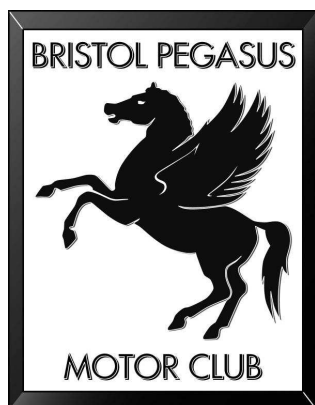

Backfire

July 2006



The Magazine of the

Bristol Pegasus

Motor Club

Club Member Trevor Hartland in the OMS 2000
Bristol Llandow Sprint 2006 - Photo Andy Moss

Events for July

Monday 10th - Club Night

An informal club night - Come along for a drink and a chat Wheatsheaf from 8.30 pm. We meet in the function room at which can be found at the rear of the restaurant area.

Monday 24th - The 'Deer Park Drive' Treasure Hunt

The July Treasure Hunt is brought to you by Chris & Fiona Goodchild. The start will be from Chipping Sodbury Common, Grid Ref 735830 on map 172 at 7.30 on Monday 24th July.

From St Johns Way in Chipping Sodbury take the Horton Road onto the common, across the cattle grid, and we will be situated a little way along this road on the left hand side in a Blue Freelanders.

It will be a pretty straightforward event covering a little more than 20 miles and all you will need is your wits and a pen or pencil!

The route will end at 'The Buthay' in Wickwar for 'The Grand Prize Giving' and for those that would like to just come along for a drink afterwards. Any questions please call Chris on 07875 388483. We look forward to seeing as many of you as possible on the night!

Saturday 22nd – Rally Day - Castle Combe

Club stand and car display - More details later in this issue

Saturday 29th - *Frenchay Village Vehicle Show* *Museum Car Park at Frenchay Hospital*

This is a free entry event for enthusiasts to display their interesting vehicles to other interested parties. Bristol Pegasus Motor Club will have a club stand – many enjoyed the similar event held two years ago.



All club members and their interesting vehicles are welcome on the 29th July. The event is designed to raise interest in the Frenchay Village Museum.

Opening time of the event - 12.00 noon to 4.00 pm.

The Frenchay Flower Show is being held in the Hospital grounds on the same day. Bring the family.

Events For August

Saturday 12th - Castle Combe Track Day

More details later in this issue.

Monday 14th - Club Night

Monday 21st - Treasure Hunt

Martin Baker and Lewis Bird Organise. More details next month.

Monday 28th - Bristol Two Club Sprint - Colerne

Kieron Winter is the contact for Two Club Sprint entry forms – If you are new to the even contact Kieron on tel: 01275 373363 or email: kpwinter@ukgateway.net. Previous entrants should have received them automatically and they are available for download from the web site. **As Always we need LOTS of marshals to be able to run the event, no experience necessary and it is the only way to get to see the action !**

Invitations

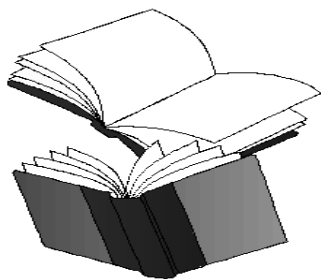
MG Car Club - Wiscome Park Hillclimb September 9th 2006

We have accepted an offer from Bruce Weston of the MG Car Club to be an invited club to their Hillclimb at Wiscombe.

Several members have mentioned they would like to compete at this event at Wiscombe, by us accepting an invitation, they will now be able to compete. Supplementary Regs, and entry forms will be available during June from the MGCC web site - www.mgcars.org.uk/mgccsw but Bruce Weston will also send to any individuals who contact him at 19 Compton Road, South Cadbury, Yeovil, BA22 7EZ or on 01963 440941.

Classes may be sub divided subject to entries received and clubs running championships would be given priority otherwise entries are accepted in order of receipt.

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



Visit the bookshop section at_

www.bristolpegasus.com

Click on the Amazon link at the top of the page

Anything you then buy on the Amazon site will earn 5% commission which the club will pass on to St Peter Hospice.
The amazon site sells books, videos, CD's, DVD's etc etc !

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

Website WWW.BRISTOLPEGASUS.COM

BPMC Castle Combe Track and Club Day

12th August 2006

The annual visit to Castle Combe circuit for our Track Day has moved from it's July date to mid-August. The track day will allow you to run your road car around the circuit in a group of six cars which means that there will be plenty of space on the circuit for you. Castle Combe Racing School will provide a Racing Instructor who will give a briefing before you take to the track and will be available later in the day to give some one-on-one instruction. All drivers will need a helmet, but these can be hired from the racing circuit if you do not have your own. If you intend to take any passengers, they will also need a helmet. The cost of the day is £108, but if you would like to share your car with a second driver, there is no additional charge for this.

Last year several members were disappointed not to be able to take part, as it was sold out well in advance of the day. This year there are more places available for club members, but as it is always popular, it is recommended that entries are received as soon as possible.

Booking forms can be obtained from Kieron Winter on tel: 01275 373363 or email: kpwinter@ukgateway.net or they can be down loaded from the club website.





Letters to the Editor

Please send any correspondence to the
Backfire addresses at the front of the Magazine



Dear Editor

Many thanks to the Bristol Pegasus Motor Club for the help and support given to the All Classic Enthusiasts (ACE) in our latest Classic Vehicle Tour.

Those members who are not familiar with our group may wish to know a little of our history. We formed as a group of Rolls-Royce employees in 1998 for the sole purpose of organising just one classic vehicle tour each year in order to raise funds for charity. We have, with the support of various sponsors raised in excess of £1,000 in each of the years that we have been in existence, 2006 being no exception.

Funds are raised by charging an entry fee (typically £12 per vehicle), a pre-tour show of cars at the Rolls-Royce factory where a collection is taken. A raffle on the day of the tour and cash sums from our main sponsors Abbey Law Solicitors and Rolls-Royce.

Every year we seek the views of those taking part in our event in order that we may improve our performance by incorporating their suggestions. We now think that we have got it about right. We present our "Runners Choice" trophy each year to the vehicle that is voted by those taking part as the car that in their opinion best represents the spirit of classic / vintage motoring.

