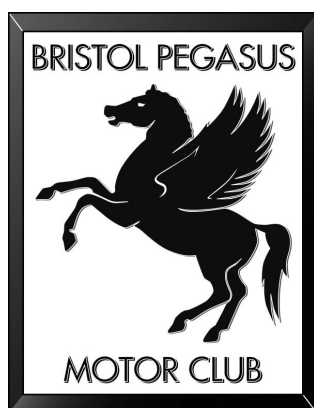


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# Backfire

## March 2005

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

Photo : Paddock at the Wessex Sprint 2004  
Photo Andy Moss

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## ***Saturday 12th March - Marshals Training Day***

We will be using our room at the Wheatsheaf to host the training day for Sprint marshals. We will be joined by members of the Bristol Motor Club and MG Car Club, so we would like a good turn out of our club members. The day is designed for experienced marshals, new marshals and people who have never marshalled before, but would like to find out what it is all about.

The day will be run by some familiar faces such as Bob Hart and Martin Baker. The training will be classroom based, so there will be no need to dig out your weather proof clothing.

If you would like to attend, please can you contact Bob Hart on tel: 0117 9409772.

Agenda for Sprints and Hill Climb Marshals' Training Day

- Basics of Course Marshalling
- Start Line and Paddock Marshalling
- Event structure - What other people do and who is responsible to whom and for what.
- Incidents and incident reporting

A lot of the day will be participatory, with delegates in syndicate groups reviewing and reporting on videos of speed event incidents and the follow-up actions.

Registration & coffee from 0900 for a 0930 start. Coffee lunch and tea provided. Finish about 1530.

## ***Monday 14<sup>th</sup> March - BPMC Club Night*** ***Wheatsheaf Inn, Winterbourne, 8:30pm***

The evening will commence at 8.30 pm with the EGM. The EGM will be held to adopt the revised Articles of Association.

Following the EGM we will hold a Nostalgia Evening. Jerry Bath has acquired some glass plate photos. Some of these are from the British and Colonial Aeroplane Company, so we are looking back to the birth of the aircraft industry in Bristol.

We also have a video, which is made up from 8mm films taken by Norman Kell. These films date back to the early 1960's and show club members out competing on some Classic trials (see the recent articles in Backfire by Alan Spencer). I am sure the club archivist Pete Stowe would welcome the help of identifying all of the people on the video. The films came from Norman's widow via Arthur Tankins.

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

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

As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley  
Stoke, Bristol, BS32 8BP [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) Fax (0870)139-2108 - Club  
Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)

## ***Friday 18<sup>th</sup> March - Navigation Exercise***

The March 18th Nav Ex will start at 7.30pm from the lay-by on the A432 near Mayshill (MR 172/686821). The finish pub will be the White Hart at Littleton-upon-Severn (MR 172/597901). Competitors will need map 172 edition C (1997) or C2 (2003).

## ***Sunday 3<sup>rd</sup> April - Karting***

Once again our thanks will be going to Paul Draper for his help in organising this event. There will be little time when you receive April's Backfire so please put the date in your diary now and contact Paul directly for earlier info (01454 619163).

## ***Monday 11<sup>th</sup> April - Club Night***

Back in February, Reg Palmer's talk was postponed at the last minute when he was taken ill with Flu. We now welcome Reg to the April club night to give his talk. Reg raced for several years in Classic Saloons. He will talk about some of the cars, which included Jaguars and a Ford Mustang, some of the other character out racing and some of his escapades. There will be some video footage of the racing and his scrapbooks of pictures and race reports.

## ***Sunday 17<sup>th</sup> April - Production Car Trial***

Following an excellent turn out last year we are again organising a Production Car Trial near Dundry. The event is a joint BPMC and BMC organization. The course layout is designed to be non-damaging and will be suitable for most cars ( with the exception perhaps of anything very low to the ground ). Further details next month.

## ***Saturday 30<sup>th</sup> April - Italian Car Day (Bristol)***

See separate article

## ***Monday 2<sup>nd</sup> May - Wessex Sprint***

The Regs are available now from the BPMC website or John Corfield will post you a copy if you contact him. The entry list is open now and closes on Tuesday 12<sup>th</sup> April. The entry fee is £81 and the entries secretary is Mrs C Morgan (01275 790855).

## ***Invitations***

### ***13<sup>th</sup> March - BMC Autotest***

Normally we would receive an invitation from BMC for this event but unfortunately they are still without a venue and so the event will not take place.

### ***Important Date Changes***

The marshals training day planned for the 5th March will now move one week to the 12th March. The second change is for the Test Day at Castle Combe. Due to a change in the Motorcycle racing calendar, Castle Combe have had to bring our Test Day and 60th Anniversary Celebration forward two weeks, it will now be held on Saturday 16th July.

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

# **Castle Combe Circuit urgently needs your help - 21<sup>st</sup> Feb 2005**

## **COUNCIL SERVE NOISE NUISANCE ORDER**

The following appeal has recently been issued by Castle Combe Circuit:

North Wiltshire District Council have served a Noise Nuisance Order on Castle Combe Circuit. The circuit Directors consider this to be unfair and restrictive. We are appealing against the Order. However, within the Council it is possible that at a debate the Council members could instruct their officers to withdraw this Noise Nuisance Order. We hope to achieve this action rather than indulge in costly legal actions for both parties. For Castle Combe Circuit this is money that could be spent on improving our visitor facilities. However for Council Tax payers, the vast majority who are not affected by this action, the cost is a further burden on Council budgets that could be used to improve our health and education systems, our roads and other services. This action has been brought about by a tiny number of local residents. Because of their action, Council Tax payers throughout Wiltshire will have an additional financial burden to carry during 2005.

