	Williams	Toyota	275
41	Maureen Wiese	Coulthard	Friesacher	Ferrari	Sauber	262
42	Donny Allen	Fisichella	Coulthard	BAR	Sauber	191

# **Duncan Pitaway Visit**



**Photos By  
Martin  
Baker**

Organised by  
Alan Spencer

Thanks to  
Duncan



# Visit to Mercedes – Ilmor

By Kieron Winter

On what seemed the hottest day of the year, a small group of Club members made the trip to Brixworth which is a few miles outside of Northampton. We assembled in the works restaurant which also housed the Board Room upstairs and a lobby area which contained a



real McLaren Mercedes as driven last year by David Coulthard, but also a selection of Winners Trophies (these were on loan from McLaren, as you know Ron has it built into a drivers contract that all trophies belong to McLaren). There was also a Formula One V10 engine and a CART V8 engine on display.

As our host, Alex took us up to his desk where he works in the design office. We were able to look at the software that is used by the designers. Alex specialises in gear design and showed us his collect of damaged gears and related stories about their demise !

We then went on a tour of the facilities, then Receipt Inspection area had loads of CMM's, all nice business for Renishaws up at Wootton-under-Edge. The machining facilities were very impressive, with some very clever 5 axis milling machines going through their paces. We also saw the engine running benches where development work and post build testing is carried out.

The company employs 450 people, and as well as the Formula One Mercedes engine, they also design and make the Honda engine used in IRL racing. They also do work for Penske on their NASCAR engines as well as special project work. In fact Mercedes are going to take over the whole of the Formula One engine and Mario Illen will set up a separate company to run the Honda engine and other special projects. The company has expanded from the original site, and there is a very impressive new building over the road, and this is where the Mercedes facility will be based.

It seems that Ilmor are not very sentimental about their engines, when they get them back from the track, they run them on the test benches to destruction. This is all part of the understanding and learning process of engine development. One recent exception to this rule, was the back to back winning engine of Kimi Raikkonen which is now housed in the Mercedes museum in Stuttgart.

We ended the trip by dining al fresco at a local Pub and enjoying the summer sunshine. Thanks go to Alex for giving his time to take us on a very interesting tour.





# The Bristol Llandow Sprint

Monday 30<sup>th</sup> May 2005

Despite the large number of events at Llandow the Bristol Llandow event proved to be popular again this year with 83 entries making their way across the Severn Bridge to the Llandow circuit just west of Cardiff.



The circuit is situated just off the B4270 near Llantwit Major in South Glamorgan. Why go all the way to South Wales, I hear you ask? Well, as permanent circuits go, it's relatively close, cheap and easy to marshal! Unlike Colerne, the circuit requires no prior setting up and is so constructed that it needs only a few marshals posts to be completely safe.

The circuit is basically an oval shape of about a mile, with a chicane arrangement on the first and third corners. A run comprises of about 1¾ laps, giving a distance comparable to a full lap of Colerne. The track has been recently resurfaced and facilities are very good. Unlike our Castle Combe event, the shortened second lap means that we can run continuously with more than one car on the track at any one time.

Once again the event was blessed with dry weather, and proceeded with very few incidents during the day.

We were fortunate enough to be able to offer competitors a third run, which although timed for their interest did not count towards the results – this has the advantage of giving those who wanted some extra practice more track time, whilst allowing those with long journeys to set off home after the second run. Even with a third run and awards presentation following the event we were able to get on the M4 in time to miss the traffic leaving the Millennium stadium from the football play off final. Although I am sure our line of slow moving car trailers on the two lane M4 was the last thing that Preston fans wanted to see having missed out on a place in the Premier league to West Ham!

So a successful event – thanks to all those who helped organise and marshal, as well as to the competitors, we hope you enjoyed it!



