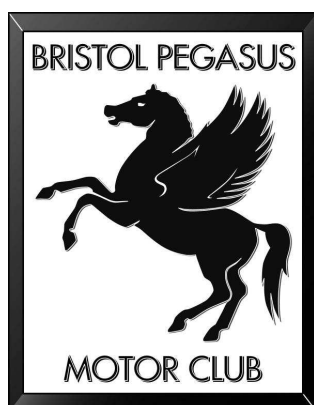

Backfire

June 2006



The Magazine of the

Bristol Pegasus Motor Club

Metro of Mark Elvin and Fisher Fury of Mark Astin
at the 2006 Wessex Sprint - Photo Andy Moss

Events for June

Monday 12th - 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 19th - John's & Liz's Summer Treasure Hunt

John Corfield and Liz Bevan organise this months Treasure hunt.

A straightforward 20 mile drive around a small part of North Wiltshire intended to last just a couple of hours from 7:30pm to 9:30pm. Hopefully this will maximise the time after the driving for the competitors to compare notes and criticise the organisers - which of course is as much a part of the event as the hunt itself!

The start and finish point is the Crown at Bathford (map reference ST787669). If you take the A4 East from Bath and turn South onto the A363 under a railway bridge then the pub is a few hundred yards immediately in front of you (it's 15 minutes/10 miles South of the M4 J18). John & Liz will be outside the pub from 7:10pm and will stay outside until 7:50pm in case of latecomers. Hopefully the weather will be nice enough to use the pub terrace as the marking venue.

Although the route will involve a lot of twists and turns we intend that the directions will be clear with hopefully no chance of going wrong; after all, as has been pointed out many times, navigation is not what's being tested! The clues are intended to be easy and straightforward although a bit of deduction will be needed on occasions. Of course the organisers reserve the time-honoured right to include a small numbers of real stinkers in order to minimise the risk of needing tie-breakers.

John & Liz look forward to seeing as many of you as possible on the night and the pub has been warned of a probable surge of customers from 9:30! Lastly, please note that John & Liz will be on holiday (in the UK) from 2nd - 17th June so John's mobile number 'in case' is 07717677271.

Events for July

Monday 10th - Club Night

Monday 24th - Treasure Hunt

Saturday 29th - Frenchay Vehicle Show

More details later in this issue.

Events For August

Saturday 12th - Castle Combe Track Day

More details later in this issue.

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 receive them automatically and they will be available for download from the web site.

Invitations

Chipping Sodbury Caravans Castle Combe Sprint Saturday 1st July 2006

We have been invited to Bristol Motor Clubs National B status Sprint at Castle Combe Circuit on Saturday 1 July 2006.

The event is a round of the Practical Performance Cars/BARC Speed Championship & the Bridge Tyres & Wheels Motorsport ASWMC Sprint Championship, the Sevenoaks Speed League, the Porsche Club Speed Championship and the TR Sprint & Hillclimb Championship.

MG Car Club - Wiscome Park Hillclimb September 9th 2006

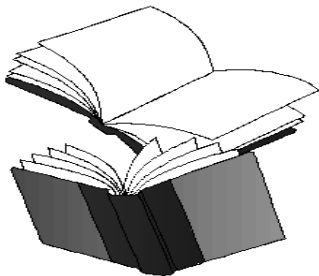
We have accepted an offer from Bruce Weston of the MG Car Club to be an invited club to their Hillclimb at Wiscombe.

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



I'd just like to thank you and your organisers on behalf of the Sporting Fiats Club for being an excellent neighbour at the Bristol Italian Auto Moto day last Saturday, and then for helping put on such a good sprint day at Colerne on the Monday too.

It was our first time at the Bristol Festival day, thanks to Nick Wood's efforts, and I knew we would fit in next to Bristol Pegasus and Tony Castle-Miller's Abarth Club GB... we usually do with the latter!

On the sprint Monday it was good to see some of our club cars having a go - in particular two of the three X1/9s scheduled. Carlo was out in his red one for the first time, and I think he coped well on the cold slicks! It is a stunning example of the seventies Dallara X1/9 shape. We look forward to Mike Kason actually getting his newly finished X1/9 out of its trailer soon too! This one is blest with an 2litre Alfa touring car engine and should be very quick. They are both preparing for the Historic Vernasca Silver Flag Hill Climb event in Italy in July.

I was surprised to see Phil Ward and son Mike as well as Tony Soper around too. (The latter is usually entered in all the LMA Eurosaloons rounds - so I was expecting him to be in France with the BRSCC at Croix en Ternois circuit).

Anyway thanks again, and I look forward to meeting you all again soon!

Martin Thomas
Chairman
Sporting Fiats Club

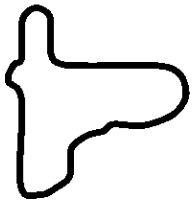
Historic Monaco

I see that our club member Mr Pittaway went very well in his race at the Historic Monaco meeting on Sunday. He was 12th in his Bugatti 35, but was only beaten by two other 1920s cars, the others being more modern.

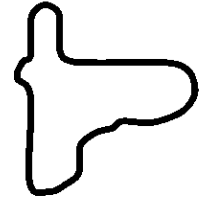
What about a club trip to the 2008 event? (There isn't one next year).

