

Backfire

July 2007



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

**Cover : The 2007 ACE Classic Tour
Lunchtime stop at Laycock Abbey - Photo : Andy Moss**

Bristol Pegasus Motor Club Events Calendar 2007

Below is the latest update of the 2007 club calendar

Recent Date Changes are shown **BOLD**

DATE		DAY	EVENT	VENUE
Jan	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jan	26th	Fri	Nav Ex	Chepstow
Feb	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Feb	16th	Fri	Nav Scatter	Gordano Services J19 M5
Mar	3rd	Sat	BMC/BPMC Skittles	Hambrook Club, Whiteshill Common
Mar	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Mar	16th	Fri	Nav Ex	Announced in time for the event
Mar	17th	Sat	Marshal's Training Day	Wheatsheaf Inn, Winterbourne, 10am
Fri	23rd	March	Historic Motorsport Show	Stoneleigh – Club trip by Minibus
Apr	15th	Sun	PCT	Lower Grove Farm
Apr	16th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	7th	Mon	Wessex Sprint	Colerne Airfield
May	14th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	21st	Mon	Treasure Hunt	Announced in time for the event
May	28th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
Jun	10th	Sun	ACE Classic Tour	Wiltshire Route starts at BAWA Filton
Jun	11th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jun	18th	Mon	Treasure Hunt	Announced in time for the event
Jun	30th	Sat	BMC CC Sprint	Castle Combe Race Circuit
Jul	9th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jul	23rd	Mon	Treasure Hunt	Announced in time for the event
Aug	13th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Aug	18th	Sat	Castle Combe Test Day	Castle Combe Race Circuit
Aug	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	27th	Mon	2 Club Sprint	Colerne Airfield
Sep	8th	Sat	BPMC Autosolo	Chepstow Race Course
Sep	10th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Sep	29th	Sat	Club Visit	Duttons Bugatti & Heritage Museum
Oct	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Oct	20th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	26th	Fri	Nav Scatter	Announced in time for the event
Oct	27th	Sat	Stroke Association Day	Castle Combe Race Circuit
Nov	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Nov	16th	Fri	Nav Ex/Sc	Announced in time for the event
Nov	22nd	Thur	Karting Challenge	Raceway
Dec	7th	Fri	Nav Ex/Sc	Announced in time for the event
Dec	10th	Mon	BPMC AGM	Wheatsheaf Inn, Winterbourne, 8:30pm

Monday 9th July

BPMC Club Night

Wheatsheaf Inn, Winterbourne,
8:30pm.

An informal club night – come along for a drink and a chat. We meet in the function room.

Wednesday 18th July

Additional Club Night

John Allison

Jaguar Formula One Talk

John Allison will give us a talk on his days as the Operations Director of the Jaguar Grand Prix Formula One team. This will be an opportunity to hear about the running of a Grand Prix team from someone who did not come from a motorsport background.

Wednesday 18th July, 7.00 pm at the Wheatsheaf

Saturday 21st July

Frenchay Motor Show

The Club will once again be supporting the Frenchay Motor Show at Frenchay Hospital on the afternoon of Saturday 21st July. If you have a Classic Car, a Competition car or an interesting or unusual car then please talk to John Corfield who will be coordinating the club stand and cars. John can be contacted on tel: 01225 755911.



Monday 23rd July

Treasure Hunt

David Adams is organising the treasure hunt on 23rd July.

There will be 50 questions all of which David tells us can all be seen from inside a steamed up Land Rover (He wasn't getting out for fear of drowning or getting blown away when setting the event in the recent wet weather). The event is set on map 172. Start will be at 7:30pm at the lay-by (667 642) on the B3116 near Burnett, just south of Keynsham.

Monday 13th August

BPMC Club Night

Wheatsheaf Inn, Winterbourne,
8:30pm

Saturday 18th August

Castle Combe Track Day

At the time of writing there are only a handful of places left for the event. The booking forms for this year's event which is being held on Saturday 18th August; are available on the web site. Those who do not have access to the web should contact Kieron Winter (tel: 01275 373363) who will post out the booking form.

Monday 20th August

August Treasure Hunt

Kieron Winter and Alan Spencer organise the August treasure hunt. The event will start at the usual time of 7.30pm from the Services at Gordano on the M5. The route will be a circular trip to finish at the nearby Rudleigh Pub in time for a drink and a chat.

Monday 27th August

Bristol Two Club Sprint Colerne Airfield

The Regulations for the Bristol Two Club Sprint have now been issued and can be found on the web site. Those who do not have access to the web should contact Kieron Winter (tel: 01275 373363) who will put a set in the post.

Marshals are also required for this event, if you have not filled in one of the marshals booking forms to confirm your availability, then please contact Bob Hart (tel: 0117 9409772), the Chief Marshal, who will be very pleased to hear from you.

Saturday 8th September

BPMC Autosolo

The club are pleased to announce we have secured a venue and will be running an Autosolo event on Saturday the 8th of September. We are lucky enough to have been able to secure the use of Chepstow race course for the event, which is an excellent venue and only 20 minutes journey from the Almondsbury interchange junction of the M4/M5.

The venue offers a number of options to us for running events, and our first Solo there will make use of an area that includes both tarmac and internal roads within the Racecourse site. This layout offers us something a little different and looks great fun.

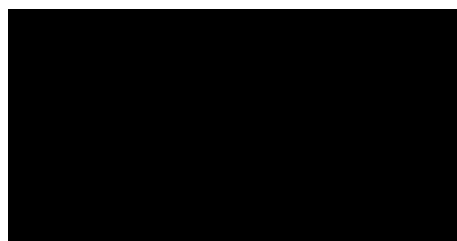
Invitation Events

Sunday 29th July

BMC Autotest Weston Airfield

We have received an invitation to the Bristol MC Autotest at Weston Super Mare Airfield on Sunday the 29th July. Regs are available from the website or contact Paul Parker Tel: 01275 843478 or Email: britishsprint@paulparker.f9.co.uk

The event costs just £15 to enter and starts at 10am.