**Class A1****Road production cars up to 1400cc**

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
20	Bruce	Graham	Suzuki Swift Gti	91.73	91.4	90.98	<b>90.74</b>	1
22	Barrie	Dare	Suzuki Swift	95.22	93.41	<b>93.67</b>	94.30	2
24	Brian	Badcock	BMC Mini	97.59	95.29	94.98	<b>93.75</b>	3
31	Christopher	David	Suzuki Swift	Fail	95.27	<b>94.94</b>	Fail	4
21	Danny	Castlehouse	Ford Escort	101.58	97.28	<b>97.54</b>	98.16	5
23	John	Turner	MG Midget	107.41	106.22	104.71	<b>104.50</b>	6

Notes: Number 31 class change A2 to A1

**Class A2****Road production cars over 1400cc up to 1800cc**

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
30	Rob	Clarke	Lotus Elise 111S	86.13	85.82	86.36	<b>85.15</b>	1
729	Graham	Wild	Lotus Elise 111S	93.64	91.74	92.75	<b>91.67</b>	2
33	Simon	Clemow	Lotus Elise	97.02	92.58	104.24	<b>92.02</b>	3
32	David	Edwards	Lotus Elise	95.56	92.13	92.43	<b>92.30</b>	4
29	Allen	Harris	Lotus Elise 111S	96.67	94.75	<b>92.84</b>	94.02	5
28	Paul	Bird	Renault 19 16v	95.86	93.76	<b>93.33</b>	93.47	6
728	Paul	Draper	Renault 19 16v	103.60	100.94	100.43	<b>98.41</b>	7
733	Julie	Bridges	Lotus Elise	114.28	110.14	<b>108.33</b>	110.69	8

**Class A3****Road production cars over 1800cc up to 2600cc**

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
739	Toby	Harris	Ford Puma	NTR	91.27	90.31	<b>89.55</b>	1
35	Robert	Smithson	BMW 325i	95.96	94.39	<b>91.98</b>	109.32	2
735	James	Gilbert	BMW 325i	NTR	95.87	93.97	<b>93.52</b>	3
37	Henry	Barker	Peugeot 205 Gti	99.64	98.15	97.86	<b>98.34</b>	4
39	Lisa	Selby	Ford Puma	103.53	100.69	99.66	<b>98.31</b>	5
38	Robert	Orford	MBG GT	106.65	100.96	99.51	<b>99.21</b>	6

**Class A4****Road production cars over 2600cc**

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
748	Barry	Squibb	Mitsubishi EVO	85.84	83.62	Fail	<b>82.63</b>	1
46	Kevin	Jones	Noble M12 GT03	83.81	114.74	84.93	<b>83.72</b>	2
48	Jamie	Squibb	Mitsubishi EVO	90.18	Fail	87.73	<b>85.83</b>	3
47	Matthew	Bennett	Subaru Impreza	90.00	88.01	<b>86.77</b>	86.83	4
43	Brendon	Jones	Escort RS2000	81.69	104.51	86.99	<b>86.97</b>	5
42	Adrian	Jones	Subaru Impreza	92.84	91.81	<b>90.44</b>	90.89	6
49	Dave	Greenslade	Mitsubishi Lancer	95.73	93.07	<b>91.83</b>	92.73	7
45	Dave	Poplar	Reliant Scimitar	99.56	98.31	<b>97.40</b>	98.28	8
44	Mike	Howell	Reliant Scimitar GTE SE5	117.21	114.40	111.60	<b>111.60</b>	9

**Class B1****Limited production road cars. Car engines up to 1400cc & M/C engines up to 875cc**

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
53	Graham	Harden	Clan Crusader	89.46	88.60	89.83	<b>89.02</b>	1
51	James	Pickford	Westfield SE	92.86	93.78	93.05	<b>90.10</b>	2
52	Ruth	Tudor	Clan Crusader	94.95	94.52	<b>92.68</b>	94.43	3