Throughout the years we have had a great deal of assistance from Kieron Winter, he has been a tremendous support in advising on legal issues such as insurance and route, we are most grateful to him.

The date of our tour next year will be Sunday June 3rd and our charity will be The Childrens Hospice South West. Our committee of four have started the organisation of the route etc and we look forward to another successful event.

Again, many thanks to the Bristol Pegasus Motor Club for the support you have given to our small team and we look forward to future co-operation.

Tony Joiner Chairman All Classics Enthusiasts.

CASTLE COMBE RALLYDAY 2006

The 6th Rally Day takes place at Castle Combe Circuit on Saturday 22nd July. The Club will have a stand at the show and John Corfield has arranged a display of club cars all with a rallying theme.



Rallyday 2006 celebrates the 25th anniversary of two major achievements from the 1981 World Rally Championship: Ari Vatanen and David Richards winning the Drivers' title in the Rothmans Ford Escort; and (in that same year) Talbot taking the Manufacturer's World Rally Championship with the Sunbeam Lotus. Some of the original works rally cars and teams which helped achieve these titles will be starring live on track in front the anticipated crowd of over 10,000 rally fans.

In addition, celebrating Lancia's centenary, the Lancia Motor Club will host a major display of evocative Italian machinery at the event. Highlighting the company's rallying pedigree will be a collection some of the world's most iconic rally cars, including Lancia Fulvia, Stratos, 037, S4 and Delta Integrale.

Further details of the 2006 programme, including the names of the star drivers, teams and attractions attending the show, are listed on the Rallyday website.

For anyone not familiar with the event, Rallyday is an annual show offering visitors a chance to enjoy the spectacle of a wide range of rally cars and rally stars, in an open and spectator-friendly environment. It combines live action on the track with static displays in the paddock, and has something to offer everyone -- from the rally enthusiast, to a family looking for an enjoyable day out.

On-track action comes in the form of professional driving demonstrations, track sessions, rally car rides, circuit parades and a feature rally stage. Off track, there are a host of displays where visitors can have a close look at some of the world's most iconic rally cars, which have made rallying history through the years.

Paddock activity centres on the main event stage, where guests are interviewed. There are also numerous trade exhibitors, ranging from major car manufacturers to individual specialists offering a diverse array of rally merchandise.

Rallyday Interactive is where visitors can go further than just spectate. Whether it be a rally simulator, radio-controlled rally car races or full-on white-knuckle rides in a selection of rally cars, there are many activities for people to participate in.

Advance tickets for this year's event are now on sale, priced at £10 per adult and £2 per child. Tickets, in addition to information on track sessions, paddock parking, trade stands and spectator information, can all be found on Rallyday's website at www.rallyday.com.

Bristol Pegasus Fantasy Formula One 2006

Positions after Canadian

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Tom King	Alonso	Coulthard	Renault	BMW Sauber	Renault	1117
2	Simon Sweet	Massa	Button	Ferrari	Renault	Renault	1085
3	Chris Lewis	Alonso	Button	Midland F1	Renault	Renault	1060
4	Tim Murray	Alonso	Massa	Ferrari	Honda	Ferrari	1033
5	Joe Robson	Alonso	M Schumacher	Ferrari	Super Aguri	Mercedes	1020
6	Lesley Hart	Montoya	M Schumacher	BMW Sauber	Renault	Ferrari	983
7=	Donny Allen	Alonso	Montoya	McLaren	Midland F1	Renault	967
7=	Elisabeth Lewis	Alonso	Montoya	McLaren	Midland F1	Renault	967
9	Alison Emsley	Massa	Raikkonen	Honda	Renault	Ferrari	963
10=	Sally Elvin	Massa	M Schumacher	Ferrari	Honda	Ferrari	951
10=	Steve Clark	Massa	M Schumacher	Ferrari	Honda	Ferrari	951
12	Charlotte Emsley	Coulthard	Barrichello	Ferrari	McLaren	Renault	897
13	Martin Baker	Rosberg	M Schumacher	McLaren	Renault	Ferrari 2	867
14	Mary Craddy	Alonso	Webber	McLaren	Red Bull	Ferrari	850
15	Andrew Moss	Massa	Fisichella	McLaren	Renault	Cosworth	846
16	Simon Tidmus	Trulli	M Schumacher	McLaren	Red Bull	Renault	843
17=	Bill Farrow	Trulli	Barrichello	BMW Sauber	Renault	Renault	831
17=	Martyn Davies	Alonso	Button	Ferrari	Honda	Honda	831
19	Pete Stowe	Alonso	Montoya	Honda	McLaren	BMW	805
20=	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	792
20=	Mike Marsden	Barrichello	M Schumacher	Honda	Renault	Toyota	792
22	Helen Davies	Button	M Schumacher	Honda	Renault	Toyota	790
23	Paul Draper	Button	M Schumacher	Honda	Renault	Cosworth	783
24	Audrey King	Montoya	Barrichello	Renault	BMW Sauber	Mercedes	775
25	Arthur Tankins	Button	M Schumacher	Renault	Toyota	BMW	773
26	Mal Allen	Button	M Schumacher	Honda	Renault	Toyota 2	757
27=	Ann Farrow	Alonso	Coulthard	Honda	Toyota	Mercedes	747
27=	John Page	Alonso	Coulthard	Honda	McLaren	Toyota	747
29	Martin Emsley	Montoya	M Schumacher	Red Bull	Renault	Toyota 2	736
30	Jonathan Prestidge	Fisichella	Button	Honda	Renault	Honda	733
31	Liz Perkin	Massa	Raikkonen	Red Bull	Williams	Renault	725
32	Chris Clarke	Button	Raikkonen	McLaren	Red Bull	Ferrari	724
33=	Caroline Meaden	Trulli	Button	Honda	McLaren	Renault	723
33=	Rex Meaden	Trulli	Button	McLaren	Renault	Honda	723
35	Paul Bird	Raikkonen	R Schumacher	Honda	Williams	Renault	700
36	Judith Bird	Button	R Schumacher	McLaren	Williams	Renault	699
37	Paul Perkin	Alonso	Button	McLaren	Red Bull	Cosworth	691
38=	Alan Spencer	Fisichella	Button	Renault	Toyota	Honda	690
38=	Kieron Winter	Raikkonen	Webber	Honda	Renault	Toyota	690
38=	Mark Elvin	Montoya	Raikkonen	McLaren	Midland F1	Mercedes	690
41	Dick Craddy	Button	Raikkonen	Honda	Renault	Cosworth 2	686
42	Simon Moss	Alonso	Raikkonen	Honda	Toyota	Toyota 2	674
43	Lewis Bird	Massa	Rosberg	Honda	Williams	Renault	664
44=	Bob Hart	Button	Raikkonen	McLaren	Williams	Honda	588
44=	Ken Robson	Montoya	Raikkonen	Honda	McLaren	Honda 2	588
46	Louella Williams	Button	M Schumacher	BMW Sauber	Honda	BMW	578
47	Mark Williams	Button	Raikkonen	McLaren	Williams	Cosworth	538