### **THE FACTS**

Whilst the Order covers all race days, the principle clause will prevent us, after 2005, running the British formula 3 and GT Championships.

During four successful years, these two races have run on average for 5 hours 22 minutes per year, just 4.36% of our total racing time. The races have attracted almost 100,000 visitors. Using the Council's own calculations, these races have generated approximately £10m into the North Wiltshire economy. They have provided Wiltshire with a world class sporting event.

We are a race circuit. We accept racing cars do make noise and have therefore been instrumental in changing the regulations to lower the noise limit for F3 & GT's by 4DbA. That is a significant reduction.

The circuit has been here since 1950 and run racing continuously through that time. It is well known and well signposted. Anyone moving into the area. since 1950, would have been aware of its existence.

We have the lowest usage of any circuit in the United Kingdom currently attracting national racing classes. Long term effects of losing these races could force us to look for other revenue streams and to restrict our support of some loss making and charitable events.

We believe we have demonstrated to the council that with careful noise controls and an undertaking to work with the organisers of these championships to investigate further noise reductions that we can work in harmony with the majority of the local environment and residents.

Your help is needed.

If you can, please write a letter urging councillors to vote to instruct their officers to withdraw this Notice.

A full list of Council Members is shown overleaf.\*

Please feel free to use any of the facts quoted within this newsletter.

Your help will be much appreciated.

The Directors of Castle Combe Circuit Ltd”

\* If you live in Wiltshire you may wish to write to your local councillor - a list of Council Members & their addresses is available on the News page at [www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk). Any other members who would like to express their support for the Circuit can write to Howard Strawford, Castle Combe Circuit, Chippenham, Wiltshire, SN14 7EY, who will pass on all letters received to the Council.

## **The First Navigation Exercise of 2005**

### **Friday 28<sup>th</sup> January By Andy Rigler and Dick Craddy**

Arriving at the Castle Car Park in Chepstow at the appointed time it was good to see what transpired to be six of the seven crews already waiting in the extreme cold for our arrival.

We welcomed Mark Williams and Andy Robinson to one of these events for the first time in a smart Laguna. It was also pleasing to see that Paul and Louise Hemmings had ventured out in Paul's BMW X5. We simply hoped that some of the roads would prove to be wide enough to allow the BM through! Another new pairing was Ken Robson with Andy Moss navigating in Ken's Saab 95 Estate.

Once again we set both Novice and Expert route cards with traditional route definitions where, for example, the Tulips for Novices were shown 'in order' and for Experts there were given in random order. Likewise Map referenced points were given with a false origin for Experts and without for Novices. The object was to ensure that the crews spent an adequate amount of time plotting before setting out on a compact route that was going to be demanding on driver and, especially, navigating skills in some parts of the route.

So with signing on and a small crew briefing completed we decided to release the Route cards some five minutes early in order to stop hypothermia setting in! Then followed the period when we waited to see who moved first. On this occasion it was the three Novice crews lead by Allen and Nick in the BMW 328. Unusually it took until around one hour after the due start for each Expert crew to depart. The random Tulips having caused some difficulty thereby holding the crews at the start. But this was of no concern because there was still one and three quarter hours left to cover the 26.5 mile long route albeit this being a fairly quick drive and demanding concentration on the part of both crew members.

The event did not start until the crews had crossed the Wye Bridge into England given that the Gloucestershire RLO had provided approval. Going via Tutshill and Woodcroft the route soon reached the very rural areas between Wibden and Tidenham Chase. Turning west to Woolaston before heading northeast to Hewelsfield and Brockweir the

route then swept in a clockwise arc via St Briavels, through Old Park Wood to Alyburton before finishing at the Rising Sun at Smallbrook.

The organisers were to be found by a log fire in a convivial bar awaiting the opportunity to hear the crews recounting their experiences of the night. Regrettably Andy found the SAAB's ride not to his liking and was sick on one occasion. Fortunately the effects soon passed. Paul, when manoeuvring on a slope, had all four wheels of the X5 spinning. Interestingly it was discretely done in a Farm driveway! Matt and Mark claimed to have 'lapped' the route around Brockweir in order to be certain about their answers.

The winners turned out to be Chris and Dave in the Freelander who beat Matt and Mark with the same score on the basis that furthest cleanest was used as a tie decider. Each crew having failed by only one clue to have a clean sheet of answers! Dave and Martin putting on another competent run to gain third place. Likewise the Novice result was decided in the favour of Paul and Louise given that Allen and Nick, with the same basic score, also incurred a small time penalty.

Once again the trip over the Severn Bridge rewarded the competitors with a satisfying nights entertainment. Many thanks to all who supported our efforts with your own on a very cold night.

## RESULTS

Crew	Expert/ Novice	Clue Score	Time Penalty	Total Score	Pos'n Overall	Class Pos'n	Club result
Ken Robson/ Andy Moss SAAB 95 Estate	E	70	0	70	6	4 <sup>th</sup> E	4 <sup>rd</sup> BPMC
Matt Marples/ Mark Austin Peugeot 205	E	240	0	240	2	2 <sup>nd</sup> E	2 <sup>nd</sup> BPMC
Allen Harris/ Nick Rainbow BMW 328	N	130	10	120	5	2 <sup>nd</sup> N	2 <sup>nd</sup> BMC
Paul Hemmings/ Louise Hemmings BMW X5	N	130	0	130	4	1 <sup>st</sup> N	1 <sup>st</sup> BMC
Mark Williams/ Andy Robinson Renault Laguna	N	60	0	60	7	3 <sup>rd</sup> N	5 <sup>th</sup> BPMC
Dave Cutcliffe/ Martin Baker/ SEAT Leon	E	215	0	215	3	3 <sup>rd</sup> E	3 <sup>rd</sup> BPMC
Chris Goodchild/ David Adams L R Freelander	E	240	0	240	1 *	1 <sup>st</sup> E	1 <sup>st</sup> BPMC