CLEARANCE SALE Bristol Pegasus Cloth Badges

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



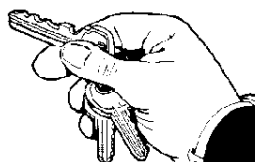
Clearance Special Cost only £1.50 - Send a cheque + Stamped Addressed Envelope payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH.

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

Chairman's Chat

By Kieron Winter



Following on from last month's column, the weather turned out fine for Llandow. We saw the rain clouds pass close to the circuit with only a few spots coming our way, this was all very welcome for those of us who were out in the elements at the Wessex Sprint.

A word of thanks must go to the two Martin's – Emsley and Baker. From the new Control Tower at Llandow they ran the event ensuring the cars were released onto the course without delay, but more importantly with safety. They had to cope with a few timing problems that meant drivers were asked to take re-runs mixing up the cars, but they managed to keep baulking to an absolute minimum. Well done guys, a very professional job.

The other two hard workers on the day were Nick Wood and Ali Gordon who pushed all the entrants up to the start line for two practice and three timed runs. You should have seen the look on Nick's face as the Volvo came round again; all that Swedish steel takes some shoving!

Congratulations to those club members who picked up Class awards, especially Martin Corfield who beat the old man to collect his first trophy and the first for the Fiesta XR2.

I went along to the start of the ACE Classic tour and had a good opportunity to look at the 30 plus cars that enjoyed the run over to



Photo: The Corfield Xr2 on the start line at Llandow Wiltshire and back. Well done to the organisers who laid on an enjoyable event for the entrants and raised money for this year's charity, S.A.R.A (Severn Area Rescue Association).



Photo : Start of the 2007 ACE Classic Tour
Last month you will have read about the Auto Solo that will be run at Chepstow Race Course in September. Thanks go to Martin Emsley and Andy Moss for the work they have done in finding the venue. Bristol Motor Club were the first to run Auto Solo in this country with their event at Aust Services a few years ago and several of our members took part and enjoyed the event. After a few years break due to the lack of a venue, they ran an event earlier this year at Weston, and it proved a success.

The Committee decided that this type of event should be encouraged as a

perfect grass roots motorsport event and so we will be running our first Solo event in September. Please support this event, all you need is a road registered car and your club card, no race-suits, no helmets, no MSA licence and no putting it into reverse (unless you go wrong of course!). Martin Emsley will be Clerk of the Course and he will be sure to lay on some interesting courses taking advantage of the natural layout of the venue.

Readers of Autosport or Motorsport News will have seen the dramatic pictures of Duncan Pittaway being thrown out of his GN Vitesse at a VSCC race at Oulton Park. Duncan was knocked unconscious and taken to hospital. I understand he was out the following day with a shoulder injury. The club wishes him a speedy recovery.



Photo: Duncan at Oulton Park before his accident

As I write this I have just returned from the British Race Day at Castle Combe. The Castle Combe Saloon Car Championship saw Barry Squibb score his first victory in the series as he kept his Mitsubishi in front from the start. After making his competition debut in his Seat Ibiza Cupra R at last year's Pegasus Sprint, Tim Hanlon had his first race in the series. He qualified on the

second row and was the leading two wheel drive car until a few laps from the end, when he was passed by Mark Wyatt and finished second in class.



Photo: Tim Hanlon in Cupra R at 2006 Pegasus Sprint

In the Special GT race Bob Bull's son Oliver was out in a Mallock Mk34, but scored a DNF. There was a heavy downpour just before the Caterham race and the cars were very cautious in the early laps, but as the track dried one or two took their chances and within two laps we had three cars in the Quarry Corner barriers!

The Mini races were also fun; the Mini Se7en Challenge reminded why I have loved watching these cars over the years, at one point at Quarry it was as if oil had been spilled, as cars were shooting all over the place, with some very near misses.

We have organised an extra club night when we invite John Allison along to give us a talk about his days as a Director of the Jaguar Formula One Grand Prix team. The talk will begin at the earlier time of 7.00 pm, so there will be time for a beer and a chat after the talk. Please put Wednesday 18th July in your diary and see you at the Wheatsheaf.

Clubmans Championship 2007

Up to the May Treasure Hunt

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
19.54	Chris Goodchild	1	5	Yes
16.99	Paul Bird	2	5	No
16.25	Mark Astin	3	4	Yes
15.57	Martin Emsley	4	5	Yes
14.63	Matt Marples	5	3	No
13.38	Andy Moss	6	4	Yes
11.33	Alan Spencer	7	4	Yes
9.38	David Adams	8	2	No
9.08	Kieron Winter	9	3	Yes
8.38	Howard Johnstone	10	3	No
7.68	Nick Wood	11	3	No
6.50	Martin Baker	12	2	Yes
5.58	Toby Harris	13	1	No
5.38	John Mearns	14	1	No
5.38	Tony Thorp	14	1	No
5.36	Ken Robson	16	2	Yes
5.17	Michelle Rogers	17	1	No
5.00	Ian Cameron	18	1	No
5.00	Mark Roberts	18	1	No

Marshals Championship 2007

Up to the May Treasure Hunt (Excluding Wessex Sprint)

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
2	Andy Moss	1	1
2	Andy Rigler	1	1
2	Dick Craddy	1	1
2	Lewis Bird	1	1
2	Mal Allen	1	1
2	Martin Baker	1	1
2	Tim Murray	1	1
1	Kieron Winter	8	1
1	Mark Astin	8	1

The Chewed and Rewed Treasure Hunt 21st May 2007

Event Organised by Lewis Bird and Martin Baker

Report by Martin Baker

First, a word regarding the title of this event. The start was in Keynsham, the town at the mouth of the River CHEW. The route then took in Queen Charlton, the very bottom of Whitchurch, Norton Malreward, North Wick, East Dundry, CHEW Magna, Stanton Drew (crossing the River CHEW to get there), CHEW Magna (again), CHEW Valley Lake, CHEW Stoke (are you getting the idea yet?), Littleton, Hounsley Batch, Regil, and Winford to a finish at Felton, which is a wonderful place for plane-spotters. The “Rewed” bit – well, read it as “rude”, as some of the answers to the route questions fell into this category. Not that we set out with this intention – honest! – it’s just surprising how many cocks, nuts, tits and asses can be found in this part of North Somerset if you look hard enough!