Tim Murray





Keevil Track Day By Bob Bull



Spurred on by Ken Robsons Track Day listing, I booked a session at Keevil with Motorsport Events.

Keevil is nearby so I don't need to leave too early, wrong, Portishead was clogged up with the latest road works, it was pouring with rain so the M4 road works were backed up to the Cribbs junction and then a truck broke down on the hill up to cold ashton from Bath. On arriving late I was met by an armed guard who let me in but warned that Keevil was operational! What does that mean I wondered; well it meant 6 Apache gun ships and 4 Lynx army transports flying in and out on an exercise. Luckily this activity delayed the start so I got in OK.

The day for road cars only was run by Ed Moore, Melkshams Formula Ford king who has just set the fastest ever FF lap round Silverstone. After the briefing we were taken round the circuit on 3 sighting laps in convoy. Following a sound check which a Caterham R500 failed and went home so be warned, we were organised into 3 groups for our first sessions. Cars were released onto the track up to a limit of 10 or so cars with one off - one on control.

The briefing had emphasised the idea of 10 lap sessions to not overstress the drivers or cars, I would strongly recommend this as it is easy to get carried away and drawn in to the situations that arise (I am sure I can catch that guy in his NSX!). With the first sessions wet, a number of people spun and took out cones causing some delays as the marshals returned the track to its original configuration. The layout was quite varied with hairpins (I still can't get the Elise to turn in as well as the Caterham, but it was a lot drier!) chicanes and a fast corner (flat in the Elise but not in a Noble as they found out.

The control then became "Open Pit" with little queuing. After lunch, supplied by the usual travelling van and very good too, the track dried out and everybody got plenty of track time.

I played with the tyre pressures and improved the turn in but still need to work on the vehicle dynamics i.e. trail brake into the corner to keep the load over the front wheels (so I was told!).

It was a great day and excellent value at £99. They run this day most months on the first Monday, I shall return to try and improve further. I would recommend it to anyone novice or seasoned track driver, it is safe with lots of run off and a very pleasant no pressure day.

motorsport -events.com



Cliff's Summer Holiday Treasure hunt

22nd May 2006

Event Organised by Andy Moss and Martin Emsley – Report by Martin

Damn good job we didn't run it last August opinioned Andy when we checked the route prior to the May treasure hunt. Not up to our usual standard and some of the 'clues' convinced him on our planning run the pub had been visited prior to the event, not after!

However 'It's all in the game' we decided on reflection and revision. A lot to do in a reasonable time, the 'Silvery rain' was definitely against us so competitors would have to 'Move it'. A great turnout, these days, of 5 crews spending the evening 'In the country'. Chris maybe wished he had a 'Flying machine' and Howard could not say 'I'm the lonely one' with a full crew.

There was treasure to collect and some wished they had not been 'Travellin' Light', whilst the 'Bachelor boy' crew were on the lookout for a 'Living Doll'. In the Mini; 'The young ones' were hoping it would not drown out and as organisers we moved to the finish, expecting the crews about 'The twelfth of never' or later.

Upon marking the papers we said 'Congratulations' though some crews responded 'Please don't tease'. Well done to all who good naturedly braved the elements 'Power to all our friends', well those who are still speaking to us. Such an effort deserved prizes to all crews; 'Mistletoe and wine'. Kieron & Spence left muttering 'The next time', whilst Paul's uncharacteristic finishing place plus 2% Tesco value lager suggested, for a while 'Don't talk to him' instead of 'It'll be me' as is usual.

Poor old Andy, what a way to spend a birthday!!!

Results

- | | |
|------------------------------|--------|
| 1. H. Johnston / C. Johnston | 195pts |
| 2. A. Spencer / K. Winter | 193pts |
| 3. C. Goodchild / M. Rogers | 190pts |
| 4. M. Baker / L. Bird | 188pts |
| 5. P. Bird / J. Bird | 181pts |