- decided on basis of furthest cleanest

# ***Association Championships***

## ***By Kieron Winter***

Now Christmas and the New Year are behind us, you might be thinking of the coming competition season. The club tries to put on a full calendar of events in many different disciplines of the sport. However if you fancy doing more of one particular type of event, then entering one of the Association Championships is probably one of the best ways to do so. The club is a long-standing member of the South West Association of Motor Clubs (ASWMC), but in recent years we have also joined the Association of Central Southern Motor Clubs, the Association of West Midland Motor Clubs and the Cotswold Motor Sport Group.

Each of the Associations runs many different Championships, if you are interested in Rallying, Sprinting, Hill Climbing, Trials (3 different disciplines), Autotests, etc then there is a championship for you. All you have to do is to register with the Association and pay the appropriate fee. Your details will then be passed to the organisers of all events in the Championship, who will send you a set of regulations when they are issued. Please remember to allow some time from when you register to when you will start to receive regulations. An example of this would be that your registration for the ASWMC Sprint championship would have to have been submitted in February to ensure you got the regulations for the first event, our Wessex Sprint, as they were issued in early March.

Details of the many different championships can be found on the Associations own web sites and well as registration forms. You can link to these web sites via our club web site. If you do not have access to the web, then Competition Secretary, John Corfield, can provide you with details or see him at a club night where he can show you the Associations own yearbooks, which contain all the details you will need.

We must pass congratulations to our friends at Bristol Motor Club who did very well in the 2004 ASWMC Championships. Kevin Lealan won the Sprint Championship for the third time in a row (with wins for Bristol's Martin Perry and our own Ian Hall, the Sprint Championship has not been far away from the Bristol area for many years), Lawrence Bath won the Hillclimb Championship for the second time and Nigel Bigwood won the Sporting Trials Championship. With these results Bristol finished second in the club championship.

## ***Nigel Bigwood***

I was very saddened to hear of the recent death of Bristol Motor Club member, Nigel Bigwood. Nigel won the ASWMC Speed titles back in 1979 and 1980 and then 10 years later won the British Sprint Championship two years in a row. I well remember marshalling at Colerne as he thundered down the straight in his black Toleman Hart. One year I remember he was marshalling at my corner at Colerne and he was telling me of his plans to do Classic F3 racing in an Ensign. In recent years he took up Sporting Trials and won the ASWMC title in his first full year. To his father Chris, family and friends, the Bristol Pegasus Motor Club offers its condolences.

Kieron Winter



## ***Your Club Needs Your Car***

### ***By John Corfield***

Bristol Pegasus has two events coming up at which we have the opportunity to market the club as well as supporting the event itself. It is only through your support that we can make these occasions a success for BPMC.

### **Bristol Italian Car Festival**

The Bristol Italian Car Festival is to be held in the centre of Bristol on Saturday 30<sup>th</sup> April between 10am and 4pm. As in the previous two years we will be contributing by having our club stand and some members' cars on display adjacent to it. Thanks to our very own Nick Wood, who is one of the organisers, we should be in a prime spot. Although the theme is Italian cars we like to sell the fact that a club like BPMC offers opportunities to any car owner; so if you have an interesting car and would like to bring it along then don't worry if it's not Italian.

### **Bristol Classic Car Show**

Castle Combe this year decided to move what has been their CCC(2003)/VAG(2004) Day to September so we won't be attending. Instead we shall be going to the Bristol Classic Car Show on the Bristol Downs on Sunday 12<sup>th</sup> June where we shall have the club stand and some members cars. Again, if your car is likely to help us attract people to our stand then please consider offering it for the day; it doesn't need to be a classic. This event will be a double pleasure for us because the Marlin Racing Club (if you're asking "Who?" then read February's Backfire!) will be there also. Ken Robson and I will be working together and with Ken's contacts and previous experience it should go well.

In both cases car owners will be able to attend the event and we will need them to get their cars to and from the venue. The plan is that the cars will remain in a static display throughout the day and owners can help us to sell the club if so inclined. At the very least, it's an excellent opportunity to have a good look at what's there. Please let me know if you'd like to go onto the list of 'offerings' because it would be really nice (in the best possible way) if we had to decline offers due to oversubscription - and please don't leave it until the week before to make contact (for obvious reasons). My contact information is [john\\_e\\_f\\_corfield@hotmail.com](mailto:john_e_f_corfield@hotmail.com), home phone:0117 9870763 and mobile 0771 7677271.

## **Castle Combe News**

### **By Pete Stowe**

In addition to our Track Day having moved to 16th July, there are a couple of other changes to the 2005 Castle Combe dates as published in January's Backfire: the Superbike Grand National is now on 30/31 July & the Stroke Association Day is on October 1st. Also, the Classic Race day is on Saturday 6th August, not Sunday 7th.

This year there is also a revised Gift Voucher scheme for the Racing School activities, with vouchers available from £25 upwards which can be put towards any CCRS course, track day, or 'white knuckle' ride. Also, a Ferrari 355GTS has been added to the fleet for 'white knuckle' rides (you won't get to drive it, but rest assured that the driver's not called Emsley!)