Historic Monaco 2008

By Peter J. Allard

I was interested to read of Tim Murray's suggestion to visit Monaco in 2008. We have been to all the Historic Races so far and reckon they are good value compared with the F1 event which takes place just one week later. We always stay in Menton which is situated close to the Italian border. The rail connection into Monaco is extremely good and there is also a local bus service which takes one close to Casino Square.

Menton is a fairly small town and there are many hotels within walking distance of the railway station. We pay 130 euros per night for a hotel with parking and good facilities which include a large outdoor heated swimming pool. One can visit the Menton website for a selection of hotels. We usually arrive on the Thursday which gives us a chance to settle in and buy our stand tickets in rue Grimaldi, just a few metres from the ACM Boutique in Monaco.

On Friday one is free to walk around the paddock and drool over all that exotic machinery. The paddock is closed to the public on the practice and race days. The cost of the stand seats vary depending upon the location and our seats cost 16 euros each. Free viewing in Monaco is impossible and in my opinion, the stand seats offer the best value. Toilet facilities are good and there is food and drink available close by.

Restaurants in Monaco don't need to be expensive and there are many cafes and small restaurants near the station and harbour area. If one is staying in Menton, it is worth exploring the old part of the town and finding a good selection of restaurants to suit all tastes. The church, "Eglise St. Michel" was used in one of the early James Bond films. Whether one decides to travel by Easy Jet Flight to Nice and then by bus to Menton, or drive directly to Menton; you can be sure of a good long weekend! The racing is just like it used to be in years gone by.



Clubmans Championship 2006 up to the June Treasure Hunt - Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
24.70	Alan Spencer	1	7	Yes
21.68	Andy Moss	2	6	Yes
18.96	Martin Baker	3	5	Yes
17.64	Chris Goodchild	4	5	Yes
16.62	Kieron Winter	5	5	Yes
16.10	Paul Bird	6	5	No
15.02	Dave Cutcliffe	7	3	Yes
11.74	Mark Astin	8	4	No
10.07	Matt Marples	9	3	No
9.29	Martin Emsley	10	2	Yes
9.00	Howard Johnstone	11	2	No
7.60	Pete Devall	12	2	No
7.39	Lewis Bird	13	3	No
6.86	Michelle Rogers	14	2	No
6.44	Paul Draper	15	2	No
5.75	Paul Perkin	16	2	No
5.72	Pete Goodman	17	1	No
5.67	John Corfield	18	2	No
5.50	David Adams	19	2	No
5.50	Mark Roberts	19	1	No
5.44	Duncan Pittaway	21	1	No

Marshals Championship 2006 up to the June Treasure Hunt - Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
4	Andy Moss	1	2
3	Mal Allen	2	2
3	Martin Emsley	2	2
2	Andy Rigler	4	1
2	Dick Craddy	4	1
2	Donny Allen	4	2
2	John Corfield	4	1
2	Kieron Winter	4	2
2	Tim Murray	4	1
1	Alan Spencer	10	1

Note : some points for sprint Marshals have not been added to the above table yet.

ACE Classic Tour

Sunday 4th June 2006





Market Place

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

1998 S' Plate Lotus Elise. Silver. 52,000 (35,000 motorway miles)

Full Service History with all receipts including cambelt change at 33119 miles
Maintained by professional engineer. Good clean example. Never tracked. Garaged
and used daily MOT till Feb 2007 Tax till end of July

Extras fitted include :

- Tracker Horizon fitted for extra security and cheaper car insurance.
- Kenwood CD player with 'face-off' option
- Factory fitted sports exhaust
- Colour coded callipers
- Upgraded brake discs (cross drilled and grooved), pads (fast road pads)
- Goodrich braded hoses.
- Elemental showercape (at a cost of £93)
- K&N replacement filter
- Driving lamps
- Armourfend protection to rear arches, petrol cap and intake ducts

Many other optional extras such as Headlamp covers, black leather interior, CD player, CAT1 cobra alarm/immobiliser, Alloy winders, Lotus car mats, alloy door inset studs etc. Maintenance and repair manual on CD. Pictures available on request

Contact deanyboywelsh@hotmail.com for further details/pictures

TOYOTA CELICA GT4 TURBO ST185 - £3000

The car is a Japanese import originally registered in October 1991 and imported to the UK in 1999. As the car was registered before 1992 it does not need to have a catalytic converter fitted to pass the MoT test in the UK. A de-cat pipe, 3.5 inch custom made stainless steel exhaust system, HKS Super Power Flow filter and Greddy Turbo Boost Controller have been fitted to improve engine breathing and release more power. The exhaust noise level is around 92 decibels which gives a great sound without being too loud. The car is in excellent condition with no rust at all.

Standard Equipment

Electric windows, Electric mirrors with fold function, Air Conditioning, Remote Category 1 Alarm with electric window closure, electric sports seats for side and lumbar adjustment, central locking, split folding rear seats, 5 speed gearbox, 2 litre turbocharged engine which has covered 72,000 miles, Limited Slip Differential (LSD) and Kenwood radio/CD with additional 10 disc CD changer under the seat.