The event attracted six starters, including two new members on their first proper encounter with BPMC. Kieron and Spence were out in the newly acquired DPS, which might have been fun if it had rained... As it was the weather remained kind, and the “Special” came into its own when it came to climbing up banks to negotiate oncoming traffic. We didn’t ask for any treasure to be collected this year, the trade-off being questions located on obscure bus-stops and grit bins/pipeline markers partly hidden by the undergrowth.

Having set our competitors on their way we set off for dinner at the finish pub, the George and Dragon, no longer under the stewardship of ex-Rovers player Stuart Taylor as it was when last visited many years ago. We shared the restaurant with a small birthday party who were engaged in a wide ranging discussion on a vast variety of trivia. We were able to contribute to the debate about the Charlie Drake version of “Please Mister Custer” being a cover, but nobody could remember who recorded the original, sadly.

After an eventual dinner we retired to a sort of lounge area to await our crews. They all arrived within the time limit, so no penalties incurred for lateness. There were the usual complaints about visibility and accessibility of clues, especially the very small safety notice on the tank at Hounsley, together with the expected smattering of insults. We learnt that very few people can read a bus timetable, and some can’t deduct 1,828 from 2,007. However, although it was close at the top, we got a result, and as ever, awarded prizes obtained from a well-known retail chain. Scores (out of 138) and positions were –

1	Michelle Rogers/Chris Goodchild	99
2	Alan Spencer/Kieron Winter	96
3	Paul & Judith Bird	82
4	Steve Bennett/Sarah Leat	71
5	Nick Wood/Cherry Robinson	51
6	Martin Emsley/Wayne Manton	42

Members Cars

Dave Cutcliffe

Van Diemen DC93M 2000cc



Dave in the Van Diemen at Colerne

Many members will have enjoyed Dave Cutcliffe's exploits in the British Sprint Championship in his single seater Van Diemen - with his performances at Colerne always being very entertaining.

Dave has owned the Van Diemen for 18 years, having travelled "up north" to purchase it - apparently the main criteria when buying it was that it was cheap !!



Aerodynamic mods are easily spotted

Prior to owning the Van Diemen he owned a Lotus 7.

The car has used a modified Cosworth BD engine for many years and runs on Methanol. Dave has also designed and fitted quite a few aerodynamic mods, including ground effect tunnels and a raised front wing.

The car has very little ground clearance "the floor would be ripped if running over a pebble". Next year he is hoping to run a Turbo charged 1300cc Bike Engine, which should be very impressive.



Dave in action through turn seven at Colerne
Photograph by permission of Steve Wilkinson - Copyright retained

Dave says his favourite thing about the car is that it "hurts his neck when cornering" - his least favourite part of owning it is the number of man hours required to turn the car around between events.

Many club members are looking forward to seeing the Van Diemen and Dave back in action - his exploits have been missed by many of us during the engine transplant.



Mendip Tour 2007

By Andy Moss

Back in February I visited the Bristol Classic Car Show - among the stands was one for the "Classic and Historic Sports Car Club" - A local club for Classic Cars covering the area mainly South of Bristol. Among the events they organise was a classic run which looked good fun.

I picked up an entry form and sent it in - before long the summer had arrived and it was the first event of the year in which I would take my Rover 2000 - The Mendip Classic Tour.

The car had spent most of the winter in the garage and as usual this meant that there were a few things to sort out. A new battery had the car started and running and I hoped to give it a quick clean up before the event - however the weather had different ideas and it was wet in the days leading up to the event.

Things were no better on the day of the event - and it was was wet when we set off for the start at Cadbury Garden Centre near Congresbury. Despite the weather the entry was good with around 100 cars gathered. However viewing them was not much fun in the pouring rain.

The lunch time stop was at the Fleet Air Arm museum at Yeovilton - The plan was to have a nice picnic lunch - however we ended up stuck in the car avoiding the rain for much of the time.

A special mention must go to the Austin 7 special - a car that we had seen on our production car trial in much better weather, just a few weeks before.

If driving conditions were bad in our "tin top" you had to feel sorry for the crew of this car with no roof, screen or wipers. They did keep going though and earnt their refreshments at the end of the event.

The run finished on the lawn of Wells Cathedral - another location that would have been superb in nicer weather. By then it had stopped raining and we had the chance to look around the cars before going off to the town hall for refreshments.

Following a quick look around Wells, made all the more entertaining by trying to spot the locations made famous in the recent film "Hot Fuzz" which has made Wells even more famous throughout the world. A great social day out despite the weather.



Duttons Bugatti and Heritage Motor Museum Visit

Saturday 29th September 2007

Morning - Ivan Dutton Bugatti Specialist



We are privileged to be offered a full guided tour with behind the scenes access at Ivan Dutton Ltd. the renowned Bugatti Specialist. Duttons are extremely active today with customers from all over the world coming to them to restore their Bugattis and prepare them for Historic Motorsport Championships.

Duttons adopt the same exacting standards with their standards of workmanship and parts they fit and consequently manufacture a range of high quality components identical to those produced by Bugatti at the Molsheim factory. Duttons also service and maintain post war sports cars and racing cars other than Bugattis in response to requests from existing customers.

We will be taken around by Tim Dutton himself who will be able to impart all of the history of this fascinating and unique company. Duttons do not normally offer tours to clubs and are opening their doors exclusively to the BPMC so this really is a once in a lifetime opportunity. More details of this unique company can be found on their website www.duttonbugatti.co.uk.