Bristol Pegasus Fantasy Formula One 2006

Positions after Monaco GP

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Simon Sweet	Massa	Button	Ferrari	Renault	Renault	840
2	Tom King	Alonso	Coulthard	Renault	BMW Sauber	Renault	838
3	Tim Murray	Alonso	Massa	Ferrari	Honda	Ferrari	816
4	Chris Lewis	Alonso	Button	Midland F1	Renault	Renault	811
5	Joe Robson	Alonso	M Schumacher	Ferrari	Super Aguri	Mercedes	782
6	Lesley Hart	Montoya	M Schumacher	BMW Sauber	Renault	Ferrari	765
7=	Sally Elvin	Massa	M Schumacher	Ferrari	Honda	Ferrari	762
7=	Steve Clark	Massa	M Schumacher	Ferrari	Honda	Ferrari	762
9	Alison Emsley	Massa	Raikkonen	Honda	Renault	Ferrari	758
10=	Donny Allen	Alonso	Montoya	McLaren	Midland F1	Renault	745
10=	Elisabeth Lewis	Alonso	Montoya	McLaren	Midland F1	Renault	745
12	Charlotte Emsley	Coulthard	Barrichello	Ferrari	McLaren	Renault	702
13	Martyn Davies	Alonso	Button	Ferrari	Honda	Honda	697
14	Martin Baker	Rosberg	M Schumacher	McLaren	Renault	Ferrari 2	671
15	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	669
16	Andrew Moss	Massa	Fisichella	McLaren	Renault	Cosworth	655
17	Mary Craddy	Alonso	Webber	McLaren	Red Bull	Ferrari	652
18	Pete Stowe	Alonso	Montoya	Honda	McLaren	BMW	651
19	Paul Draper	Button	M Schumacher	Honda	Renault	Cosworth	643
20	Mike Marsden	Barrichello	M Schumacher	Honda	Renault	Toyota	639
21	Helen Davies	Button	M Schumacher	Honda	Renault	Toyota	637
22	Simon Tidmus	Trulli	M Schumacher	McLaren	Red Bull	Renault	630
23	Bill Farrow	Trulli	Barrichello	BMW Sauber	Renault	Renault	629
24	Jonathan Prestidge	Fisichella	Button	Honda	Renault	Honda	621
25	Audrey King	Montoya	Barrichello	Renault	BMW Sauber	Mercedes	620
26	Mal Allen	Button	M Schumacher	Honda	Renault	Toyota 2	617
27	Arthur Tankins	Button	M Schumacher	Renault	Toyota	BMW	600
28=	Ann Farrow	Alonso	Coulthard	Honda	Toyota	Mercedes	587
28=	John Page	Alonso	Coulthard	Honda	McLaren	Toyota	587
30=	Caroline Meaden	Trulli	Button	Honda	McLaren	Renault	579
30=	Rex Meaden	Trulli	Button	McLaren	Renault	Honda	579
32	Paul Bird	Raikkonen	R Schumacher	Honda	Williams	Renault	571
33	Chris Clarke	Button	Raikkonen	McLaren	Red Bull	Ferrari	569
34=	Judith Bird	Button	R Schumacher	McLaren	Williams	Renault	568
34=	Martin Emsley	Montoya	M Schumacher	Red Bull	Renault	Toyota 2	568
36	Alan Spencer	Fisichella	Button	Renault	Toyota	Honda	558
37	Dick Craddy	Button	Raikkonen	Honda	Renault	Cosworth 2	557
38	Liz Perkin	Massa	Raikkonen	Red Bull	Williams	Renault	550
39	Mark Elvin	Montoya	Raikkonen	McLaren	Midland F1	Mercedes	545
40=	Kieron Winter	Raikkonen	Webber	Honda	Renault	Toyota	544
40=	Lewis Bird	Massa	Rosberg	Honda	Williams	Renault	544
40=	Paul Perkin	Alonso	Button	McLaren	Red Bull	Cosworth	544
43	Simon Moss	Alonso	Raikkonen	Honda	Toyota	Toyota 2	526
44	Bob Hart	Button	Raikkonen	McLaren	Williams	Honda	497
45	Louella Williams	Button	M Schumacher	BMW Sauber	Honda	BMW	486
46	Ken Robson	Montoya	Raikkonen	Honda	McLaren	Honda 2	484
47	Mark Williams	Button	Raikkonen	McLaren	Williams	Cosworth	440



We did it ! - Sprinting An XR2

By John Corfield

Well we made it! After this years' Wessex Sprint I'm more pleased than at any time during my membership of the Bristol Pegasus Motor Club. Many thanks to all for such a good event; especially the officials and marshals who were there on the day.



My son Martin and I had worked hard on the XR2 since the realisation dawned, post-Christmas, that we had a fair bit of work to do in the first four months of 2006. The Fiesta had sat in my garage since returning with its roll cage fitted in the middle of last year being pretty much ignored – there continually seemed to be more urgent things needing attention and, anyway, there was lots of time before the Wessex!

I seem to remember droning on previously about the tow/support vehicle so let me first dispense with the trailer saga here and then get to the car. Living in Kingswood these days means that anything that's visible is likely to be kindly removed from your possession during the night; so it was necessary to find a trailer that was small enough to be stored in my garage (but with the XR2 neatly stacked upon it since the garage is a single). This limited the options and I eventually found a suitable example (as I thought) on eBay. Having won the auction I collected it from Guildford, paid for it to be made roadworthy at a local place here and then found it was too narrow for the car! All I can say is that it turned out that the vendor didn't understand the term "track width" and I learned to be more picky than ever (the trailer is back on eBay at the time of writing). With just a couple of weeks to go I luckily found another trailer on eBay and during several phone conversations with the vendor I assured myself that the trailer would fit into my garage with exactly 1" to spare on length. Having collected this one from Worcester I then found that it stuck out 1" further than the garage roller shutter and so I stood in front of my garage scratching my head. A bit of investigation though revealed that heavy metal corner boxes used to house road lights were 2" further back than the centre of the rear and the length measurement had been done along the centre-line. I knew that the lights didn't work anyway and with the dexterity of the Exterminator I got my angle grinder into action and, less the rear light boxes, the trailer then fitted 1" inside the door – success!!!! So back to the car....

Martin and I had had several discussions about what the car would be for its first outing but, in the end, it was all down to what we could do in the time and what seemed sensible to do for a base from which to work. Certainly we'd agreed to enter the modified class and we'd firmly agreed that we would stick with a bog standard power unit and work on the chassis first. We reasoned that if we could get the car going round a circuit with the throttle permanently on the floor then the chassis must be pretty much sorted and we could then look for more power. We kept the weight down as much as possible and invested in adjustable gas dampers, poly bushes and as many

new suspension/drivetrain parts as would positively affect the robustness of the car. The gearbox was a refurbished turbo box with LSD and we only added a sports exhaust and a bigger carb. Most of the 'God, what a time that took!' activities were associated with the art of 'fitting'. Like eventually sawing the dashboard in half to get it back in (thanks to the roll cage of course) and adding the ignition/battery isolator switch in a completely blind place into which the inflexible battery cables just didn't want to go.