**Class B2****Limited production cars. Cars car engines over 1400cc up to 1800cc & M/C engines over 875cc up to 1125cc**

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
60	Stuart	Hill	Westfield SEiW	79.39	83.00	83.14	<b>82.00</b>	1
62	Tim	Pennington	Westfield SE	84.45	NTR	<b>82.90</b>	83.17	2
57	Tim	Nunn	Westfield SE	84.81	85.10	<b>83.82</b>	Fail	3
67	Richard	Stone	Westfield SEiW	93.93	79.30	90.35	<b>89.30</b>	4
64	Mark	Osland	Fisher Fury	99.08	91.25	90.98	<b>89.96</b>	5
58	Christopher	Ford	Westfield SEiW	92.16	89.18	<b>90.19</b>	Fail	6
765	Peter	Devall	Ginetta G27	95.74	94.41	92.33	<b>90.66</b>	7
55	Roland	Garratt	Westfield 7SE	NTR	91.93	<b>91.17</b>	92.53	8
61	Richard	Green	Westfield SEW	92.56	91.89	92.59	<b>92.16</b>	9
59	Adrian	Galtress	Westfield SEiW	94.52	94.41	<b>93.43</b>	93.53	10
66	Andrew	Moss	Westfield SEiW	97.86	95.99	94.56	<b>94.19</b>	11
65	Richie	Devall	Ginetta G27	97.95	95.50	99.05	<b>95.90</b>	12
63	John	Pearce	Westfield SEiW	103.54	99.09	98.01	<b>96.64</b>	13

73	Mike	Parr	Sylva Mojo	114.00	83.89	<b>84.63</b>	118.00	7
72	Tony	Streeing	CC Cyclone	90.34	86.94	86.99	<b>86.99</b>	8
773	Ian	Parr	Sylva Mojo	90.29	118.37	<b>91.14</b>	Withdrawn	9

Notes: Numbers 90, 93 & 793 class change C7 to B3

#### Amalgamated Classes C1+C2

##### Modified production saloons & sports cars up to 1400cc and 1400cc up to 1800cc

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
76	Juilian	Rainbow	Sylva Fury	92.76	90.53	<b>88.46</b>	90.94	1
776	Nick	Rainbow	Sylva Fury	97.47	94.07	94.93	<b>93.54</b>	2
778	David	Mears	Peugeot 205 Gti	102.52	72.15	99.86	<b>98.57</b>	3
78	Martin	Pitman	Peugeot 205 Gti	128.84	106.88	103.87	<b>101.28</b>	4

#### Class C3

##### Modified production saloons & sports cars over 1800cc up to 2600cc

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
81	Paul	Perkin	Peugeot 205	103.12	82.19	82.35	<b>81.72</b>	1
80	Stewart	Lillington	Vauxhall Astra	83.20	82.64	<b>82.08</b>	82.59	2
83	Ms Charlie	Evans	Peugeot 205	111.77	104.95	103.80	<b>101.1</b>	3
82	Derek	Wheaton	Escort RS2000	Fail	Fail	Fail	Withdrawn	-
782	Graham	Rudge	Escort RS2000	Fail	95.69	Fail	Withdrawn	-

#### Amalgamated Classes C6 + C7

##### Modified production kit cars car engines over 1400cc up to 1800cc & M/C engines over 875cc up to 1125cc

##### Modified production kit cars car engines over 1800cc & M/C engines over 1125cc

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
92	Mike	Rudge	Westfield Sei	78.79	74.03	<b>77.14</b>	77.32	1
91	Michael	Allard	Westfield Ducksport	84.03	81.18	<b>79.35</b>	79.56	2
85	Brian	Jones	Westfield SEiW	86.88	83.36	85.88	<b>83.93</b>	3
86	Martin	Perry	Westfield	89.75	89.49	Fail	<b>101.54</b>	4

#### Amalgamated Classes D1 + D3

##### Sports libre cars up to 1400cc and Sports libre cars over 1800cc

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
98	Martin	Baker	Morris Minor	Fail	81.65	<b>81.63</b>	83.63	1
95	Brian	Cotterell	GRM Mk2	84.02	NTR	83.38	<b>81.97</b>	2
96	Ian	Cameron	Mallock Mk18B	86.28	83.83	82.61	<b>82.61</b>	3

#### Class E1

##### Racing cars up to 600cc

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
101	Peter	Tudor	Force 11	79.80	79.35	<b>78.59</b>	79.71	1
801	Tim	Tudor	Force 11	85.09	80.55	<b>79.40</b>	80.84	2
100	Andy	Potter	Jedi Mk4	83.18	80.82	79.99	<b>79.46</b>	3