Afternoon - Heritage Motor Centre - Gaydon

The Heritage Motor Centre is being refurbished this summer with all of the work completed in time for our trip. The Heritage Motor Centre is unique in offering so much British motoring history in one place. Famous marques such as Aston Martin, Austin, Austin Healey, Lagonda, Metropolitan, Mini, MG, Morris, Riley, Rover, Standard, Triumph, Vanden Plas, Wolseley and many other are catered for by this fascinating museum. Their extensive records from the heyday of British motor manufacturing are second to none and they can supply you with a Heritage Certificate for most Classic British Cars.

We have a Guided Tour booked for 2:15 p.m. after that you are free to spend time doing your own thing where the more adventurous can pay to ride on the Land Rover 4x4 Experience or go Karting. More information can be found on their website at www.heritage-motor-centre.co.uk

Booking and Prices The cost of the trip including the minibus is £10 per place which has been subsidised by the BPMC. We only have 17 spaces on the minibus available on a first come first served basis so please book with Ken Robson on 07900 007747 or email kenrobson@btinternet.com



Bristol Pegasus Fantasy Formula One 2007

Positions after Positions after US GP

Updated By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1=	Alex Wooldridge-Smith	Hamilton	Massa	Ferrari	McLaren	Ferrari	1064
1=	Jonathan Prestidge	Hamilton	Massa	Ferrari	McLaren	Ferrari	1064
1=	Rex Meaden	Hamilton	Massa	Ferrari	McLaren	Ferrari	1064
4=	Bruce Graham	Alonso	Hamilton	BMW	Ferrari	Ferrari	935
4=	Kieron Winter	Hamilton	Massa	McLaren	Renault	Ferrari	935
6=	Dick Craddy	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	891
6=	Helen Davies	Hamilton	Raikkonen	Ferrari	McLaren	BMW	891
6=	Mark Elvin	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	891
9	Lynn & Mark Lewis	Alonso	Hamilton	Ferrari	Toyota	Ferrari	876
10	Rizwan Ishaq	Hamilton	Massa	Ferrari	Red Bull	Ferrari	856
11	Martyn Davies	Massa	Raikkonen	Ferrari	Super Aguri	Ferrari	796
12=	Andrew Moss	Coulthard	Hamilton	Ferrari	Renault	Ferrari	786
12=	Rob Crossland	Massa	Raikkonen	Ferrari	Toro Rosso	Ferrari	786
14	David Bray	Alonso	Kubica	BMW	Ferrari	Ferrari	781
15	Ken Robson	Alonso	Massa	BMW	Ferrari	BMW	780
16	Tim Murray	Alonso	Kubica	Ferrari	McLaren	BMW	778
17	Paul Bird	Alonso	Kubica	BMW	McLaren	Mercedes	775
18	Mary Craddy	Alonso	Rosberg	BMW	McLaren	Ferrari	763
19	Simon Moss	Alonso	Hamilton	Ferrari	Renault	Honda 2	734
20	Mike Marsden	Alonso	Massa	BMW	Ferrari	Toyota	721
21	John Page	Heidfeld	Wurz	Ferrari	Renault	Mercedes	716
22	Joanna Prestidge	Hamilton	Raikkonen	Ferrari	Toyota	Renault	706
23	Lewis Bird	Hamilton	Kovalainen	BMW	McLaren	Renault	705
24	Ann Farrow	Alonso	Kubica	Honda	McLaren	Ferrari	694
25	Tom King	Button	Massa	Ferrari	Toyota	Ferrari	691
26	Arthur Tankins	Button	Raikkonen	Ferrari	Williams	Ferrari	686
27	Chris Lewis	Alonso	Button	Ferrari	Red Bull	Ferrari	665
28	Kathleen Bray	Alonso	Raikkonen	McLaren	Red Bull	BMW	651
29	Richard Reynolds	Fisichella	Schumacher	McLaren	Williams	Ferrari	624
30	Paul Draper	Button	Kubica	Ferrari	McLaren	Renault	619
31	Pete Stowe	Alonso	Webber	BMW	McLaren	Renault	617
32	Toby Harris	Fisichella	Hamilton	Ferrari	Red Bull	Renault	607
33	Martin Emsley	Alonso	Button	Ferrari	Williams	Renault	598
34	Caroline Meaden	Alonso	Webber	McLaren	Williams	Renault	597
35	Audrey King	Hamilton	Speed	McLaren	Spyker	BMW	579
36	Joe Robson	Alonso	Raikkonen	Ferrari	Red Bull	Renault 2	572
37	Martin Baker	Fisichella	Webber	McLaren	Toyota	Ferrari	570
38	Charlie Emsley	Alonso	Barrichello	Renault	Red Bull	Mercedes	548
39	Bill Farrow	Raikkonen	Schumacher	Ferrari	Toyota	BMW	535
40	Donny Allen	Fisichella	Raikkonen	McLaren	Williams	Renault 2	514
41	Roy Hancock	Alonso	Button	Honda	McLaren	Toyota	472
42	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	447
43	Elisabeth Lewis	Alonso	Raikkonen	Honda	Toro Rosso	Renault	441
44	Judith Bird	Alonso	Button	BMW	Renault	Renault 2	407
45	Sharon Reynolds	Schumacher	Webber	Ferrari	Williams	Honda 2	386
46	Mal Allen	Button	Coulthard	Ferrari	Renault	Honda	385



Castle Combe Day Raffle

Diabetes UK raffle to be held at the Castle Combe day on 18th August



As usual we will be holding a raffle in aid of charity at our Castle Combe Track day on the 18th of August. This year our chosen charity is Diabetes UK. Organiser

Martin Emsley is looking for people to donate small prizes - for example car polish, bottles of wine etc etc.

If you can help please contact Martin on 01454 250067 or email martin@emsley.ndo.co.uk.

Alternativley please bring prizes to the club night or pass to any commitee member.



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Saturday August 4th 2007

The Annual Fat Albert Stages will be
run on Saturday August 4th 2007
and Club members have been
invited to help with marshalling.