The car was eventually finished with less than a weekend to go and the only verification that it would actually start, move and stop came from a journey to the local tyre place to have the tracking set – involving a drive off the trailer, a drive into and back out of the fitting bay and a drive back onto the trailer. So it was that on the morning of the Wessex that we set off with a mixed sense of eager anticipation and a fair bit of reservation, certainly on my part. As it turned out the car was an absolute joy to drive and real fun. The only

hiccup came when the engine died as we returned to the paddock from the second convoy run. A quick-sighted Mark Elvin spotted that the rubber hose had come adrift from the petrol tank feed line and within minutes we were back in business. During the day our only concern was the way that the typical CVH engine cam follower clatter increased dramatically at the end of each run, but it didn't seem to worsen overall. We resolved to change the standard High Street Shop engine oil for something more robust for our next event (Llandow hopefully) and see what happens.

On the day we had the unpleasant surprise of having Jonathan Milne's/Mark Roberts' Honda CRX in our class thanks to their car not having a current MOT. Having initially thought that this was not a good thing we ended up reasoning that it was a good standard against which to calibrate the XR2 – in the sense of how many tens of seconds we would be slower! In any case, of course, it would make no difference to our times no matter who was in our class and it should be how we progressed against our own times that would be important (but, yes, of course a class win is the ultimate!).

After the practice runs Martin and I had both clocked times towards the 100 seconds mark with little between us. We were pretty pleased with this bearing mind the bog-standard level of our second-hand power unit (1600cc) and also that we were running on four standard 'best of wot we got' road tyres (I'd not been able to source a set of wheels plus Yokos as we'd planned). It was certainly to Martin's credit that, on top of that, this was his very first event. I progressed to 99 seconds for my first timed run in the afternoon and Martin suffered what I'm sure we've all experienced of going slower (at 102 seconds) despite trying harder. Prior to our last runs we agreed that just getting both of us below 100 seconds would be success indeed and so we went out to do our damndest. Where did we finish? We didn't find out on the day!!! We spent our time getting the rig ready for our journey back and by the time we got there, the boards had been taken down. We had to wait until the times shot through in an e-mail to smile broadly and congratulate each other on a job well done. Martin's time was 98.42

seconds and I came in at only half a second less having clocked 97.96 seconds. We finished 6th and 7th out of 10 but, more pleasingly, our times were in the middle of the range if we exclude the 10-seconds-faster-CRX. Matt Marples came third with just under 93 seconds and ninth & tenth places had times around the 103 seconds.

What next? Wheels and tyres have to be our first priority and I'm definitely going for Yokohamas and for A032R's probably for dry conditions (on 6Jx14" wheels). I was really lucky to be contacted by Richie Devall who wanted to pass on a set of Compomotive 5½Jx13" wheels that will fit the XR2; so we struck a deal and I will get some tyres for the wet for those rims. We also have a fibreglass bonnet and tailgate to be fitted at some time but they need painting and the tailgate will need some Perspex. The weight saving should be significant, especially for the tailgate and we have some very short springs ready in case the back pops up a bit too high as a result.

The bottom line for us is that it doesn't really matter at this time what comes next as long as it's a Sprint. The sense of achievement that goes with having prepared our own car is significant but having done it as a father & son duo, plus driving and developing the car together is something very special. If we total the car then I have to be honest and say that I doubt that we would find the time again to build one from scratch (no matter how much we would like to do it), but we would certainly buy something already prepared to some degree and get sprinting and modifying as a duo asap.

What did it all cost? Well, me being me of course, I kept a record. The overall total cost to date is just over £6000 broken down into £1000 for the minibus support vehicle plus £600 for a year's insurance, £900 for the trailer and £3500 for the XR2. Of the costs for the XR2, £1600 covered the purchase, the roll cage (inc. delivery/collection and fitting) and the LSD gearbox unit; the rest covered a whole host of purchases varying from £10 to £200. Yes, of course that's not cheap if you can't find the £6000, but I reckon it's very good value for money and does put one option very much in perspective.

Talking of perspective, our times put us in 96th and 97th position out of the total of 126 competitors (ie all classes) and 7 seconds quicker would have put us in the middle; that must be achievable. Perhaps I'm being silly, but 20 seconds quicker would put us 10th overall and almost the fastest time for the non-Sports Libre/Racing cars – now that's got to be worth aiming for hasn't it!?! :o)