#### Class E2

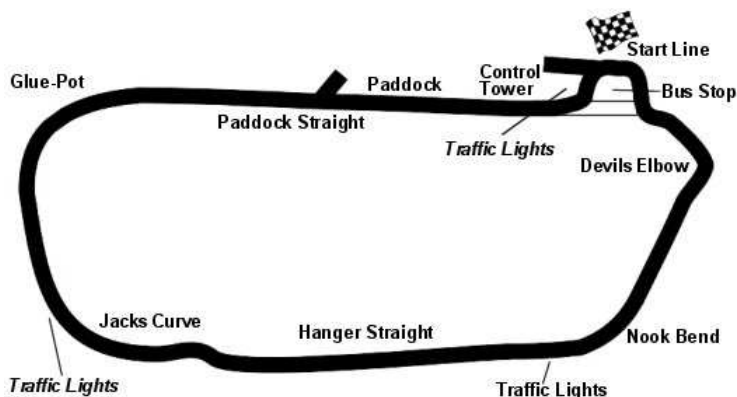
##### Racing cars over 600cc up to 1100cc

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
107	Trevor	Hartland	OMS 2000M	79.31	78.94	<b>72.02</b>	76.48	1
110	Henryk	Kozlowski	Jedi Mk1/6	74.75	74.76	74.11	<b>73.84</b>	2
109	Jane	Farthing	Force PT	78.87	76.76	<b>74.40</b>	Withdrawn	3
105	Christopher	Perry	OMS SF 1B	93.99	78.97	<b>77.15</b>	77.86	4
108	Dean	Robertson	Dick Terapin	81.57	NTR	80.73	<b>80.25</b>	5
106	Fyrth	Crosse	Mallock	92.16	88.78	<b>88.01</b>	89.82	6

#### Amalgamated Classes E3 + E4

##### Racing cars over 1100cc up to 1600cc & Racing cars over 1600cc

No.	Name	Surname	Car	P1	P2	R1	R2	Pos'n
120	Dave	Cutcliffe	Van Diemen DC93M	Fail	72.91	<b>69.59</b>	70.89	FTD
119	Kevin	Lealan	Formula Vauxhall Lotus FV	73.79	72.44	73.26	<b>72.55</b>	1
115	David	Mosley	OMS 2000M	79.57	75.80	<b>73.53</b>	74.48	2
116	William	Tansal	Jedi Mk4	82.22	78.24	Fail	<b>78.27</b>	3



## SPREADING THE NET

If you believe history repeats itself, that tapping sound you can hear may be opportunity knocking for clubs.

Not so long ago motoring correspondents on national newspapers wielded great power; today most motorists would struggle to name two. Not all that many years ago there were just a few TV channels and even fewer motoring programmes. Today? A proliferation of channels and me-too motoring programmes. There used to be few motoring magazines; in a newsagents recently I counted thirty without including the ones where I thought the pictures would give me palpitations.

Consumers may find all the change confusing, but think what it must be like for marketing people ploughing through the morass when deciding where to place their promotional pounds.

Which is where the history repeating itself bit comes in. At one time, oil companies and others started supporting motor clubs with quizzes, copyright-free magazine articles and so on because they felt that by doing so they would be reaching 'opinion formers'.

Now dream with me for a moment. Suppose the majority of clubs had efficient e-newsletters linked through a central organisation, it would be possible to offer companies access to some 100,000

motoring enthusiasts, people who had actually paid to demonstrate their keenness. Wouldn't that make an attractive way for you as a marketing man to once again directly reach opinion formers? Of course it would.

There'd be hurdles to negotiate like VAT, Data Protection and probably some regulation about keeping ferrets, but nothing insurmountable; each club's webmaster could act as a filter to stop spam creeping into e-newsletters.

But why not make it happen with existing printed club magazines? Far too complicated, especially as some mags are still produced on coal-fired copiers. At present only a handful of clubs do e-newsletters but I'm convinced that's going to change as they realise how quick and low cost they are. Not everyone likes them but if (an important 'if') they're kept brief with no more than half a dozen items, and short items at that, they can be very effective. Already some clubs report that well over 90% of members have access to the internet so before long those who want printed information may have to pay extra or at least provide SAEs.