The event cannot run without
marshals and they need as many as
possible to be there on the day to
assist with the smooth running.



The Fat Albert Stages has won the
ACSMC best rally award three times
in the past four years and is well
known for being a well organised and
friendly event.



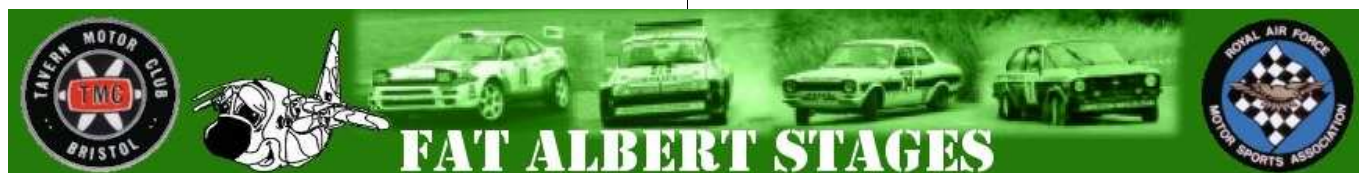
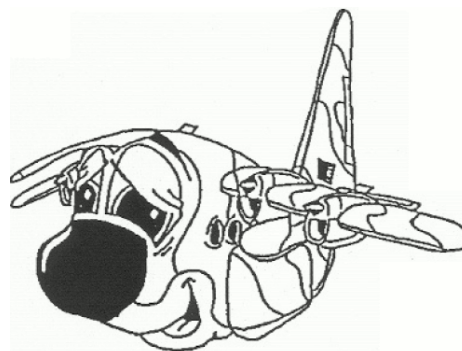
With five major championships
involved it means that the event will
attract a quality field and the
competition should be fierce.

There will be prizes to be won in the
marshals draw – these include :

Entry Tickets and White Knuckle Ride
tickets at Rally Day 2007.

For your information, signing-on will
take place from about 06.30am and
the gates to the venue will be closed
at 08.00am SHARP – there will be no
access to the venue after this time.

If you are interested and would like
to help out at this event, could you
please contact Dave Smailes on
01454 898175(h) or 07855
124953(m) or email
davesmailes@yahoo.co.uk



Some Motorsport Recollections

By Pat Butt

Do you know, it's fifty years since I went with a friend up to Aintree to see the first win of a Grand Prix by a British car and driver since the great Seagrave Sunbeam successes of 1923/1924.

So

We motored forth, way up North

To see a man winning, his wheels a-spinning

He showed that day he'd be the Boss

Of course it was, our Stirling Moss



Actually it was Jean Berha who led most of the way to be overtaken by Moss later on. Then Moss' car developed a serious misfire so he had to call at the pits and take over Tony Brook's car, who was still very stiff after his accident at Le Mans a week or so before.

On the way back we stayed at The Royal Oak Hotel in Chester, the place was full of people connected with the event at Aintree. Also, there was a

massive jam up in the Mersey Tunnel on the way out from the race, and sitting in his Porsche right behind us, was none other than Dennis S Jenkinson.

Jowett Story

Some years ago, a club member phoned me to ask if I would like to go on a journey to meet the Editor of a famous motor magazine, and then take some parts of a Vintage racing car to a man who lived near Basingstoke

These parts were to be made up into an American single-seater, the first of its kind with hydraulic brakes, so I was told.

Three of us set off from deepest Somerset, picked up a man at Bristol who knew the Body family, and headed off for even deeper Mid-Wales. On arrival there, after a chat with the famous man the precious parts were loaded onto Ian's battered old trailer.

We bade farewell to WB, and bumped along, all the way to Basingstoke.

I feared for the safety of the parts and volunteered to ride on the trailer and hold onto the tail sections (please laugh). On arrival at Odiham, a nearby village, through a small hole, a not so small man with a long beard parted the bushes, and welcomed us.

He showed us a couple of sprint bikes he was building, and also the partly completed Duesenberg racer, awaiting the parts we had brought with us. After another coffee and our sandwiches, 'Jenks' told me off as I asked him how Porsche motoring was. "If you read your Motor Sport

you'd know that I finished with that years ago", he said and then tucked into one of my bacon sandwiches that I had offered him.

As our reward, Ian Atkinson, my friend in the Jowett Club, was to be given the Jowett Eight saloon car that he had kept for some years. The car was loaded on to Ian's trailer roped down, and we set off for home. As I mentioned, the suspension on the trailer was not too good, and things shook down bit on the way back (wood framed car), the car was only good for spares

Also, I had taken my old Fujica camera with me (click, click, click) and hurriedly, forgot to put the film in as once closed there is no way of telling if the film is in or not

I hope readers will find these little stories interesting.

ACE Tour 2007



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, approx. 400m from the turning.



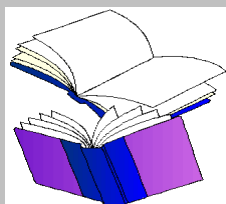
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20			
24	25	26	27			
31						

National & International Motorsport Dates

July / August 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20			
24	25	26	27			
31						