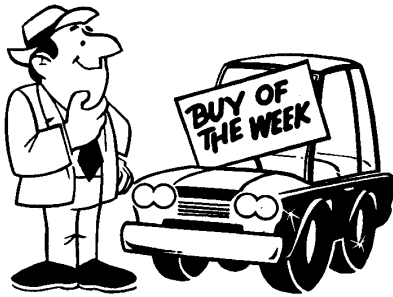


Clubmans Championship 2006 up to the Wessex Sprint
Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
16.13	Alan Spencer	1	5	Yes
15.02	Dave Cutcliffe	2	3	No
14.14	Andy Moss	3	4	Yes
13.82	Martin Baker	4	3	Yes
10.79	Chris Goodchild	5	3	Yes
10.74	Mark Astin	6	3	No
9.07	Matt Marples	7	2	No
8.33	Paul Bird	8	2	No
8.05	Kieron Winter	9	3	Yes
5.72	Pete Goodman	10	1	No
5.50	David Adams	11	2	No
5.50	Mark Roberts	11	1	No
5.44	Duncan Pittaway	13	1	No
5.17	Alex Wooldridge	14	1	No
5.17	Ian Hall	14	1	Yes
5.00	Johnathan Milne	16	1	No
4.93	Pete Devall	17	1	No
4.61	Paul Rowbottom	18	1	No
4.33	Ross Browne	19	1	No
4.13	Mike McBrida	20	1	No
4.00	Howard Johnstone	21	1	No
4.00	Martin Emsley	21	1	Yes
3.78	Ken Robson	23	1	Yes
3.78	Paul Draper	23	1	No

Marshals Championship 2006 up to the April PCT
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	Mal Allen	1	1
2	Tim Murray	1	1
1	Donny Allen	6	1
1	John Turner	6	1
1	Kieron Winter	6	1



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

Trailer for sale

Small sturdy car transporter bought last month on ebay for £250 (Item number: 4616466780). Towed back to Bristol (absolutely no problem) and overhauled by local firm for £150 (have bill). However I then found that the tracks are too close together for the Fiesta (cock-up on my part!) so it needs to go. I've tried to resell it on eBay but the response has been poor so if I'm going to give it away for a knockdown price I'd much rather it went to a fellow club member

The trailer's size is as follows: Maximum overall length = 13' 6" (4.1m). Bed length = 9'8" (2.95m). Maximum overall width = bed width = 5'9" (1.75m). Track width = 56" (1.4m) outside and 36" (0.9m) inside. Bed height is 18". The original (German) plate on the front tow hitch section (probably prior to being modified) reads 500Kg to 850Kg. The tyres do need replacing (12" I think).

The trailer is currently stored at my partners house in Trowbridge and can be viewed there. Don't hesitate to call if you wish to know more - John Corfield 07717677271 and 0117 9870763. I could deliver the trailer within a reasonable radius.

If you are at all interested then please get in touch because the trailer is absolutely no use to me and must go. Apologies because I shall be on holiday from 2nd to 18th June but I'll be in the UK and if you text me I'll get back to you.



Frenchay Village Museum Vehicle Show **Museum Car Park at Frenchay Hospital** **Saturday 29 July 2006**

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.



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.

MERLIN **MOTORSPORT**

We hold massive stocks from the top names in the motorsport industry including Sparco, Willans, Cobra Seats, Mocal, Racetech, SPA, Lumenition, DMS Technologies, ITG, Goodridge, Tripac cooling fans, and Samco to name but a few. We can send parts out the same day as you order on a next day service.

If you have not yet received a copy of our catalogue you can contact us by phone, fax or email and we will send a copy to you free of charge.

sparco

FASTIME



DMS technologies

SAMCO sport
 Performance Hose

JETEX

SMITHS
 Instruments

VDO

AVO

COBRA
 SEATS

itg
 performance air filters
 for road and race vehicles

Lumenition

MOCAL
 oil coolers & controls

WILLANS

MERLIN **MOTORSPORT**

Castle Combe Circuit,
 Chippenham,
 Wiltshire, SN14 7EX

Tel: (01249) 782101

Fax: (01249) 782161

Phone fax or email for a free copy
 of our Merlin Motorsport catalogue.
 Visit our showroom at Castle Combe.

Huge stocks on the shelf.

Same day despatch for orders
 received before 1pm.

We are open 9.00 - 5.30 Monday - Friday
 9.00 - 5.00 on Saturday

Web: merlinmotorsport.co.uk

email: sales@merlinmotorsport.co.uk

The Wessex Sprint - Colerne Monday 1st May 2006 – By Andy Moss



As usual at the first major club sprint event of the year there were a number of members in unfamiliar cars as well as those running new machines for the first time.

Among the significant changes were Pete Goodman who was debuting his Lotus Elise, which had replaced the Subaru over the winter. Pete was joined in his car by Dave Cutcliffe who many would be disappointed to find would be without the Van Diemen which is undergoing an engine replacement. Hopefully Dave will be even more entertaining when the new engine makes it debut – we are promised a significant increase in BHP to go with the already superb handling and aerodynamics. Pete put in a superb debut in the Elise, winning the class comfortably – with Dave taking second in class, several seconds behind.

Another car making it's debut was the Fisher Fury of Mark Astin. Marks self built car looking superb in it's orange colour scheme, and very nicely finished as well. After a gap of a round 12 months John Corfield returned to competition. John had sold the well known ex-Goodman/Baker Sierra Cosworth, to allow him to concentrate on an XR2 based project with his son Martin (an article on the car can be found elsewhere in this edition).

A familiar face who had not been seen at recent sprint events was Mark Elvin - although the car was the same one we had seen him in at previous events, the move into modified class reflected the huge changes Mark had made to the car –





the most noticeable of which was a respray in a bright Green colour normally found on Kawasaki motorcycles.

Among the notable Pegasus performances were Alan Spencer who finished an excellent 9th out of 20 in busy class A1. Spence was joined in A1 by another Mini – this time shared by club members Keith and Melanie Sadler.