And think how valuable linked e-newsletters could be in lobbying ... anyone care to bet we won't have to do that again, and again, in the future?

One final incentive for a planned

approach to e-newsletters: if we don't do so there is another group that well might. I'm reluctant to mention their name because I dislike getting hate mail but I am of course referring to cruise clubs. *The Times* recently carried an article headed 'Modding: the next big bling' while a recent Morecambe Car Club magazine (*The Times* and Morecambe's magazine ... you do get variety in *Wheels* don't you?) had a letter describing an event where 'hundreds of cars cruised off without incident' and where the police were showing off their Imprezza with the bonnet up as a bit of bridge-building. If we don't build bridges our branch of the sport won't be repeating history. It will become history. Our call.

*Stuart Turner*



### COD FILLET QUIZ

1. In vintage years Citroen were loyal to Front Wheel Drive. Can you name the two German makes and one British who also had faith in FWD cars?
2. Can you name the only successful Vintage cyclecar which had friction drive?
3. Laurence Pomeroy who engineered the Vauxhall 30/98 later went to work for which rival company?
4. After many vintage manufacturers began to replace their hooded cars with a closed body, what type of 'turn indicators' were used?

**ANSWERS ON PAGE iv**

## Regional Committee review

by Bob Milloy

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The first 2005 meeting commenced with a discussion on the MSA's draft policy document on child protection, which covered all under 18s and other vulnerable people. A simple document was envisaged to amplify the policy statement in the MSA Competitors' Yearbook 2005 (the 'Blue Book') and an implementation programme was to be developed.

Ian Davis updated the situation with DEFRA and the Single Payment Scheme covering land use, and asked that delegates advise Associations to remain vigilant. The amount of work put in by Bill Troughear was commended.

Allan Dean-Lewis reported on recent Club Development Fund grants and on the forthcoming series of club workshops.

Colin Hilton updated the Committee on topics including the Motorsport Development Board, the Rally Elite talent development initiative, the British Grand Prix, rally championship tenders, effects of the Judicial review and MSA *Championship News*.

Ian Davis advised on the DEFRA Rights of Way consultation and the Forestry Commission agreement that

now covers activities other than stage rallying.

Specialist Committee delegates gave brief resumes of recent meetings, covering off-road tyres, noise, a review of road rally regulations, risk management audits and service areas.

The current schedule of Inter-Association events was updated with progress to be reviewed at the next meeting.

Items from Associations included discussion on the website fixture list, which allows clubs 24-hour access. Problems caused by rallies running across several Association areas without appropriate notification were noted. Proper consultation with RLOs was seen as crucial.

The Committee then listened to two presentations. Russell Brookes explained his personal views on current stage rallying and the proposed 2006 series of low cost Rallystar events. Fourteen clubs were invited to give their support. Andrew Coe and John Horton then explained how Wales Rally GB proposed to enhance links with club rallying through initiatives and incentives aimed at amateur competitors and marshals. Visits to some Regional Association meetings were to be made to underpin this message.

## Go electronic?

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At the moment, *Wheels* is e-mailed in PDF form\* to either our club contacts or the magazine editors of around 45 clubs; the rest receive it by post.

We should like to encourage more clubs to use the e-mail route, as this would save both time and money. If you would be happy to have *Wheels* sent to you by e-mail instead of post, please send your contact details to [john@blencolour.com](mailto:john@blencolour.com). Thank you.

*\*short for Portable Document Format. To view a file in PDF format, you need Adobe Acrobat Reader, a free application which works on a wide range of computer operating systems.*

## DEFRA revises rules

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On Friday 13 May, Lord Bach, Minister for Sustainable Farming and Food, announced the publication of updated guidance which now provides for motor sports to take place on up to 28 days during farmers' 10-month eligibility period on land used in support of 2005 Single Payment claims.