Date	Event	Location
14-Jul-07	IRL IndyCar Series	Nashville Speedway, USA
14-Jul-07	Aston Martin Sprint	Goodwood Motor Circuit
14-Jul-07	Members Competition Day Hillclimb	Shelsley Walsh, near Worcester
14/15 Jul 2007	Dunlop MSA British Touring Car Championship	Donington Park Circuit
14/15 Jul 2007	Summer Racing Festival	Castle Combe Circuit
15-Jul-07	NASCAR Nextel Cup	Chicagoland Speedway, Joliet, USA
15-Jul-07	Classic Hillclimb Meeting	Shelsley Walsh, near Worcester
19-Jul-07	Nicholson McLaren British Hillclimb Championship	Bouley Bay, Jersey
19/21 Jul 2007	Isle of Man International Rally	Douglas, Isle of Man
20/22 Jul 2007	FIA FORMULA ONE WORLD CHAMPIONSHIP	Nurburgring, Germany
21-Jul-07	Swansea Bay National Rally	Swansea, West Glamorgan
21-Jul-07	SBD Motorsport British Sprint Championship	Llandow Circuit, South Glamorgan
21-Jul-07	Nicholson McLaren British Hillclimb Championship	Val des Terres, Guernsey
21-Jul-07	Car & Motorcycle Hillclimb	Prescott Speed Hillclimb
22-Jul-07	IRL IndyCar Series	Mid-Ohio, USA
22-Jul-07	Invited Clubs Hillclimb	Prescott Speed Hillclimb
28/29 Jul 2007	ACU Dunlop Tyres Superbike Grand National	Castle Combe Circuit
29-Jul-07	Nicholson McLaren British Hillclimb Championship	Wiscombe Park, Devon
03-Aug-07	SBD Motorsport British Sprint Championship	Kirkistown, Northern Ireland
3/5 Aug 2007	FIA FORMULA ONE WORLD CHAMPIONSHIP	Budapest, Hungary
3/5 Aug 2007	FIA WORLD RALLY CHAMPIONSHIP	Neste Rally Finland
04-Aug-07	Nicholson McLaren British Hillclimb Championship	Craigantlet, Northern Ireland
04-Aug-07	Classic Raceday	Castle Combe Circuit
04-Aug-07	Fat Albert Stages Rally	Keovil Airfield, Wiltshire
4/5 Aug 2007	Vintage Hillclimb	Prescott Speed Hillclimb
05-Aug-07	NASCAR Nextel Cup	Pocono Raceway, USA
05-Aug-07	IRL IndyCar Series	Michigan Speedway, USA
05-Aug-07	SBD Motorsport British Sprint Championship	Kirkistown, Northern Ireland
05-Aug-07	Silverline Power Tool Drag Race	Haynes Motor Museum
11-Aug-07	IRL IndyCar Series	Kentucky Speedway, USA
11-Aug-07	VW & Audi Track Day	Castle Combe Circuit
12-Aug-07	NASCAR Nextel Cup	Watkins Glen, USA



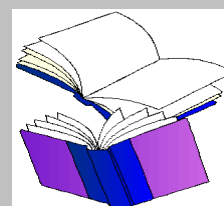
Online Books, Videos, CD's, DVD's

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 the clubs adopted charity for 2007 Diabetes UK.

The Amazon site sells books, videos, CD's, DVD's etc. etc.



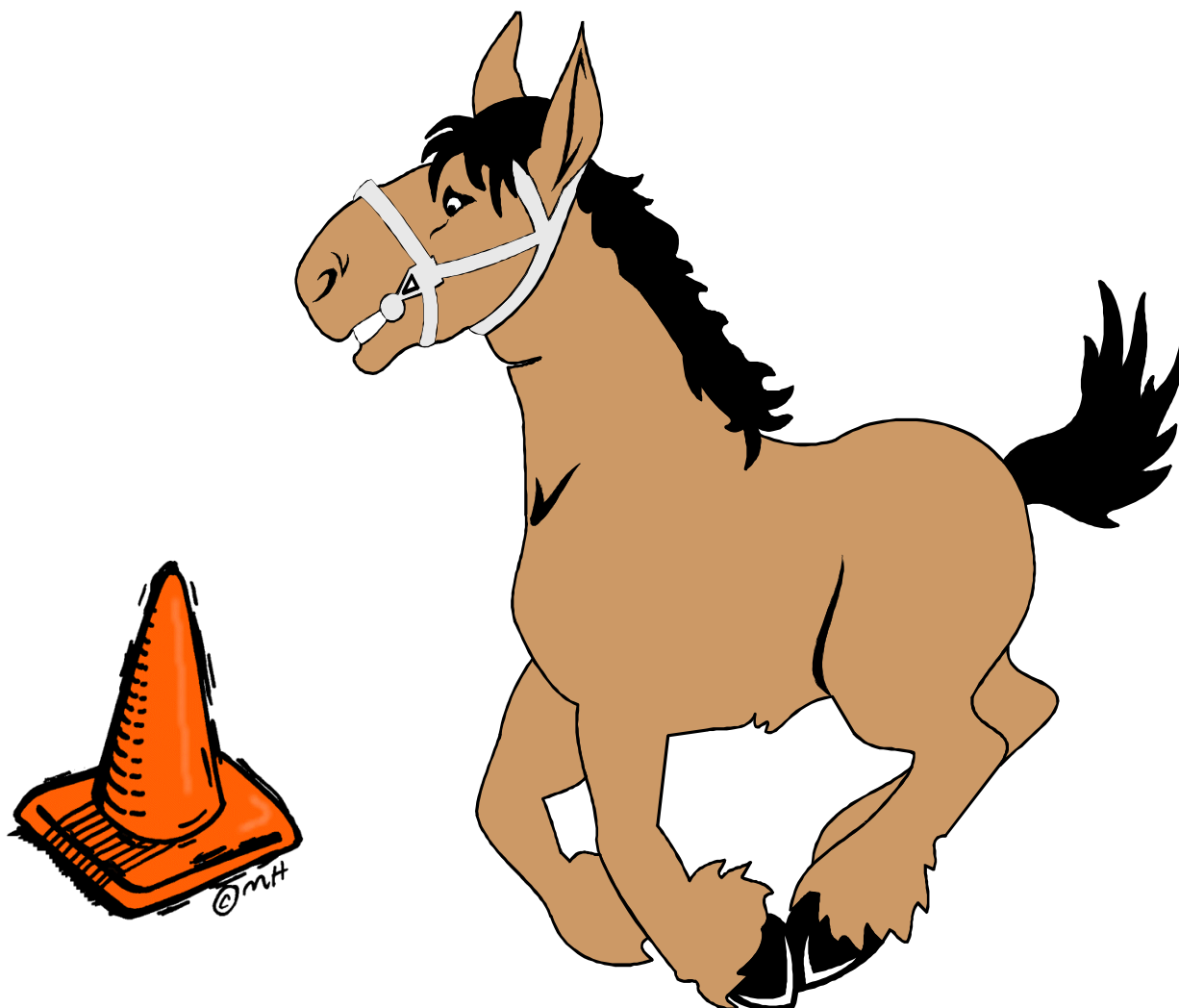
THE CHEPSTOW SOLO

**A Clubsport Autosolo on Saturday 8th September 2007 at
Chepstow Race Course**

An excellent venue and only 20 minutes journey from the
Almondsbury interchange junction of the M4/M5.