Modifications

HKS Super Power Flow Filter, De-Cat pipe, 3.5 inch custom made stainless steel exhaust system, Greddy Profec B Spec 2 Turbo boost controller and 60mm Greddy pillar mounted turbo boost gauge. This has safely raised engine power to around 270BHP without the need for any engine modifications.

The car has had a new Borg & Beck 3 in 1 clutch with a lifetime guarantee (£564) and a new radiator (£293.75) in addition to a service history since being imported at 50,000 kms – approx. 30,000 miles. The car also comes with an automatic turbo timer and very attractive Toyota 6 spoke 16" alloy wheels to which the new TOYO T1-R tyres have been fitted. Since I have owned the car (Jan 2005) the following has been spent to create a car suitable for daily use but capable of good performance in any weather when required.



Over £4000 spent in 18 months.

Contact Ken Robson 07753 987028
or email kenrobson@btinternet.com



Club Night Venue The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

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

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

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Reg Palmer has been kind enough to let us have the article below written by local enthusiast Pat Butt.

SPOTLIGHT - PAT BUTT

My family ran a donkey rides business on the beach at Burnham-on-Sea, and, on leaving school at the age of fourteen I was put onto war work using a riveting device, nearly drove me up the wall that did !!

I managed to get away and got a job on aircraft production, building the Bristol Beaufighter, a twin engined attack aircraft. At the end of the war, they began production of prefabs, time to leave.

My father had hoped that I would join him on the beach, but no way. I wanted something a bit faster and got a job at a local garage as an apprentice motor mechanic. Fourteen years there including my two years in the army.

I did three years in the Air training Corp., but when the war was over they did not want us in the RAF at that time. I had several flights including two in a Lincoln Bomber, last series of the Lancaster, also had a gliding course, all before I ever went near a car!

Moving onto another garage in the town I bought my first real car, a 1952 Jowett Javelin, the previous two were my Singer Special and a 1939 Vauxhall 10 doctors coupe (wish I still had that one very rare now).

Two years on I moved again to Highbridge, where a drinking friend on mine had opened a new garage in addition to the garden centre that they owned, and to be managed by an old friend of mine who had previously worked at a small garage near the first one that I worked at, though this garage was owned by a cousin and her husband.

After five years things were not going too well for garage number three, so they got rid of me as a first move, later closing down completely and reverting back to the garden centre.

It was at this time that I joined up with a man who was running a car body repair shop in Highbridge, he had just reached retirement age but did not want to give up although his sight was failing and he could not see to weld like he used to. Five years to the day it lasted, he was old enough to be my father and one Saturday evening he suffered a stroke which finished him. Although he left me the business he never owned the property so I carried on for a while and eventually bought the place, C A Nutt sold it to P A Butt!

So that's where I have been ever since, 31 years, and met 'Maserati' Reg, who came in as a customer.

Now claim to fame -

I saw motor racing at Silverstone in the early 1950's, Mercedes bought over their Silver Arrow F1 cars, all enveloping bodywork 300SLR's - they didn't win. The race was won

by Gonzales driving a Ferrari, 2nd and 3rd were Maserati and the best Fangio could do was 4th, with a lot of the front offside wing missing!

Another year saw the 'Tourist Trophy' race for F1 cars and there was high hopes for the new Connaught cars taking a win.

The front lined up two Connaught's and two Maserati 250F's and when the flag dropped the two Masers stormed into the lead. The first Connaught, driven by Ken Wharton, tried hard to catch up, but the throttle jammed on the pit straight, he hit the bank, took off and came down upright and burst into flames, Ken was OK, sadly he died in Australia.

Later I saw motor racing at Castle Combe, in the early sixties, when there was a rope all the way round the circuit and not very much else!, also saw racing at Whiteburgh (Bristol, 1955) the days of the 'specials' but I do remember an early Porka 356 taking part.

I have built three vehicles in my time, the first was Mike Sucker's Wolseley Special at garage number one and a complete re-body of a breakdown lorry at garage number two. There was of course my Singer Sports, made before the days of glass fibre.

Cars owned today -

Two Alfa suds (both Ti's)

1952 Jowett Javelin

1971 VW Beetle

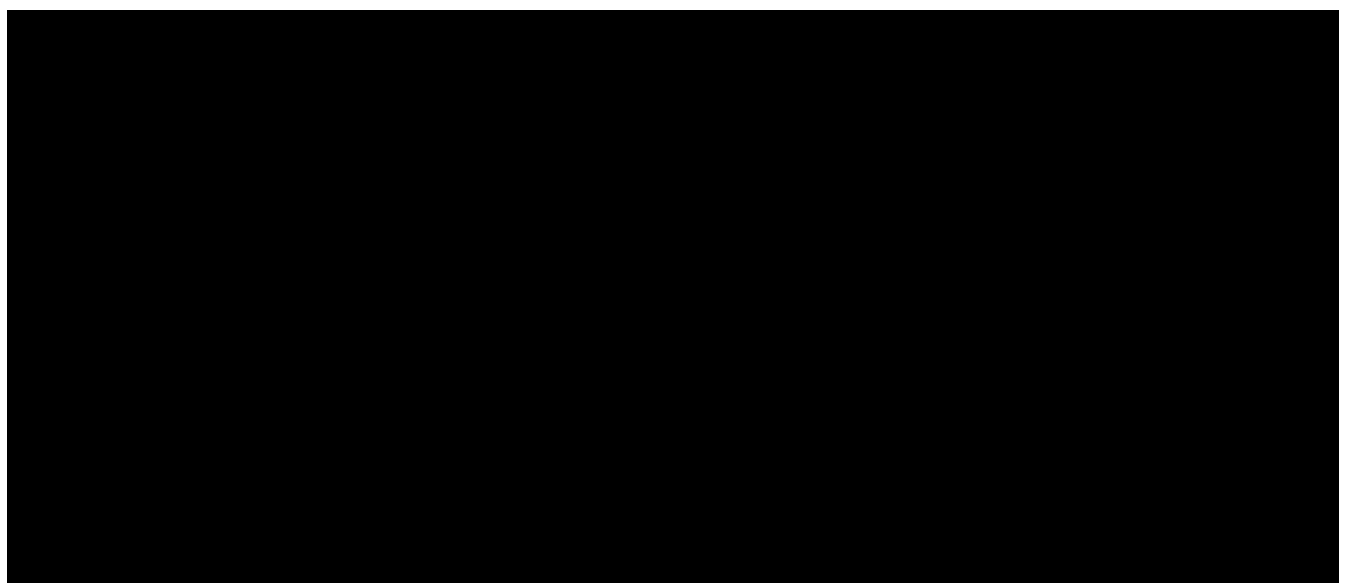
1973 Hillman Super Imp

1993 Suzuki pick up truck

All on the road except on of the Alfa's

P.S

I saw Stirling Moss win the first Grand Prix at Aintree (1969 I think) the first all British win since well before World War II - in a Vanwall.