Colin Hilton, Chief Executive of the MSA, said: "There is still a long way to go to safeguard the future of grass roots motor sport. We are now trying to establish the correct legal position as a safeguard for the future under the European directive.

"In the short-term, events can go ahead again as planned, and this is excellent news. It has been a great example of the power of concerted and joined up action, and we thank everyone who backed the campaign so enthusiastically."

Full details in News on [www.msauk.org](http://www.msauk.org)



Whilst the starting age for car racing and other disciplines is on a seemingly downward spiral, youngsters have been able to start racing karts from the age of eight since 1987. The drivers can stay in the class until the end of the year of their twelfth birthday. There are three classes of Cadet karts, two are 60cc 2-stroke whilst Honda Cadet uses a 160cc 4-stroke engine. All use MSA approved minikarts with a top speed of about 55 mph. Comer Cadet is the official MSA class, and has a British Championship within the BRDC Stars of Tomorrow series, as well as a thriving national ABkC championship in the Super One Series. The Comers are raced at most clubs that host 2-strokes. WTP Cadet is a slightly more economical 2-stroke option and has a very popular championship that goes round the country visiting club meetings. To help with budgets, the driver must use the same set of slicks for all rounds. Most, but not all clubs hold WTP racing. Lastly the Honda is the cheapest of all but seems to be confined to certain parts of the country. It is very strong in London and the south-east, under the auspices of the Formula 6 Association. Prices are strictly controlled, the maximum price for a new chassis is £1307 plus vat and for instance the Comer has a maximum price of £483. It is best to visit a local circuit and see which class is most popular before buying a kart. All the details are in the MSA Kart Race Yearbook.

**MASERATI 450S – THE FASTEST SPORTS RACING CAR IN THE 50s**  
**Michel Bollée and Willem Oosthoek, Michel Bollée, £42.95 from Motorbooks, tel. 020 7836 5376.**

**ISBN 2 951 3642 5 3.**

For years Maserati has been neglected as a subject but, with the publication of co-author Oosthoek's 'Birdcage' history last year and now this in-depth study of the mighty Tipo 54 sports racer, the gaps are impressively filled. Its 206 high-quality pages cover the dramatic lives of the 11 'big-banger' Masers with Le Mans-born Bollée covering the European races and Oosthoek relating the model's colourful life in the US. Not surprisingly, there are vivid quotes from brave exponents, including Carroll Shelby, individual sports car chassis histories, and other engine applications in single-seaters, including the Eldorado and Frank Arciero's 1965 rear-engined Indy challenger, but sadly not the hydroplanes. Packed with photos, this is a must for lovers of 1950s sports racers.

**MILLE MIGLIA ANNIVERSARY PRINT**

Michael Turner, Britain's best-known motoring artist, has produced a special painting to

celebrate the 50th anniversary of Moss and 'Jenks' winning the 1955 Mille Miglia. The dramatic work features their Mercedes 300SLR roaring over the Raticosa Pass and will be produced as 722 limited-edition prints. Signed by Sir Stirling Moss and measuring 58x46cm, they cost £98 each plus £3 p&xp. For more details, call 01296 338504 or visit the website at [www.studio88.co.uk](http://www.studio88.co.uk).

**THE ESSENTIAL BUYER'S GUIDE (various marques) Veloce, £9.99 each.**

'Don't buy a car without having this book first' reads the pullquote on the back, and it's good advice. These handy, slim A5 softbacks, all by marque experts, go in a glovebox and provide a guide to all the basic checks you should do when you go to see a particular model. Useful stuff includes dimensions – will it fit in the garage? – plus lots of checklists of other specifics to look at, with pictures to identify the different variants. There's even advice on parts that are hard to find, a guide to repair costs of hidden nasties, and a list of useful contacts and vital statistics at the rear. A good idea, well executed: they'll probably sell loads. Also on the list is the E-type, with more being added.

# MARSHALS POST

by the BMMC



The decline in the number of circuit marshals can mean that people who are relatively new to the sport are asked to do jobs generally given to people who have been around for a few years.

Flagging is a classic example – but, while we expect someone to have at least a couple of years' experience before they start flagging, it's worth remembering that it's often the first job given to marshals abroad.