## ***Clubman's Championship 2005 – Rules***

1. The best 10 results for events entailing the use of a car are counted.
2. Points are awarded according to the formula  $((5(\text{"No. of Starters"} \text{ minus "Finish Position"})/\text{"No. of Starters"})+1)$ .
3. Points are awarded according to "finishing position in class" or, if no classes, "overall finishing position".
4. Those who "Did Not Finish" are ignored for number of entrants and scores.
5. For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position  $4\frac{1}{2}$ ).
6. The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts and Economy Runs.
7. Awards are given to the first three in the end of year standings.
8. Positions in the end-of-year are standings are only credited to those who have scored in the Marshalls Championship, or are deemed to be "organisers" by the committee (eg see next rule).
9. Committee Members are deemed to be "organisers" with regard to the Clubman's Championship.

<b>Clubmans Championship 2005 up to the Jan Nav Ex Prepared by Chris Goodchild &amp; John Corfield</b>				
<b>TOTAL POINTS SCORED</b>	<b>ENTRANT</b>	<b>'POINTS SCORED' POSITIONS</b>	<b>NUMBER OF EVENTS</b>	<b>ORGANISED OR MARSHALLED ?</b>
5.29	Chris Goodchild	1	1	No
5.29	David Adams	1	1	No
4.57	Mark Astin	3	1	No
4.57	Matt Marples	3	1	No
3.86	Dave Cutcliffe	5	1	No
3.86	Martin Baker	5	1	No
1.71	Andy Moss	7	1	No
1.71	Ken Robson	7	1	No
1.00	Andy Robinson	9	1	No
1.00	Mark Williams	9	1	No

## ***Marshall's Championship – Rules***



- A. 2 points are awarded to a competitive or non-competitive event organiser. (NB Qualifying events are agreed by the committee).
- B. A maximum of 2 organisers on Treasure Hunts and 3 on Navigation Exercises and Navigation Scatters is permitted.
- C. A Clerk of the Course, Secretary, Assistant Clerk, Entries Secretary, and Chief Marshall are automatically deemed to be "organisers".
- D. 1 point is awarded to a marshall.

- E. 1 point is awarded to those setting out Sprint courses the day before.
- F. An award is given to first place in the end of year standings, but more awards may be made at the Committee's discretion.

Marshals Championship 2005 up to the Jan Nav Ex Prepared by Chris Goodchild & John Corfield			
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
2	Andy Rigler	1	1
2	Dick Craddy	1	1

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## Extraordinary General Meeting



The EGM will be held at 8.30 pm on 14<sup>th</sup> March 2005, to adopt the revised Articles of Association. The revised articles are designed to tidy up the existing articles, to define an associate member and to ensure that the articles are in line with the latest revisions to Company law.

Those who have not already seen the revised articles, and want to do so, should contact Tim Murray for a copy or view them via the club web site.

For those unable to attend the EGM, a proxy vote form is attached below.

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## Proxy Voting Form

I wish the Chairman of the Meeting to cast my vote for acceptance of the revised Articles of Association as follows: (please place an X in one of the two boxes)

Accept	Reject

Name (Block Capitals) .....

Signature .....

Membership Number .....



# Bristol Pegasus Fantasy Formula One 2005



The Bristol Pegasus Fantasy Formula One competition is now into it's 10th year and seems to be as popular as ever.

Our rules differ a little from those found in the "real" F1 championship so make sure you read them carefully. The major difference is that we have the concept of improvement points – if you start last on the grid you will get points for every place you make up during the race. This can make things quite unpredictable at times !

**We will accept entries upto the club night on Monday 14<sup>th</sup> March – So you can see who looks fast at the first race in Australia - Good Luck !**

## Rules

You must choose **TWO DIFFERENT DRIVERS** and **TWO DIFFERENT CARS** from the listings below to make up your team. You may choose any driver and team combination – for example you can put Michael Scumacher in a Minardi if you wish.

Your team budget is **£ 42 m** to buy two different cars and two different drivers. You may spend less but if you exceed the budget your team **WILL NOT** be accepted for entry.

Your driver scores only when he is racing, and the cars and drivers **MUST** be classified by the FIA as a finisher to score points. Substitute drivers do not count. If your driver looses his seat, he's out of the championship; however, the rest of your team can still score. Likewise, if one of the teams packs up and goes home, your drivers and other car can still score.

Car scores are based on the highest finishing machine of your chosen make. There are also bonus points for pole position and fastest lap for finishing cars and drivers.

Duplicate teams are inevitable with the number of entries received each season. The organisers may ask for a tie break choice to be made before the last race of the season.

Here's how it works (all points apply to both the drivers and the cars):

Win - 30 points, 2<sup>nd</sup> - 24 points, 3<sup>rd</sup> - 18 points, 4<sup>th</sup> - 15 points, 5<sup>th</sup> - 12 points, 6<sup>th</sup> - 9 points, 7<sup>th</sup> - 6 points, 8<sup>th</sup> - 3 points.

### Improvement Points:

One point for every place made up from start position. So if grid position 12 finishes in sixth place, you get six points.

### Race Bonus Points :

Pole position – 5 points.

Fastest lap – 5 points.

Hat-trick (pole, fastest lap & win) – 5 extra points.

Entry is open to all club members, spouses may also submit an entry.

Entry is free and a video of your choice will be awarded to the winner.

Results will be published in Backfire each month and will be available between magazines on the club website.