Class C2 saw a BPMC 1-2-3, with Mark Roberts taking the honours from Jonathon Milne in the shared CRX, Matt Marples could be pleased with 3rd place in the Peugeot 205. Class E2 also had BPMC members in the top two – Ross Browne taking the honours from Trevor Hartland. Pete Devall also could be pleased with 3rd out of 14 limited production cars in Class B2 – recent modifications to the Ginetta having proved successful.

So with Dave Cutcliffe not able to uphold the tradition of a BPMC member recording FTD at Colerne, it was left to Ian Hall to defend the title. Ian's Darrian is always a superb machine to watch in action, and has no lack of power thanks to the heavily modified Rover V8 engine – but could it see off the lighter Single seater cars ? It seemed unlikely that Ian could see off Kevin Lealan, who had to be favourite in the absence of DC. Ian put in a credible 70.12 on his first run, but it looked as though he would not quite be quick enough. The first attempt at the second run would not count, after Ian was given a re-run – perhaps helped a little by some warmth left in the tyres, the Darrian made it around in an excellent 68.82 and FTD was secured – well done !





Bristol Industrial Museum Visit Monday 24th April 2006 By Andy Moss

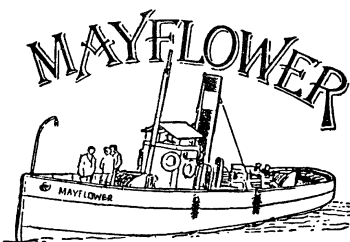
Martin Baker arranged a club visit to the Bristol industrial Museum. We met for our evening tour outside the Museum before being joined by the Museum curator who would be our tour guide for the evening. We knew we were in for a good tour when we were told "I am not going to take you to any of the parts of the Museum that the public can visit – as you can come and look at that for free any time you like". So even though most of us had visited the city centre dockside museum before were in for a treat.

We started on the dockside, outside the building which was originally a freight transfer shed. On the side of the water were four large electric cranes that would move cargo from ships to road or rail via the shed. We were given a quick description of the "outside" attractions that the museum owns and maintains. As well as the electric cranes there is a steam crane further down the Quay – we were told this was originally installed to make the port more attractive to ships who were being tempted away from the difficult navigation of the Bristol channel by competing ports in other areas. Also outside were the boats owned by the museum – including the Mayflower tug boat and a fire boat that we were told had a removable wheel to allow it to fit under the low bridges in the docks.



We then moved inside to the "engine shed". Here we found examples of locomotives from all of Bristols manufacturers. These included Fox Walker, Avonside and Pecketts. It was explained that one of the engines had originally been destined for "sectioning" to display at a proposed new museum at Castle Park, which never happened – if it had been built the loco would no longer be in working order.

Also in this shed was a large rail based crane which was vital to the operation of the docks railway. The shed was packed with the engines and the equipment needed to maintain them – it really did show what a good job the museum staff and many volunteers do to keep things going with limited resources. We left the shed and passed the wagons on the Quayside, these included brake vans that are used for passenger rides on a number of weekends throughout the year.



We were then taken to the museum workshop area – it was explained that the

museum maintains all the exhibits in house, and that there are many volunteers who give their time for free. The workshop had been equipped mostly with equipment donated from local companies, and had a good machine shop area and welding booth.

Next stop was the highlight of the tour – a large upstairs room that contained the exhibits not on display to the public. This was a real aladdin's cave – not only containing items from the industrial museum but also larger items from the city's other museums. Here you could find everything from fossils through to a whale skeleton. We were shown a strange collection of medical equipment, which had been donated from a small museum previously at Frenchay Hospital.



We were then given free range to wander around and study the items in store. Among my personal favourite were models of various Bristol Aircraft on loan from BAE, a huge old Cinema projector, Douglas motor cycles, and various name plates from GWR locomotives (mostly with Bristol related names, such as Colston Hall) - there really was too much to list.

Eventually it was time to leave, but before we left we were given a brief insight into the plans for the Museum – a major redevelopment of the building is due to start soon – this will provide a major headache to look after all the exhibits while the museum is improved.

If you want to visit before then you only have until October – the museum is open from Saturday - Wednesday, 10am to 5pm.



**Bristol Italian Auto Moto
Festival
Saturday 29th April
Pictures By Simon Moss**



MADE BY TV

Once upon a time, events like sporting trials and driving tests (now autotests) had regular TV coverage and I reckon they could entertain again if TV programmers could lose their absurd obsession with endless football matches, Chelsea versus Real Slough and the like.

But credit where it's due, one branch of our sport was actually triggered by TV – rallycross. Back in 1963 snow had cancelled lots of sport and the inventive Raymond Baxter at the BBC arranged a sort of race/rally event at Brands Hatch, called the Mini Monte. It used mixed surfaces, although you could hardly tell because of the snow, and among the highlights was one Timo Makinen doing impossible things with an Austin Healey 3000. A similar event was held at Prescott in '64 then the first 'proper' rallycross meeting took place at Lydden in February '67 – so next year we'll have been together now for 40 years.

Over the years rallycross has thrown up some great characters, epitomised I guess by John Taylor who, lying in hospital with a back broken in steeplechasing, saw rallycross on TV and thought it looked as much fun but safer (I think it must have been the medication he was taking). He duly became European Champion.