So, if you have never flagged before and you are asked to step into the breach, don't be too daunted – and don't worry about getting it wrong.

Any regular flag marshal who claims to have never have made a mistake is a liar – and probably not a very good flag marshal.

If truth were told, even the most experienced flag marshal is unlikely

to go through a meeting – never mind a season – without dropping a clanger.

If you are filling in, then the best thing to do is to concentrate on the safety flags – primarily the yellow flag to indicate danger ahead and the red flag to stop the race or practice session.

That said, yellow flag marshals normally stand with their backs to the direction of racing – relying on the blue flag marshals facing them to warn them of any danger.

But, if you are on your own, you shouldn't turn your back on the traffic. The best thing to do is to stand side on to make it easier for you to look both ways, keeping an eye on what's heading towards you and what's happening behind you.

Ask anyone else on the post to warn you if they see a yellow or a red flag go out on another post – and if they see a yellow flag come in.

If an incident happens between your post and the next one, wave the yellow flag. If you see a yellow flag waved at the next post, put yours out stationary. If you or your

colleagues see a red flag at any post, then stick your red flag out and wave it.

Keep a weather eye open for incidents before your post. If the marshal at the preceding post puts out a yellow flag – and the incident doesn't extend beyond your post – put a stationary green flag out to show that overtaking can start again.

That still leaves you with the yellow and red change of surface flag, the white flag, to indicate a slow moving competitor or intervention vehicle and the blue overtaking flag.

What do you do with them? By all means use them if you feel confident – but concentrate on the yellow, red and green flags. Try your best to get them right and no one can ask much more of you.

## QUIZ ANSWERS

1. Adler, DKW and Alvis
2. GWK
3. Daimler
4. Semaphore

## NEW DVD –

# MEDICAL SUPPORT FOR MOTORSPORT

**Produced by the FIA Institute for Motor Sport Safety with the help of the Motorsport Safety Fund, this DVD is intended to help encourage more medical personnel to assist at events.**

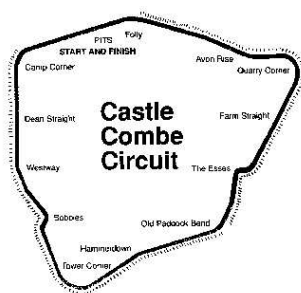
**It is in two parts, the first gives a brief outline of the sport and the work of medical staff; the second looks in more detail at the equipment and skills needed.**

**Running time 26 min, 49 sec.**

**The DVD is available at £10 including postage and packing from the:**

**MOTORSPORT SAFETY FUND • PO BOX 200 • SEVENOAKS TN15 8WZ**





# ***Saturday 16th July Club 60th Anniversary Event***



This year we celebrate the 60th Anniversary of the formation of a motor sport club at Filton, and we will be holding a reunion for all past and present members.

This will take place on Saturday 16th July in the Strawford Centre at Castle Combe circuit, in conjunction with our annual track day. The anniversary event will commence at 11-00 am and go on through the afternoon to finish at around 5-00 pm. We will be laying on a free buffet at lunchtime (a bar will be available in the Tavern Clubhouse). We expect to be showing film of club events going back to the 1960s and have displays of old photos. Viewing of the track activities will also be possible from the roof terrace.

The paddock area adjacent to the Strawford Centre will be set aside for a display of members competition and classic cars - among those being brought along by past members are Brian Owen's Sports Austin 7, Dave & Marilyn Martin's 1988 Caddillac, and Phil Perrett's classic Scott and Moto Guzzi motor-cycles.

We hope that as many members as possible will be able to attend at some time of the day - and if you have an interesting car, please bring it along as well!

To help us plan the event we would be grateful if you could return the form below as soon as possible, or notify Tim Murray - Tel: 0117 949 9449 or e-mail: [timmurray@mint99.freemove.co.uk](mailto:timmurray@mint99.freemove.co.uk)

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I/we would like to attend the 60th Anniversary event on 16th July.

Names \_\_\_\_\_

I/we would also be able to bring the following vehicle for display

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Please return to: Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH.

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