The easiest way to enter is online at  
[www.bristolpegasus.com/2005/f1/enter.htm](http://www.bristolpegasus.com/2005/f1/enter.htm)

Or Complete the form below

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## 2005 Fantasy F1 Entry Form

**Remember :**

**You have £42m to spend on two different drivers and two cars.**

**Driver 1 :**

**Driver 2 :**

**Team 1 :**

**Team 2 :**

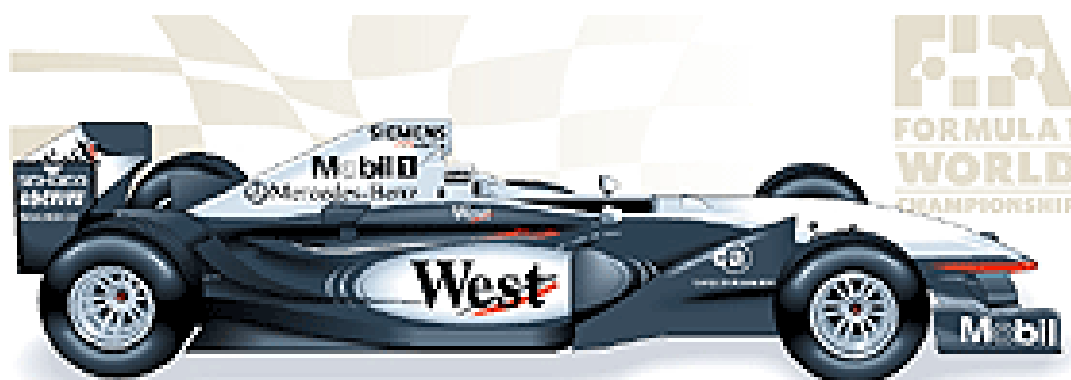
**Name:**

**Address :**

**Telephone :**

**Return to :**

1. **By Post : 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP**
2. **Enter online at the club website**
3. **By e-mail to [f1@moss.ndo.co.uk](mailto:f1@moss.ndo.co.uk)**
4. **FAX : 0870 1392108**
5. **Send on plain paper if you don't want to cut your Backfire**



## Teams & Drivers - Costs

Driver	Cost £ Million	Team	Cost £ Million
1. Michael Schumacher (D)	18	Scuderia Ferrari Marlboro	22
2. Rubens Barrichello (BRA)	14		
3. Jenson Button (GB)	14	Lucky Strike B•A•R Honda	15
4. Takuma Sato (J)	12		
5. Fernando Alonso (E)	13	Mild Seven Renault F1 Team	12
6. Giancarlo Fisichella (I)	9		
7. Mark Webber (AUS)	12	BMW WilliamsF1 Team	10
8. Nick Heidfeld (D)	11		
9. Kimi Räikkönen (FIN)	12	West McLaren Mercedes	8
10. Juan Pablo Montoya (COL)	11		
11. Jacques Villeneuve (CDN)	10	Sauber Petronas	7
12. Felipe Massa (BR)	8		
14. David Coulthard (GB)	9	Red Bull Racing	6
15. Christian Klien (AUT)	9		
16. Jarno Trulli (I)	8	Panasonic Toyota Racing	5
17. Ralf Schumacher (D)	7		
18. Narain Karthikeyan (IND)	6	Jordan Grand Prix	4
19. Tiago Monteiro (P)	5		
20. Christijan Albers (NL)	4	Minardi F1 Team	4
21. Patrick Friesacher (AUT)	4		

## 2005 - The Races

1	06/03/05	Australia (AUS)
2	20/03/05	Malaysia (MAL)
3	03/04/05	Bahrain (BRN)
4	24/04/05	San Marino (RSM)
5	08/05/05	Spain (E)
6	22/05/05	Monaco (MC)
7	29/05/05	Europe (D)
8	12/06/05	Canada (CDN)
9	19/06/05	USA (USA)
10	03/07/05	France (F)
11	10/07/05	Great Britain (GB)
12	24/07/05	Germany (D)
13	31/07/05	Hungary (H)
14	21/08/05	Turkey (TR)
15	04/09/05	Italy (I)
16	11/09/05	Belgium (B)
17	25/09/05	Brazil (BR)
18	09/10/05	Japan (J)
19	16/10/05	China (CN)

# Members Cars

## Dick Craddy

### Saab 95 / MGF / Mini Cooper

(A) SAAB 95 TiD, 4 Cyl Diesel, 2200ccs, year 2002.

(B) MGF 1.8VVC, 4 Cyl Petrol, 1800ccs, year 1999.

(C) Mini Cooper, 4Cyl Petrol, 1600ccs, 2003.



**Where did you buy it?** (A) Williams Automobiles, St Phillips Causeway, Bristol. (B) Berkeley Vale Motors, Alveston, S Glos (C) Dick Lovett, Cribbs Causeway. Bristol.

**What made you choose this model?** (A) This is my second SAAB 95. the first was the best choice on my Company Car list, given that it had a turbo charged engine which I prefer, and this one because I liked the first one. (B) I wanted a toy car but I did not want something that would have required me to give time for maintenance when I was working. It was a luxury purchase but suited my circumstances. I selected an MGF because of its mid engined layout. (C) It was Mary's choice. She did not want a 'Eurobox' type of car.



**Use:** All road use. Maybe, one day I'll enter a Sprint or Test Day with the MGF.

**Mods/ Restoration:** Only that caused by minor accident damage to (A)& (B).

**What did I own before etc:** (A) SAAB 95 petrol 2.0 litre, before that a Rover Vitesse Coupe Sport. An car with exceptional road performance. One of Rovers secrets! (B) Mini Cooper 1275cc. Originally my daughters car. We swapped it for a Metro GTi. (C) Rover 200 series 1.coupe. A very clever car in many respects.

**Favourite thing about the Car?** (A) Every aspect of the SAAB's performance is well matched to a high level. A well balanced car that often surprises passengers. 'A nice car'. Diesel version slightly harsher than petrol of course. Surprisingly good performance due to torquey engine, especially on a Motorway. (B) Excellent handling, well balanced for general comfort and press on driving. Quick enough for most circumstances. (C) Extremely well engineered with good use of space and clever features. A fun car with good performance.