Today, I reckon if someone is struggling to put a race or rally programme together they could do worse than consider rallycross instead because it certainly teaches car control and can be a lot of fun.

So how to get involved? Well, if you're 14 you can enter the MSA-approved Junior category restricted to 1000cc Minis. At 16 you can drive any car up to and including the Supercars, most of which are derived from Group A homologated cars but four-wheel drive conversions and turbochargers are allowed. The FIA specifies a 45mm restrictor which effectively caps power at 550bhp (not a misprint...) and a minimum weight of 1200kg which also applies in the UK.

In between there are classes for Modified and Stock Hatch cars, providing an entry level for anyone on a modest budget, and providing too a new lease of life for retired rally cars or production saloon racers.

There are a dozen or so UK rallycross meetings a year with the core being the 8 counting for the British Rallycross Championship. They run from April to October. Winter events seem to have slipped off the calendar – people who've never had the thrill of trying to push Roger Clark's 4x4 Capri onto a trailer in the depths of winter don't know what they've missed. Or perhaps they do.

Typically, a rallycross course will be about a mile long and you usually get three practice laps. Grids are computer generated at random but give drivers a mix of front, middle and back row starts during a meeting.

Depending on class and track licence there may be up to 12 cars racing at a time (there's always eight in the finals) and they usually do three laps in a heat, four in finals and five in Superfinals.

So, plenty going on for drivers, and for spectators too – a meeting at Lydden last year had over 60 races – and there's an open paddock policy so you don't need a Blue Peter badge or vetting by MI5 to meet the drivers.

For more details see
www.rallycrossuk.com

Stuart Turner



COD FILLET QUIZ

1. On which circuit was the Trophée des Ardennes run in 1992?
2. Who is the hero of Barnoldswick?
3. Jimmy Stewart brother of Jackie had a successful career in motor racing. But in what career did he make his mark as a young lad?
4. Who won Le Mans by a TWO second margin?

ANSWERS ON PAGE iv

Blue book rewrite

The *MSA Competitors' Yearbook* is issued to all competition licence holders and is commonly known as the 'blue book'. It contains all the regulations for competitors and is updated annually. The 2006 version has 330 A5 pages of rules and regulations!

New MSA Chairman, Alan Gow, has initiated a 'root and branch' review and rewrite of the blue book. The independent review will examine all elements of the book, including readability, cross-referencing and relevance. It will be the most comprehensive review of the regulations ever undertaken by the MSA. Once completed, the regulations could then be re-formatted and split into separate booklets to ensure that competitors only receive the regulations that are relevant to their particular discipline.

Gow said: "The current regulations are the inevitable result of many rewrites, clarifications and amendments through the years; so it's going to take a long time to decipher the current rules and strip them back to their fundamental meaning. We will not be able to deliver this in time for next year as it's a huge and expensive undertaking, but we are also looking to make some interim changes to the layout

of the current blue book that at least help the user until we have fully completed the project."

That'll do nicely

The MSA has announced plans to fast track the introduction of credit card licences, possibly for launch as early as next year. Traditionally, the licence has been in a paper format but technological advances mean there are new options. The MSA issues more than 34,000 licences every year, across a variety of motor sport disciplines. Barcoding licences in 2005 was the first major step to more efficient processing of applications. The next step could be a switch to plastic licences.

Fix those faults

How carefully do you check your competition vehicle before presenting it to be scrutineered? An analysis of defects identified by one team of scrutineers at race meetings during 2005 shows some faults are more frequent than others. This is a list of the most common items at fault.

General mechanical (13.3% of all faults), 'rain' light (13.0%), safety cut-off switch (10.0%), general electric/lights (10.0%), fire extinguisher (8.0%) and overalls (6.3%).

To get an insight into what scrutineers look for, why not offer to act as a helper at a club event? If you are interested in becoming a trainee scrutineer, contact the Technical

Department at the MSA (tel: 01753 765000) for more information.

National Motorsport Week

Plans for the first National Motorsport Week (12 to 20 August 2006 – yes, more than seven days) are progressing with growing support from individuals, clubs and organisations.

The MSA will be providing information about how motor clubs may support, and benefit from, National Motorsport Week. Watch out for further information or contact your Regional Association.

What's in your loft?

The MSA has become a patron of the Motor Racing Archive. Founded nearly 20 years ago, the archive is dedicated to the preservation of the UK's rich heritage in both national and international motor sport. Its comprehensive and ever-expanding records feature all aspects of circuit racing, past and present including photography, race results, programmes, film and audio as well as many other materials covering the history of UK motor sport achievements.