Our first Solo there will make use of an area that includes both tarmac and internal
roads within the Racecourse site.

This layout offers us something a little different and looks great fun.



ACE Classic Tour – Photos By Kieron Winter



KIT CHECK

According to the magazines I see, more clubs seem to be looking at their Strengths, Weaknesses, Opportunities and Threats by doing a SWOT analysis every few years. A sound idea because our sport is so addictive that it's sometimes difficult to look at the wider world and separate wood from trees or whatever the cliché says.

As far as our sport as a whole is concerned, one of our greatest strengths, the multiplicity of disciplines, is also one of our weaknesses because it makes it more difficult to 'sell' our sport to the general public. Say you are going to play golf, tennis or football and people know exactly what you mean. Say you are entering Ecurie Cod Fillet's Faggot Flinging Championship and they'll understand you, even though they may well edge nervously away. But say you're going to play or do motorsport and it doesn't make sense unless you go on to explain which branch of our sport you mean. And there are plenty of them – I stopped counting at 20 without including the Dumball Rally or whatever the confounded thing is called.

But the diversity is also a strength because it means there's something for everyone and that's reflected in the wide range of shows we have – such as Autosports International at the NEC, RaceRetro at Stoneleigh and, more recently, the National Kit Car Motor Show packing

them in back at Stoneleigh. I know some purists look down haughty hooters at kit cars and specials but that's a misguided attitude because both have a long history in our sport. In fact, come to think of it, the very first motor car must have been a special.

I've never seen clear definitions but I suppose if you knock a car together from various bits and pieces, that's a special. If you produce something with a unique chassis for other people to assemble, then that's a kit car. Build a fair number of them and you've got a production car – where 20 identical spec cars are constructed that model may be recognised by the MSA and accepted as a Specialist Production Car. I don't think any of us privileged to see a then-unknown Colin Chapman hurtling round Silverstone in his Lotus Mark 3 then 6s and 7s would have guessed that 50 years later the show at Stoneleigh would see a bumper turn out of Caterhams celebrating 50 years of the 7. There were several other makes there too which owed more than a nod to Colin's classic design.

Not surprisingly, kit cars and specials have always been more common in speed events than rallying – look back over the years and the closer rally cars have been to production ones, the greater the number of entrants (and spectators too for that matter).

But back to the SWOT study. It's good that kit cars are allowed

into many branches of our sport because they represent an Opportunity for us in combating a growing Threat. Not rising costs, not rising average ages but the environmental issue. Compare today's newspapers with those of only five years ago. The main difference? The huge increase in coverage of the environment. So why do kit cars help? Because they mean we can use that magical buzzword 'recycling' – what more responsible thing can we do that re-use components otherwise on their way to the knacker's yard?

We're going to need such plus points as the restrictions crowd in. Before long we'll probably have to offset the air pollution caused by jokes at club dinners by planting trees. Chestnuts perhaps.

Stuart Turner



COD FILLET QUIZ

1. Which drivers' hold the record for winning the greatest number of World Rally Championships?
2. Where did Jenson Button achieve his first GP win?
3. Who is the only driver to win the F1 World Championship, the Le Mans 24 hr race and the Indianapolis 500?
4. Which racing circuit features Knickerbrook, Druids Corner and Lodge Corner?

ANSWERS ON PAGE iv

Marshal of The Year Award

With the help of Lockton (official insurance brokers to the MSA), the MSA will again present a Marshal of the Year award at its Night of Champions in January 2008. 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 (e.g. offshore islands) may send nominations directly to the MSA, marked for the attention of Allan Dean-Lewis, Head of External Affairs.

Club of The Year Award

The Lockton 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 initially screened on a range of factors, including support given to National Motorsport Week, the running of good quality events, attracting high quality sponsorship, media exposure, the promotion and development of volunteer officials and community and good works initiatives.

Entry to the first stage of the competition is by nomination by a Regional Association to the MSA by 1 October 2007.

National Motorsport Week

The next National Motorsport Week will be 11-19 August 2007. This is an opportunity to attract new competitors, spectators and marshals. Go to www.nationalmotorsportweek.co.uk for news of events and for ideas of how to get involved.

Baja GB 2007

Following the success of the inaugural Baja GB last year, the 2007 event is a round of the FIA International Cup for Cross-Country Bajas. Taking place over the weekend of 17-19 August and based in Newtown, mid-Wales, Baja GB 2007 will benefit from £100,000 worth of investment in road construction and improvements in the Hafren, Myherin and Tarenig forests of mid-Wales.

This year's Baja GB has the full backing of the MSA, the Welsh Assembly Motorsport Initiative and the Forestry Commission Wales. It is open to cars complying to both

FIA T1 and T2 regulations, although there will also be a national class for non-homologated vehicles.

Officials will also be running a separate event for motorcycle competitors under the auspices of the Auto Cycle Union (ACU) Bikesport GB.

More information from www.BajaWales.com

Numbers off!

Competition numbers should be removed or covered before competing vehicles are driven home on the public highway – to comply with regulations in the *MSA Competitor's Yearbook 2007* (a.k.a. the Blue Book).

Evening motor sport

Powernights is a commercial organisation which has announced a new initiative to start just ahead of National Motorsport Week. It plans to attract new spectators and existing enthusiasts with a series of Thursday evening motor sport events on 2 August at Silverstone, 9 August at Donington Park and 30 August back at Silverstone.