**Thing that annoys you most:** (A) Given that it is front wheel drive the front tyre life is only moderate. Hard compound tyres are necessary. (B) While it hasn't happened yet, I'm probably facing a head gasket failure on the K series engine at sometime. No Haynes Manual available. (C) not found anything yet.



# ***What is it All About ? (All Vehicles Are The Spawn Of The Devil) By Alan Spencer***

We have all had the information about the "move" to continuous taxation for motor vehicles - its not quite there yet but we have continuous declarations of "Off Road" SORN, that we must apply for or face a fine, it won't be long before we have to pay to just own a vehicle. Not good.

It transpires that soon all motor vehicles will have their insurance details stored together with tax information. This is to help catch the dodgers so we are told. So soon you will be automatically fined for not having insurance - a move to continuous insurance for all vehicles.

That's not all. Other items that have been banded about and are again resurfacing are:

1. No one to work on their own cars. All vehicle repairs to be done by approved garages (like the electrics and plumbing already introduced this year).
2. Cradle to grave taxation and insurance etc. We may end up renting our cars from the government (what a joke)
3. Spares only available to approved garages. "approved" - (I bet this could also become a payment for garages to become approved?)
4. Local authorities given the powers of seizing vehicles over their "sell by date" - 15 years old maybe. (it happens in Japan that's why we have all these grey imports in Britain.)

A note here: Japan have rules that vehicles over 3 years old must have extensive replacements of parts - brakes - suspension - steering etc its cheaper to sell us these cars and buy new ones.

5. Restrictions on use of Historic Vehicles for club runs and evens with defined routes all controlled by Local Authorities - of course a fee will creep in here wouldn't it ?. (This already happens in Germany and is strictly applied - and its only for weekends you can't use your HISTORIC DURING THE WEEK.

6. Vehicles over 15 years not considered to be Historic to be compulsory scrapped of course a fee will also be charged for this privilege.

7. Fit all cars with catalytic converters regardless of age. Even some that will pass emission tests without them. (Another note here, lots of lean bum cars on the roads today do not need cats as there emissions are well below even without them.

There is however a way, write to Transport Secretary Alister Darling and your local MP at the House of Commons and tell them about your concerns its the only way they can be approved. You should get an answer.

The address is  
House of Commons, London, SW1A 0AA





# St. Peter's Hospice

Fundraising Office  
58 Royal York Crescent  
Clifton  
Bristol, BS8 4JP  
Telephone: 0117 915 9300  
Fax: 0117 973 0737  
[www.stpetershospice.org](http://www.stpetershospice.org)

Mr Martin Emsley  
The Pegasus Motor Club

17<sup>th</sup> January 2005

Dear Martin,

I am writing on behalf of St. Peter's Hospice to thank you for the wonderful donation of £267.30 raised through a raffle at your AGM and the sale of a few items belonging to one of your late members. Please could you pass on our sincere thanks to everyone who supported and assure them that the money will be put to very good use. Thank you also for your very kind words which are so appreciated.

To put this money into some kind of context, £250.00 would pay for five patients to attend Day Hospice. Our Day Hospice is a specialist palliative service which treats and cares for the whole person, relieving symptoms, and helping patients to feel more positive and able to cope with their very difficult individual circumstances.

The opportunity to meet other people with similar experiences is important and there are two sessions for younger patients who have different priorities and needs. Patients are able to discuss their illness frankly with non-family members who have a good understanding of their circumstances. They are able to develop coping strategies, learn new skills and regain confidence.

Patients have access to a multi-disciplinary team on site whose role is to offer professional advice and practical help to enable them to lead a life as full as possible. Patients often 'save up' a list of problems to be sorted out, and review of one difficulty can highlight another which can be alleviated rather than put up with. Treatment means relief of symptoms, relaxation and a regaining of control.

As you can see, your support really is making a difference to St Peter's which is so very much appreciated.

With best wishes

Yours sincerely

Sian Rees  
Corporate Fundraiser

## ON YOUR MARQUES

**S**canning a batch of club magazines recently, as you do, revealed the usual situation – some clubs bouncing along, others struggling to keep their numbers up and attract young members. Maybe youngsters are keener to cruise but I won't labour my point about building bridges to this area of 'motorsport' (well, that's what they think it is, even if we don't) because of causing apoplexy among some readers. But it should be obvious that if we don't forge links, our numbers could continue a downwards spiral that will be difficult to halt.

There's another area where we could perhaps build stronger links – to the one-make or marque clubs. I don't know the difference between one-make and marque, perhaps because there isn't one, but anyway there are around 350 clubs affiliated to the Federation of British Historic Vehicles Club in the UK, and many others which are not members. Ten to fifteen percent of them run competitive events and are therefore linked to 'our' side through the MSA, but I'm not sure we're close enough to the rest, the majority of which concentrate on technical and restoration advice, parts supply and perhaps the most important area of all, insurance schemes for members. One-makers may be

surprised to learn that they have at least the latter in common with the cruisers – if you ever wonder why certain makes are strongly represented at cruise events, check what insurance offers the manufacturers have been running for young drivers ... QED.

Membership of one-make clubs seems remarkably stable although clubs ebb and flow as particular models or makes go in and out of fashion, sometimes influenced by a car being featured in a TV series, sometimes for no logical explanation. The truly great marques like Bentley and Dellow of course roll on unaffected by fads.

One area where the one-makes tend to outshine us is in the quality of their magazines, understandable perhaps when much of the content may be timeless. The one-makes share at least one problem with us – ageing memberships and the problem of getting people to sit on committees. I must tread carefully here, but small mindedness and territorialism (if there is such a word) sometimes don't help – "Our model has got the mahogany finish so we're not speaking to you lot with the later plastic trim" and the like.