For further information about the archive and how you can assist, visit the website at www.motorracing-archive.com

BORC

The 2006 Matador Tyres sponsored MSA British Off Road championship got itself off to a successful new season start. The level of entries and the competition were both good for the first round at Driffield in East Yorkshire. This year it looks like we are in for a very close championship, with a number of drivers looking to be in with a chance of taking the 2006 Championship if their performance at Driffield is anything to go on. Details of the four remaining rounds and up to date results can be found at www.britishoffroadchampionship.co.uk

Baja UK Confirmed

The MSA and the FIA have now granted permission for the first ever Baja in the UK. It takes place on August 18th – 21st with stages in Radnor Forest in Mid-Wales, with Documentation and Scrutineering in Llandrindod Wells. With the full backing of the Forestry Commission, the Welsh Development Agency, the Welsh Assembly Government and the Welsh Minister for Economic Development and Transport. The organisers Marches 4x4 Motorsport Management are hopeful that the event will be observed by the FIA and may become a round of the FIA International Cup for Bajas as early as 2007. It's open to vehicles complying with T1 and T2 homologation categories, with dispensation granted to permit international competitors to take part. There will also be a National status event running behind the main Baja also with the possibility of running a motorcycle category. Further details at www.BajaGB.co.uk



REVIEWS FROM



NEXT MOSS SCRAPBOOK

Philip Porter is preparing a second volume of Stirling Moss' scrapbooks, this time focusing on 1961. "It was a great year for Moss with wins at Monaco, the TT and Nürburgring 1000kms," says Porter. "The ladies were special, too, including Judy Carne and Shirlee Adams." Scheduled for May release, it will cost £34.95. Porter also plans a Graham Hill scrapbook. Details from 01584 781588 or www.stirlingmoss.com

MARATHON MANNA

The 175-page French/English text *Les Healey du Marathon 1951–1964* – with intro by Pat Moss – is packed with photographs from the Liège–Rome–Liège; Spa–Sofia–Liège and Liège–Sofia–Liège rallies. Price €35, ISBN 2 35124002 2. See www.drivers.fr or call 0033 5 61 59 69 80.

FUNDAMENTALS OF CAR PERFORMANCE

Compiled by Hives, Lovesey and Robotham, from the Rolls-Royce Heritage Trust (01332 249118), £10 to members £15 non-members inc p&p.

This eighth volume in the Trust's technical series is a fascinating collection of papers from Derby in the 1920s. Designed to help R-R staff better understand basic engineering, the papers are all based on testing and, as well as some marvellously dated language – 'Dampers depending for their loading solely upon the orifice coefficient of a passage' –

offer insight into the engineering problems of the era and the huge strides being made at the time. What might surprise is how little the fundamentals have changed and the information in this book will still be relevant to a significant quantity of classic owners. It's very technical, packed with data and graphs rather than any pictures, but classily presented and, at that price, an engaging curiosity for more than just hardcore R-R enthusiasts.

PIONEERS, ENGINEERS, AND SCOUNDRELS

The Dawn of Automobiles in America ISBN 0 7680 1431 Beverly Rae Kimes, **Society of Automobile Engineers, \$40. Call 001 570 491 2707**

Beverley Rae Kimes is little known outside America, but at home she's hugely respected for her exhaustive research and entertaining writing. This 532-pager confirms her reputation as she tackles the daunting task of chronicling the dawn of the American motor industry up to 1921. What makes this book so readable is the colourful background, both social and political. As well as the big wheels including Billy Durant, the Dodge brothers and Henry Ford, Rae Kimes also highlights smaller players such as Joseph Barsaleux who created a motorised dummy horse to fool equestrian road users, or the hell-raising Ford factory manager Walter Flanders. Packed with information, this book is never a chore to dip into so don't be put off by its dull presentation.

MARSHALS POST

by the BMMC |



One of the toughest incidents you are ever likely to deal with is a car that has rolled and come to rest on its roof or its side, with the competitors still inside.

When a car rolls, you must always suspect a neck injury, so resist the temptation to heave the car back on its wheels.

As always, first check for – and minimise – any danger. On a rally, send someone back up the stage to slow down other competitors.

Next, check the response of the competitors in the car and work out what you need to do. If they are conscious and uninjured, quickly check the state of the car. Is it likely to be able to restart? If it is, and the competitors are keen to restart, then a controlled roll, putting

the car back on its wheels, on the road, is likely to be the best option.

If the car isn't going to restart, you can either help the competitors out of their upturned vehicle or roll it back on its wheels in such a way that it doesn't block the stage, before helping them out.

If you are helping a competitor out of an upturned car, remember to physically support them and get them to support themselves before releasing their belts and lowering them gently onto the roof, so that they can then crawl out.

When righting a rolled car with an injured or unconscious competitor inside, someone must be inside the car, supporting their neck.

If it's a rally car and the second competitor is able to provide support, that's fine. Otherwise, put your smallest, experienced marshal inside. Get six to eight people together to lift the car onto its side.

Which side? The side where the casualty is, because that will

minimise the amount of movement they will be subject to and stop their full weight having to be supported by their belts.

Pause when the car is on its side. Check the casualty and the marshal inside the car, then send the majority of your colleagues around the other side.

With the minority of your crew pushing on the bonnet, boot and roof and a limited amount of pulling by the people on the other side, you can now tip the car over further, until it is supported by the majority, who then lower it, slowly, onto its wheels.

Follow a similar procedure – but without a marshal inside – if the competitors are conscious and uninjured.

QUIZ ANSWERS

1. Spa-Francorchamps
2. Edgar Jessop
3. A boy soprano on BBC Scotland
4. Jackie Ickx, Ford GT40 in 1969

RallyStar

SPECIAL STAGE RALLYING RE-INVENTED

How would you like...

- A car which can win rallies **OUTRIGHT**, but costs £5,000 or less?
- Tyres which last all day, cost less than £40 and which every car must use?
- Stages on the best Forestry Commission roads at half price or better?
- A level playing field, where the **BEST DRIVERS** win — not the richest?

For full details (including draft regulations) visit

www.RallyStar.info

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