Spectators will experience four hours of motor sport entertainment plus a post-race awards ceremony and barbecue with competitors and marshals in the paddock.

All volunteer marshals will receive family tickets and an evening barbecue voucher for the event.

For more information, go to www.powernights.com

KARTING

These days it is almost taken as a rule that top drivers in F1 and other prime formulae will have graduated from karting. Yet strangely actually driving a kart and car is very different.

Karts require their own special technique of driving where body weight of the driver can be used to help go round corners and where the lack of braking power because they only work on the rear wheels, shows up very strongly.

Indeed take many a young karter and put them into a race car and they'll need a lot of immediate polishing up before they can give their best.

But what karting does do is to train and guide a youngster in the art of racing. The pressures of racing, the skills required in optimising lines, the concentration and the need to think and plan ahead for an overtaking chance two corners ahead, are all part of the regular routine of kart racing.

So while the actual skills of vehicle control are very different from a kart to a car and of course the mechanical adjustments to gain vital fractions of a second, the skills of racing become very finely polished from an early age.

No surprise then that karters are in the front line of fire when it comes to fast-tracking through the formulas towards the top.

AUTOSCENE



REVIEWS FROM



MILLE MIGLIA - THE WORLD'S GREATEST ROAD RACE **ISBN 978 1 84425 139 1** **Anthony Pritchard, Haynes, £35**

This initially seems expensive for a 264-page hardback with barely any colour, but you can hardly blame the author for what is not generally available and the quality of the paper and printing underlines that this is no bargain-basement effort. Instead, Pritchard offers a well-constructed history of that most enigmatic of lunatic road races. There are some marvellous photos – naturally Jenks and Moss grace the cover – accompanied by a mass of results data, reprints from letters and magazines and maps of the different circuits. As ever, Pritchard leaves no stone unturned.

JET BLAST AND THE HAND OF FATE - ADVENTURES WITH LAND SPEED CARS AND RECORD BALLOONS

ISBN 978 0 954435783

John Ackroyd, Redline Books. £29.95

(Available at www.redlinebooks.co.uk)

It's impossible to browse design engineer Ackroyd's autobiography without becoming absorbed in his fascinating story. At various times a draughtsman at ERA, a hovercraft designer, a replica builder and restorer of Donald Campbell's speedboat, he even worked on an airship for transporting sheep across Africa! After designing the Enfield electric car, Ackroyd saw a

newspaper ad – 'Wanted, 650mph car designer' – which led to Richard Noble, *Thrust 2* and the Land Speed Record. He later contributed to Craig Breedlove's LSR attempts and Sammy Miller's Ice Speed Record dragster. Another classified ad led to involvement in round-the-world ballooning, plus yet more ambitious jaunts with Per Lindstrand and Richard Branson. Behind-the-scenes photos bring this wonderful, highly personal account to life.

LOTUS - THE CREATIVE EDGE

ISBN 978 1 84425 249 7
Russell Hayes, Haynes, £19.99

Latest in Haynes' impressive *Classic Makes* series is this hardback overview of Lotus from its inception to the present day. At significantly less than 200 pages, such an effort is never going to be comprehensive, which might let it down against the many more thorough efforts available on the marque, but equally there are few tasters or introductions as good as this. What really sets this book apart – and will prove invaluable to marque novices and potential buyers – is that each chapter has fairly accurate driving impressions of the road cars plus buying advice. Out-and-out racers merit only an appendix – along with Lotus type numbers and the DeLorean saga – but there is plenty of good stuff elsewhere, including loads of boxes and panels on technical info and the leading Lotus characters.

MARSHALS POST

by the BMMC |



Service areas, paddocks, pits and assembly areas are all places where you need to keep your wits about you.

You might think people aren't competing in those areas, but the truth is, they are and there are more hazards for the unwary than there are out on a circuit or on a rally stage.

What's a few other cars, all trying to go in the same direction and some barriers or trees compared with a mechanic in a hurry with a petrol can, an air gun, or a trolley jack; cars being pushed back from scrutineering as the next practice starts and sponsors' guests, wandering aimlessly about.

There's more flammable material, careless hands and people so focused on what they need to do that they ignore what's going on around them in those four locations than anywhere else at a motorsport venue.

As always, the first thing marshals need to do is look after themselves. Then look after the rest.

Act immediately when something dangerous happens, but don't be heavy handed. A helpful word or an explanation is the best way to ensure the same thing doesn't happen again, once your back is turned.

Know what is and isn't allowed – where under-16s can and can't be; where people can and can't smoke, where cars can and can't be refuelled, repaired or washed down, where people can and can't go.

Always know the 'can' as well as the 'can't' and try to be as helpful as possible – even if, as has happened, a mother with a babe in arms and a toddler tries to arrange a picnic in the pit lane. Always have a back up plan in case you are faced with blank refusal.

Try to let teams deal with incidents if possible. If they have a metal coated wooden spike with a handle for ramming up the exhaust to snuff out recurring turbo fires – and at least one team does – let them use it...but be ready with your extinguisher, just in case!

QUIZ ANSWERS

1. Juha Kankkunen and Tommi Makinen (both 4 times)
2. Hungary August 2006
3. Graham Hill
4. Oulton Park



Monday 9th July ***BPMC Club Night***

An informal club night at our normal venue of the Wheatsheaf Inn, High Street, Winterbourne.

We meet in the function room at the rear of the dining area.
Come along for a drink and a chat from 8.30pm.

Wednesday 18th July Additional Club Night ***John Allison*** ***Jaguar Formula One Talk***

John Allison will give us a talk on his days as the Operations Director of the Jaguar Grand Prix Formula One team. This will be an opportunity to hear about the running of a Grand Prix team from someone who did not come from a motorsport background.

Wednesday 18th July, 7.00 pm at the Wheatsheaf

Monday 23rd July ***The July*** ***Treasure hunt***

David Adams is organising the Treasure Hunt
Start will be at 7:30pm at the lay-by (667 642) on the B3116
near Burnett, just south of Keynsham