I admire people who restore and cherish older cars but a hushed and reverential "this is

the actual car in which Driver X won the such and such" sometimes has me reaching for a pinch of salt because I know from experience how competition cars may have been cannibalised by factory teams, or registration numbers switched to fit laboriously prepared customs documents. A classic case was the works Mini completing an event with a Morris badge on one end and an Austin at the other, with neither scrutineers, customs officials or team members noticing.

With the strength and stability of the one make clubs I reckon 'our' clubs should get as close to them as possible because we'd be naïve to think that recent battles over land access and so on will be the last we'll have to fight. The more people on board with us the better.

*Stuart Turner*



### COD FILLET QUIZ

1. Which North Country driver won the 1933 Mannin Beg race in the Isle of Man?
2. Who won the 1973 RAC Stage Rally Championship?
3. Near which city is the Pedralbes circuit?
4. Which Lotus driver and car went into the harbour at the 1965 Monaco GP?

**ANSWERS ON PAGE iv**

## **How old is your Club?**

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With many MSA-recognised Clubs approaching, or having reached, significant anniversaries in their history, the MSA is aware that it does not have an accurate list of such clubs.

If you have accurate records which identify the age of your club, please send details to Allan Dean-Lewis, Head of External Affairs at the MSA or e-mail him: [adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)

## **Clubs receive £25,000?**

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The MSA's Club Development Fund, which benefits MSA member motor clubs, responded to requests from 27 clubs last year, providing nearly £25,000 to assist projects worth a total of £134,000.

The awards made in 2004 ranged from £50 to the maximum £2,500 and included the following projects:

- The purchase of new frequency safety radios
- The purchase of new safety and rescue equipment
- Venue improvements

Colin Hilton, *Chief Executive*, said: "Since its inception in 1995, the Club Development Fund has provided £387,000 to grant aid projects totalling £1.83

million. The greater surplus the MSA can generate from commercial activities, the more good work we can do to ensure the further development and growth of the sport."

The Club Development Fund Panel members are Bill Troughear (*Chairman of Regional Committee and Vice-Chairman of Motor Sports Council*), Nicky Moffitt (*Vice Chairman of Regional Committee*), Stuart Turner (*Member of Motor Sports Council*) and Allan Dean-Lewis (*MSA Head of External Affairs*).

Applications are considered from MSA-recognised motor clubs which are members of at least one Regional Association. Priority is given to applications which are considered most likely to improve safety or increase the number of active participants in motor sport. Applicants are required to meet at least 50 per cent of the cost of their project and the maximum individual award is £2,500.

Application forms can be downloaded from the MSA website [www.msauk.org](http://www.msauk.org)

## **Increased insurance cover**

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The MSA's insurance broker, Alexander Forbes, has secured improved and extended insurance cover from its new underwriter, Brit Insurance. It has agreed a three-year period of cover for the MSA and the policy will, for the first time,

include additional cover for volunteer paramedics. For all motor sport events run to MSA regulations, the organisers must apply for an MSA event permit. The MSA permit ensures that the event is covered by the MSA's Public Liability and Personal Accident insurance.

## **Motor sport achievement honoured**

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John Surtees MBE, the only person to win both Formula One and Motor Cycle World Championships, was guest of honour at the MSA's annual Night of Champions awards ceremony.

The youngest person to receive a trophy was 11-year-old Jimmy Galloway, the new British Cadet Kart Champion. The oldest was a 60-year-old with seven grandchildren.

Terry Gorvel, *President of the Jersey Motor Cycle and Light Car Club*, received the Alexander Forbes/MSA Club of the Year trophy and a cheque for £1,000 on behalf of the club. Motor sport tourism is now recognised as a significant contributor to Jersey's economy, thanks to the club's activities.

Presented with the Alexander Forbes/MSA Marshal of the Year award, which includes a trophy and a cheque for £250, was Mark Johnson, a 44-year-old grandfather from Scunthorpe who has spent the past 20 years officiating on rallies throughout the UK.

# KARTING

Restoring and running historic and classic karts is becoming popular. Shenington holds an annual gathering where last year twenty-eight karts were on display, more than half taking to the track. A Buckler ran for the first time in forty years, and an Ital started after a twenty year rest. Over half are direct drive with Clintons, JLO's, Komets, Parillas, BM's and McCulloch engines. The karting craze was imported to the UK by American servicemen in the late fifties so many early engines are from the US. The gearbox variety is usually powered by the Bultaco or early Villiers 9E engines. Villiers and their replicas are still raced today in 210 National form.

Many top racing drivers also raced karts – Graham Hill, Stirling Moss, Roger Keele, Tim Brise, Chris Hodgetts and Barrie 'Whizzo' Williams to name a few. A little later along came Nigel Mansell and soon karting was a prerequisite to a Formula 1 career.

From the mid-sixties the karts took on the familiar shape that we recognise today, but bereft of bodywork and set on skinny tyres. Two clubs have sprung up to support the owners, Vintage Kart Club ([http://groups.msn.com/VintageKartsUK/\\_whatsnew.msnuw](http://groups.msn.com/VintageKartsUK/_whatsnew.msnuw)) and the Historic and Classic Kart Club (<http://groups.msn.com/historicclassickartclubforgreatbritain>), and several other kart circuits including Rowrah and Rissington also hold revival events whilst this year's Shenington ([www.sheningtonkrc.co.uk](http://www.sheningtonkrc.co.uk)) meeting will be on 18th and 19th June. Old-timers are especially welcome.