THE LANDS END TRIAL 2006

The End of an era – By Alan Spencer

Yet again the trusty mini “NAD” had a run on the Lands End trial. After the “did not start” - problems on the Exeter this year the engine has been sorted out – it was timing chain problems – new one fitted and engine runs well – As a class “O” competitor we had to start from North Petherton, south of Bridgewater, with no road section beforehand. Bill now lives in Blandford so on Friday afternoon I drove down to Blandford to spend the early evening with him and Ann before setting off to North Petherton . - He has bought a new Focus “ST” super car – a licence loss for sure - yes I had a go – would make a very good road rally car.

The weather was good and the night was clear the first hills were muddy and a little loose but still ok for steady climbs if you didn't mess about, if you did you failed. “Catsash” - “Up Every” - “Grabhurst Hill” – “Barten Steep” all went well – some of these are older Lands End Hills and have a history, Ruses Mill no tarmac but broken tarmac and slippery with a re-start – trouble here is roll backs at re-start, Mays Hill and into Cardinham Woods near Bodmin. Here we had two hills and a special timed test both hills we cleaned, and low and behold we could not get off the slippery start of the test - “FAIL” - we had cleaned everything and fail the timed test. “No cigar”.

We both had a very good weekend, but Bill who has been beside me through thick and thin is calling it a day and so I've advertised the Mini and its gone to another 7th trialist in Somerset so NAD still lives on. What shall I have next? all singing all dancing Class “8” car in the frame.

See you on the hills.



John & Liz's Summer Treasure Hunt

John Corfield & Liz Bevan

Though technically it was still Spring on 19th June, the Summer weather had come early this year. Liz and I had returned on Saturday 17th from a 2-week holiday having had a very rare week of almost cloudless blue skies walking in the West of Scotland, followed by a second week of sun in the Yorkshire Dales & Moors. So we were understandably a little disappointed that the sky was grey and there was an intermittent light drizzle as we stood outside the Crown and Bathford just after 7pm. However, our spirits lifted almost straightaway as Andy and Simon Moss arrived with Martin Emsley to sign on as the first crew and, by 7:30pm, we had 7 crews ready to go.

When planning the event I'd had it in mind to try the area East of Bath and as Liz lives in Trowbridge we finally chose the Bathford/Box/Corsham area. It was not that easy though to find a route we liked and by the time we felt ready we had driven the whole thing at least half a dozen times over a two month period. Another consideration had been the duration and we elected to go for a 2 hour event so that people could be on their way home a bit earlier than the norm. So it was, on the day, that the crews were given a sheet of instructions and saw that they were faced with 62 clues covering just over 20 miles. I decided not to do the coaching regarding "Read all the instructions first" as I felt that was probably a bit condescending and surely, by now, the crews would have learned the merits of doing this. Wrong!!!! - as you will read later.

Off the crews went, with no questions to us beforehand, so we retired to the comforts of the Crown with a good air of confidence. This confidence started to leave us about 9:15 when no crews had arrived back and we stared out of the pub window eagerly watching any car that pulled up outside. When, by 9:30, no crew had returned we did start to wonder what might have gone wrong but, for the second time that evening the Mosses & Emsley team raised our spirits. Their car sped gracefully around the curve in the road and up to the front door at 9:31pm where I stood ready to clock the time and grab the answer sheet. Over the next 12 minutes the other 6 teams arrived so that all were safely 'home' by 9:45pm - phew!

Going back to my comment about reading the instructions, it seems that the majority of entrants had mentally absorbed the 10pm deadline for being declared "Out Of Time" but not taken due note of the "one point deducted for each minute that you finish after 9:30pm". I gather that this had resulted in a degree of last minute acceleration for most and had contributed in the main to no-one finishing early. Liz did the hard bit of diligently marking and scoring and by about 10pm we had the results. Coincidentally the placing was exactly the same as the finishing sequence and the winning crew was that of "Mosses & Emsley". We had stated that we would deduct one point for each additional crew member above 2 but agreed at the start it would be a bit harsh applying this to young Simon. In the end it fortunately didn't matter as the winning margin was just greater than that one point.

There was only one clue for which the answer eluded all the crews and that was "Play a clean game here?". Most had answered "Cricket" but the correct answer was "Passing Place". There was a lay-by with a large "Passing Place" sign in it and, just below that, was a smaller sign stating "No fouling". Well, you have to have at least one stinker - if you'll excuse the pun.

Many thanks to all who supported the event and the turnout more than repaid the work that Liz & I put in. In conclusion, I think the only thing that could have been better was the whinging at the organisers by the crews in the pub afterwards - not up to its usual standard but maybe that's because I was 'on the other side the counter' that night!? 'Nuff said!

Results:

Place	Finish Time	Score
1. Andy & Simon Moss and Martin Emsley	9:31pm	51.5
2. Alan Spencer and Kieron Winter	9:32pm	50
3. Michelle Rogers and Chris Goodchild	9:33pm	46
4. Martin Baker and Lewis Bird	9:34pm	44
5. Paul and Judith Bird	9:35pm	35
6. Brad Snow and J Worthington	9:41pm	34
7. Mark Astin and Matt Marples	9:43pm	33

Below : Morgan on ACE Classic Tour



Bristol Llandow Sprint 2006

Monday May 29th 2006

A good entry made their way over the Severn Bridge for the 2006 Bristol Llandow sprint.

Following the chance to walk the circuit, the rain arrived on cue just in time for first practice – fortunately only a brief light shower. Despite the threat of further rain things improved significantly for the first timed run, which seemed to be the quickest point of the day, as the sun disappeared by the time most people had their second run.

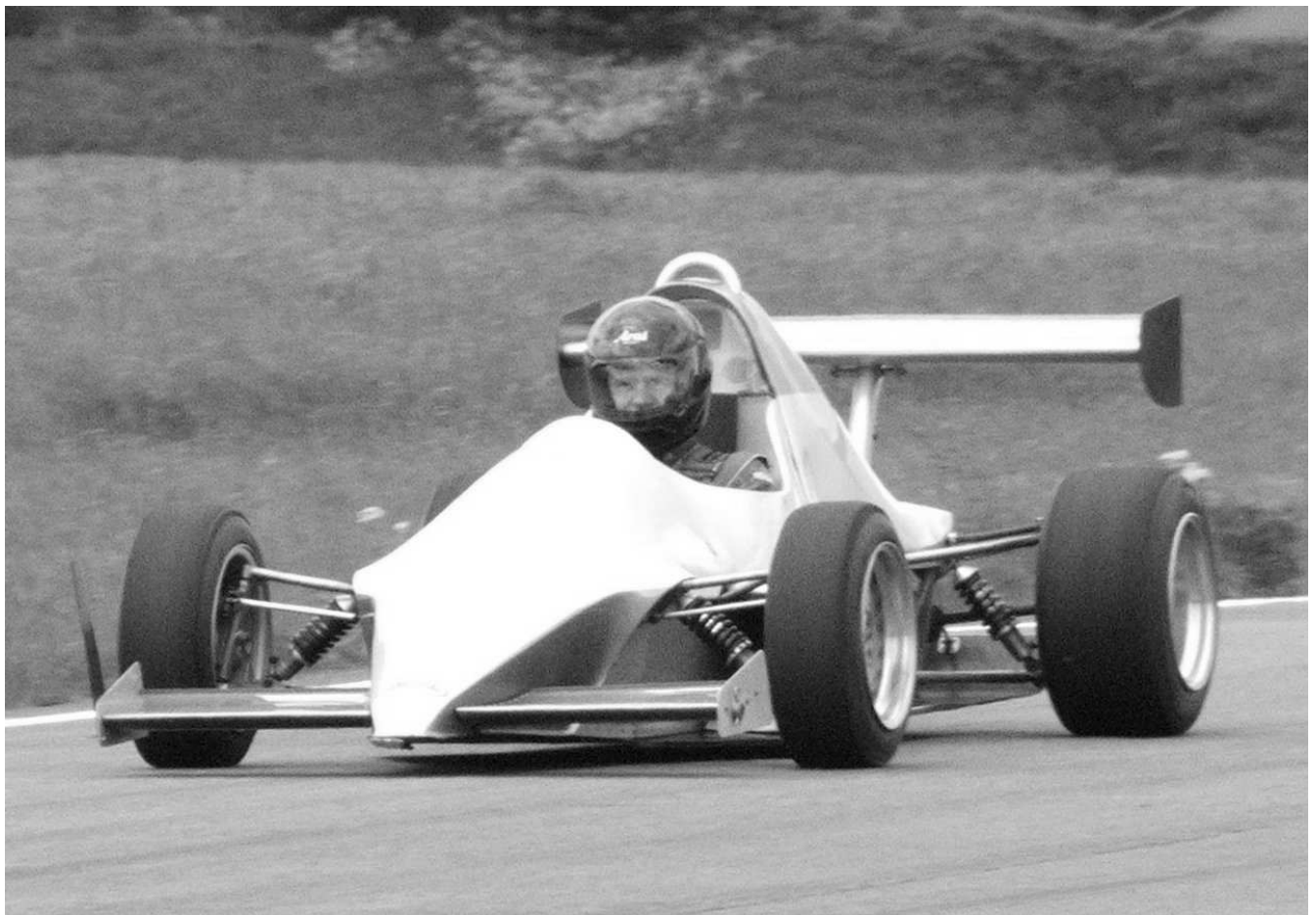
Among the notable entries were Lewis Bird making his debut in the Fiesta Zetec who managed 3rd in class having improved his times steadily before the weather took a turn for the worse. In between keeping an eye on Lewis, Paul Bird managed a very credible 3rd in class in the Elise dominated 1400 to 1800 road production car class.

John and Martin Corfield were out for the second event in the XR2 – John being the quicker of the two but by just 9 hundredths of a second !

FTD went to Kevin Lealan in the Formula Vauxhall Lotus – quickest time here being some consolation for just missing out at Colerne earlier in the month.

Best Pegasus member went to Paul Perkin in the 205 GTI with a time of 80.41.





STRENGTH FROM THE WEEK

By the time this *Wheels* reaches club magazines, two things will have happened. The World Cup will have ended which means that the toy departments in national newspapers (aka the sports pages) will be able to stop giving 98.4% of their space to soccer and revert to their more balanced allocation of only 96.2%. And club contacts will have received a Pack about the National Motorsport Week which runs from 12 to 20 August. OK so 20 minus 12 is more than seven – that's not poor arithmetic but so that it can embrace two weekends.

The Week was thought up by the Motorsport Industry Association and the MSA is fully supporting it. There are times when the interests of the sport and the industry clash, but not in this case because it benefits everyone to generate interest in the sport and, with luck, increase the number of participants and marshals.

Anyway, the Pack included a Q and A covering likely questions about the Week, as well as a sample of the logo created for it – it's hoped that clubs will use this for any events happening during the Week.

Also in the Pack was a revised guideline for the Motor Club Manual on promoting a club. Although the Manual has

been around for quite a time (and is on the MSA website) maybe not all clubs realise that it has guidelines on virtually every aspect of running a club. As feeding the media plays a key part in club promotion, the Pack included three draft press releases for clubs to tailor then use locally. I say 'tailor' because the Week offers a good opportunity for clubs to highlight the part they play in their local communities (and maybe help them win Club of the Year too).

Finally, the Pack had draft scripts for talks on motorsport. Many social groups struggle to find speakers, which means that opportunity could be knocking in this area. If we want to gain access to venues, if we want to get our share of any local sport funding, if we want to get the same coverage in newspapers as other local activities, if we...well, if we want to achieve a lot of things we have more chance the better known motorsport and motor clubs are. If we huddle in our sometimes blinkered world and assume everyone is agin us, we may be missing out. If people get to know us they may even like us.

As a small example, many of the entrants in the 2007 Peking to Paris had a training weekend near me recently (I guess it was felt that the deprivation in the

Cotswolds would prepare them for the Gobi Desert). I leafleted our village and 20% turned out to watch the amazing machinery and cheerful crews. I think it left everyone with a kinder view of our sport and this in an area where there is a contentious motorsport planning issue rumbling on. I suspect it also left them with the view that we're all mad, but we knew that anyway.

Let's keep things in perspective. The Week isn't going to help us leapfrog soccer in the public's psyche. But it can only help the sport and it's therefore worth supporting. As well as the MSA website, more details are on www.nationalmotorsportweek.co.uk where incidentally you should register any events being run to help build momentum.

Stuart Turner



COD FILLET QUIZ

1. Which British record breaking car was called the Humbug?
2. Which MG Midget (only 8 built) had a 746 supercharged engine?
3. What British car first made in 1934 had a 'Nordic Wings' emblem on the radiator?
4. Which prototype sports cars were called Zoom and Zest?

ANSWERS ON PAGE iv

MSA *news*

Minister hosts ANICC

The important contribution motor sport makes to the local economy and to the lives of people living in Northern Ireland was highlighted at a special reception hosted by Secretary of State Peter Hain MP for members of the Association of Northern Ireland Car Clubs at Hillsborough Castle in May.

Each of Northern Ireland's 33 car clubs was represented at the high-profile reception.

"Motor sport makes a major contribution to the lives of people in Northern Ireland," emphasised the Secretary of State. "It not only brings excitement to the spectators who follow the various sports and great pride to those involved in organising and competing, it also brings significant financial benefits to the local economy and beyond."

National Motorsport Week

National Motorsport Week, an initiative developed by the MSA with the Motorsport Industry Association (MIA), will run from 12 to 20 August 2006.

National Motorsport Week is an excellent opportunity for clubs to promote themselves within their community and an information pack has been sent to all clubs to provide guidance on how each club can publicise its involvement in the Week. Visit www.msauk.org for more information.

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Club of The Year Award

The Alexander Forbes MSA Club of the Year Award has been awarded annually since 1993 and this year's competition gives another opportunity for clubs to win the top prize of £1000 plus the prestigious Alexander Forbes Trophy and other benefits. There are second and third prizes of £500 and £250 respectively, with commemorative awards.

This year, clubs are being screened initially based on the way they have promoted themselves in the past 12 months, including any support given to the Volunteers in Motorsport project and National Motorsport Week.

Entry to the first stage of the competition is by nomination by a Regional Association to the MSA by the 1 October 2006.

Marshal of The Year Award

With the help of Alexander Forbes Motorsport Risk Management Services, the MSA will again present a Marshal of the Year award at its Night of Champions in January 2007. The award will recognize excellence from any or all disciplines of motor sport.

If a club has a nomination, it should be submitted to its Regional Association for consideration as soon as possible – with a brief summary of the reasons for the nomination.

Clubs who are not active members of a Regional Association or who are based in remote locations (eg offshore islands) may send nominations directly to the MSA, marked for the attention of Allan Dean-Lewis, Head of External Affairs.

REGIONAL COMMITTEE

The first meeting under the new Chairmanship of Nicky Moffitt commenced with an update by Kevin Pay and Allan Dean-Lewis of the MSA's proposed child protection procedures.

Ian Davis reported on changes to DEFRA guidelines and definitions affecting byways, land access and land use.

The Chairman raised a number of 'grassroots-related' issues, including a paper produced by Graham Stoker, Alan Gow's proposed review of the Blue Book and the value of 'Wheels'.

Colin Hilton covered a wide range of topics in his report including recent changes to the MSA Board and Council, the 'MSA Roadshow', talent development, the extended Wales Rally GB sponsorship deal, 'credit-card' type licences, Volunteers in Motorsport funding, and the on-going transfer of Route Authorisation from the RAC to the MSA.

Allan Dean-Lewis reported recent Club Development Fund grants including assistance with two new rescue units, and gave advance notice of the 2006 Alexander Forbes Club and Marshal of the Year awards.

The Chairman gave details of the 'National Motorsport Week' and received the Committee's full support for the venture.

The three specialist Committee delegates drew attention to items discussed at recent meetings of the Rallies, Off Road and Safety Committees and details of regulatory changes proposed by various other specialist groups were reviewed and generally accepted.

Inter-Association events were reviewed and discussed. Details of forthcoming events are available from individual Associations.

KARTING

Commercial karting in the UK far outweighs the numbers for MSA karting and for many this is their first step in motorsport.

A recent survey revealed that commercial kart centres total over 140 evenly split between outdoor and indoor tracks.

Variation is considerable in terms of track lengths. The indoor tracks are of course limited by the size of warehouse, etc and normally you would expect to find a couple of hundred yards. Out of doors anything from 200 yards to 1100 yards (and occasionally more) is available throughout the country. The majority of these venues cater for corporate and leisure activities so there are likely to be public viewing areas, cafeteria facilities and so on.

A number of circuits cater for both MSA permit and non MSA events such as Buckmore Park, Rye House, Sandown Park and Warden Law where you can try toe dipping before committing to the more serious side of karting. Club 100 is also an example of the commercial side of karting where you don't have to commit to buying all your own equipment but can have good fun in a competitive atmosphere.

There is no governing body, but the National Karting Association (NKA) does have a sizeable membership and represents interests on matters like health and safety. A comprehensive code of practice is in place which members are expected to adhere to.

More information about the NKA and its member tracks can be found at www.nationalkarting.co.uk. Information on getting an MSA kart licence is available on www.msauk.org and for more on training, schools, etc see www.arks.co.uk. Also see www.karting.co.uk for more information on all forms of karting in the UK.

AUTOSCENE



REVIEWS FROM



LOTUS ESPRIT - THE OFFICIAL STORY

ISBN I 902351 24 X

Jeremy Walton, Coterie Press, £34.95

This book, continuing Coterie's overriding penchant for all-things Lotus, follows the familiar 30cm² hardback format with 200-plus pages and more than 500 illustrations. And, following the recent death of the 'proper' Esprit (the car that owed something to the mid - '70s backbone-chassied spaceship rather than merely recycling the ubiquitous Elise platform), this release is timely and fascinating. With foreword by Mike Kimberley, an unsurpassed range of renderings, brochures, photos and ephemera, plus plenty of insider info all brought together by a journalist who was on the ground for the entire production of the car, it really is a comprehensive project. Signed, boxed and limited editions are also available, but the standard version is the real steal.

COSWORTH AND FORD - THE ROAD CARS

ISBN I 86126 838 6

Graham Robson, Crowood, £19.95

This explores the Mike Costin/Keth Duckworth company and its inextricable link with the blue oval. The subhead *The Insider's View* hints at the luminaries Robson has talked to and there are quotes from, among others, the late Duckworth and Walter Hayes - linked by easy-reading but informative text.

Inevitably, the book concentrates on volume-production road cars such as the Sierra and Escort Cosworths, but covers

everything from modified 105Es to 24-valve Scorpions and the firm's absorption into Ford in 1998, plus panels covering technical data, people, places, performance and interesting facts in greater detail. Tired design doesn't do it any favours, and for £20 we'd expect better reproduction and more generosity with colour than eight middle pages dominated by press shots. Still, it's an excellent introduction to Ford's most exciting models.

KARL MAYBACH - HIS ENGINES AND AUTOMOBILES

ISBN I 933123 01 X

Harry Niemann, Mercedes-Benz Classique Car Library, \$49.95. See

www.classiquecarlibrary.com

The relaunch of the Maybach marque has required DaimlerChrysler to educate potential buyers to the history of this legendary German firm and its brilliant namesake. This stylish 187-page history by Dr Harry Niemann, head of corporate archives, was first published in German in 2004 but, primarily for the US market, it now has an English text. As you'd expect, it's a quality production covering the Maybach engine applications including early airships, GrafZeppelin, tanks and locomotives, as well as the exclusive cars made from 1921-'41. The text is a little dry but it's packed with facts including spec boxes on models and engines, plus impressive appendices and bibliography notes. Far more than a promotional puff for the new cars, this stylish book should be sought by anyone interested in German engineering.

MARSHALS POST

by the BMMC |

Technology is what motorsport is all about.

Even if your preference is for historic machinery, you can be sure that, in their day, those cars were at the leading edge of technological development.

In the distant past, the technology was focused on making cars go faster and further. More recently, some of the technological development has been focused on safety.

The HANS device is the most obvious example – designed to prevent neck injuries by restricting movement of the head in a crash.

Its mandatory use in Formula 1, Indy Car – where it originated – and the World Rally Championship is encouraging its use in other formulae.

But, how many people have heard of the Hutchens, D-Cel, R3

and Simpson Devices – all designed to provide similar protection without – with the exception of the R3 – involving chunky lumps of carbon fibre?

Given the FIA approval for the HANS, these other devices may not make it across the Atlantic in any great volume, but, if they do, marshals will need to know about them and whether there are any special issues linked to assisting drivers who may be wearing them.

Of greater concern is another new development – the spread of the use of removable seats which double as spinal immobilisation devices.

The seats, pioneered by Sir Jackie Stewart in Formula 1, are another important safety device – but who knows they are now being installed in British Formula 3 cars? Not marshals and not Rescue Crew until a throw away line appeared recently in the motoring press.

There are three issues with removable seats – you need a special kit, with straps, karabiners

and a head support to remove them, you need special training and you have to ensure the seats are installed correctly.

At least one F1 team has, in the past, bolted the seat to the monocoque – which rather defeats the purpose – and the way the seat belt harness is fed through the seat can also prevent it being removed in the way the designers intended.

Safety innovations are great – but, whether it is teams, championship organisers or governing bodies that introduce them, it's important to remember that the people who will be first on the scene, responding to an accident, need to know about them too and be provided with the training and equipment to deal with them.

QUIZ ANSWERS

1. MG EX 135 (Capt G Eyston)
2. The Q type
3. Jensen
4. Triumph (circa 1960)



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

Bristol Pegasus Motor Club

2006 EVENTS CALENDAR

Note : Recent changes are shown Bold

January	Monday	9 th	Club Night
	Friday	27 th	Nav Ex
February	Monday	13th	Club Night
	Friday	17th	Nav Scatter
March	Monday	13th	Club Night
	Friday	31st	Nav Ex
April	Sunday	9th	Production Car Trial
	Monday	10th	Club Night
	Saturday	29th	Italian Car Day
May	Monday	1st	The Wessex Sprint
	Monday	8th	Club Night
	Monday	22nd	Treasure Hunt
	Monday	29th	Bristol Llandow Sprint
June	Sunday	4th	ACE Classic Tour
	Monday	12th	Club Night
	Monday	19th	Treasure Hunt
July	Monday	10th	Club Night
	Monday	24th	Treasure Hunt
	Saturday	22nd	Rally Day Castle Combe
	Saturday	29th	Frenchay Vehicle Show
August	Saturday	12th	Castle Combe Track Day
	Monday	14th	Club Night
	Monday	21st	Treasure Hunt
	Monday	28th	Bristol Two Club Sprint
September	Monday	11th	Club Night
	Sunday	24th	Autotest
October	Monday	9th	Club Night
	Friday	13th	Nav Scatter
	Saturday	21st	The Pegasus Sprint
	Saturday	28th	Stroke Association Day
November	Monday	13th	Club Night
	Friday	17th	Nav Ex
	Thursday	23rd	Karting Endurance Challenge
December	Friday	1st	Nav Ex
	Monday	11th	AGM