# AUTOSCENE



REVIEWS FROM



## VINTAGE AMERICAN ROAD RACING CARS 1950-70

**Harold Pace and Mark Brinker, Motorbooks International, £35. ISBN 0 7603 1783 6.**

This impressive new study focuses on the cars rather than race history. If you love arcane Americana, this 300-plus pager is for you. As well as famous racers – Scarabs, Chaparrals and Cunninghams – there are oddball home-builts. Nuggets include the beautiful Saab-powered Tanner Specials, the 203mph Mabe Drilling Special and the Keil Porsche, with a titling body that could be adjusted at speed for downforce. Bonus sections cover engine types and kit cars. Highly recommended.

## ISSIGONIS AND THE MINI

**Icon Books. £9.99. ISBN 1 84046 640 5.**

First published in 1988, this concise review of brilliant Greek-born engineer Alec Issigonis and the development of the Mini concept is back in print with an extra chapter on the new BMW version. Written by Science Museum curator

Andrew Nahum, the 100-page paperback is enjoyable, insightful, and now better value.

## ASTON MARTIN DB2, DB2/4 & DB3 IN DETAIL 1950-59

**Nick Walker, Herridge & Sons, £35. ISBN 0 9541063 3 4.**

Alvis Owner Club chairman Walker is fast building a reputation as a book stalwart, with two other *In Detail* titles to his name. The VSCC's honorary librarian leaves no stone unturned in this outstanding history of Feltham-built Astons. It's no dry reference, either – Walker illustrates the firm's evolution with behind-the-scenes gen and plenty of period road test quotes. Model development is covered fully, including the rare fixed-head coupés and the three Touring Spyders, one of which was given away as a prize by *The Daily Mail*. It concludes with a chapter on buying tips. A bit pricey, but worth it for the fabulous archive material, including 140 glorious period racing and rally shots, plus the adverts that often followed competition success.

# MARSHALS POST

by the BMMC

## You didn't want to do that

Not the first words a driver wants to hear as he extracts himself from the detritus after what we euphemistically call an "incident", but it's difficult to resist sometimes.

It's particularly hard when you're at a circuit you know well and have been watching the bizarre lines or breaking points of the driver who has landed at your feet.

You can soon pick up on the few that are heading for a fall, but it's worth being a bit more systematic.

To start with, it aids your concentration – no bad thing at the end of a long day – it improves your response when something does happen – even if the initial response is simply to duck, hit the floor or run away – and it helps you to help your Observer.

Instead of just watching, observe. Start by splitting the corner up into three sectors, looking at the cars as they approach, as they pass you and as they depart.

When they approach, check their attitude and their lines. Ask yourself if they look to be on the limit or even beyond it? Are they running wide or doing something else that isn't quite right?

Look for obvious damage. Is anything dragging or falling off? Are wheels misaligned, is there any fluid leaking or is there anything else you should report.

Finally, make a mental note of shape, colour, distinguishing marks and, if possible, helmet colours – it's a habitual check that will help you if you ever start flagging as it's shape and colour rather than the tiny numbers on most single seaters that will prompt your actions.

As the cars pass, check the numbers and try to relate them to the colours and shapes – and look again for any damage.

Lastly, as they head off up the circuit, check once again for attitude, line and control, damage, fluid and bits falling off – but, remember, that check must be very rapid indeed, no more than a lingering flick of your eyes before you switch back to concentrate on what's coming towards you.

And take note of any smells. You might miss seeing a petrol leak, but

you will smell it if the wind is in the right direction, a few seconds after the cars have gone.

Throughout all three sectors look for contact and try to make a mental note of numbers, who was on the inside and the outside, who struck whom – and where.

It's difficult, obviously, to take everything in during the early laps, so focus more on contact and try to spot extinguisher and cut off switches. If something does happen that needs reporting to your Observer, then try to note it down on a scrap of paper – assuming, of course, that it's not an incident that requires immediate action.

Above all, though, focus as much as you can on what is heading your way, rather than what is passing you or leaving your sector – that's where the danger is coming from.

## QUIZ ANSWERS

1. Freddie Dixon (Riley)
2. Roger Clark – Ford Escort RS1600
3. Barcelona
4. Paul Hawkins

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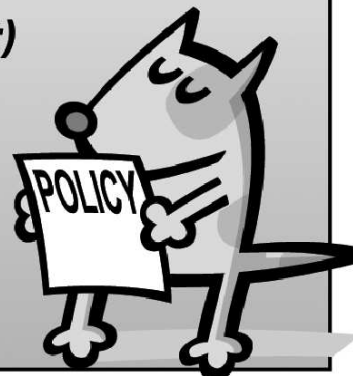
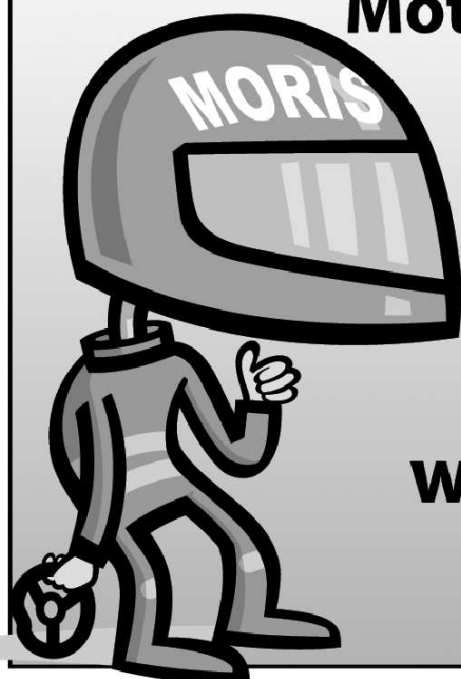
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Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG