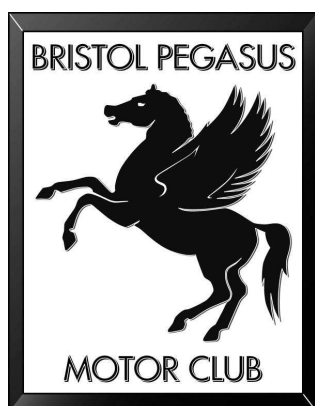

Backfire

March 2006



The Magazine of the

Bristol Pegasus Motor Club

Peugeot 205 GTi of club member Matt Marples at the 2005 Wessex
Sprint at Colerne – Photo Andy Moss

Events for March

Monday 13th March - Club Night

We will be joined at the club night by Bill Davis from the Bristol Evening Post. Bill will be coming along to find out about the activities of the club and meet the members. To give Bill an idea of the different type of events the club organises and the variety of cars members compete in, then please bring along some photos. We will also have the Video and DVD player available, so if you have got any tapes or DVD's, then please bring them along.

Wednesday 29th March - Colerne - Fire Training

Bob Hart has organised a hands on Fire Training session with Chris Wilson, the Fire and Rescue man at Colerne. The date for this practical fire training is set for Wednesday 29th March starting at 7pm. The intent is to base the training specifically around the Motorsport Safety Fund Training video. Afterwards we will all get an opportunity to deal with a real car fire. Chris wants to make it petrol rather than kerosene if he can.

Numbers will have to be limited to 20, with preference being given to regular speed event marshals from the 3 clubs. Contact Bob Hart - Phone numbers 0117 9409772, 07799056176 (mobile): email bob.hart@blueyonder.co.uk

Friday 31st March - Nav Ex

Tim Murray organises the March Nav Ex.

The event will start at 7-30 pm from the layby on the A38 near Alveston (MR 172/643885). The finish pub will be the Rose & Crown at Pucklechurch (MR 172/696769). The event will be entirely on map 172, the latest edition of which is C2.

Events For April

Sunday 9th Production Car Trial

More Details next month – Contact Andy Moss (0117 9041841 or e-mail andy@moss.ndo.co.uk) if you would like to enter or help organise.

Monday 10th Club Night

We welcome guest speaker Gavin Allard. Gavin will talk about Sydney Allard, the company that he founded in 1947 to produce motor cars and the company today which is in the turbo charger business. More details in next month's Backfire.

Monday 24th April – Bristol Industrial Museum Visit

We have arranged a private visit to Bristol Industrial Museum on Monday 24th April. We will meet at main entrance @ 7.00 p.m. (ish). We're limited to 30 places for the visit. As well as a guided tour of the main museum, we hope to get a "behind the scenes" look at some of the non public areas of the museum.

Saturday 29th April - Italian Car Day

We will again have the club stand on display at the Bristol Italian Car Day in Central Bristol. More details later in the newsletter.

Events for May

Monday 1st The Wessex Sprint

The regulations for this event are now out and should have arrived in the post to past competitors – they are also available for download from the club website. If you need a paper copy contact Entries secretary Carol Morgan on 01275 790855. As always we will need lots of marshals and this is the only way to get to see the action at Colerne.

Date Changes

ACE Classic Tour – the date of the tour has been changed from 25th June to Sunday 4th June. The date change is to avoid a clash with the Chipping Sodbury Classic run. More details of the run next month - an entry form is available later in this Backfire.

Stroke Association Day – this event will now be held on Saturday 28th October following the confirmation of the calendar by Castle Combe circuit. Activities for the day are still being formalised, and details will appear in a future edition of Backfire.

Club Discount

Club Member Mark Elvin has arranged a cub discount with Neil Hugget who owns South West Performance Centre in Alveston. (01454 418222).

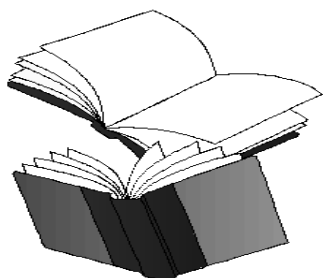
He will give a 10% Discount to anyone who shows their Pegasus club card.

He sells car parts, oil, filters etc & also alloys, harnesses, race suits & other race parts.

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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

Navigation Exercise – Friday 27th January 2006

A clean sheet for Andy Moss and Chris Goodchild!

This Navigation Exercise was held north east of Newport in the very rural area between Chepstow and Usk.

Having notified the Gwent Police of our planned route etc we, rather unexpectedly, received a letter, seven days beforehand, discouraging us from running this event. Our letter had been clear in as much that it had accurately described it as a Treasure Hunt. The, strongly worded, Police letter expressed concerns for the safety of competitors and other road users and for the likelihood of causing disturbance for inhabitants. In addition it called for a Risk assessment for each junction along the route and the placing of Marshals who were to warn other traffic of the presence of competing traffic!

Following discussions with Simon Fowler at the MSA and with Alun Morgan, the local RLO, we responded to the Police with an undertaking to deploy Driving Standards Observers and to give a Competitors briefing beforehand when we would outline the concerns expressed in their letter.

All of this for a Treasure Hunt! Apparently the Gwent Police are well known at the MSA for taking a hard-line attitude which, we understand, was caused by a fairly recent, but troublesome, Road Rally run by a Motor Club based in the County.

Having handed out both the Novice and Expert the Route cards at 7.30pm it was notable that Brad and Jo Snow moved off from the start at Great Barnett's Wood within around 5 minutes. This set a pattern because the Novice crews were able to leave that start before the Experts on this occasion. Matt and Mark were the first Expert Crew to move off after a delay of 40 minutes. At that time, having received no competitor enquiries, we did at least know that the Route had 'plotted', always a point when a small feeling of relief is felt by the organisers.

A route length of 27 ½ miles dictated a finish time of 10.15pm. The route initially went west on the B4235 before heading north from Mynyddbach. From there it passed through Itton Common and detoured in a westerly loop before picking up Devauden. Just north of Cobblers Plain it went west to Llansoy before turning south taking in Llangwm, Coed-Cwnwr, Gaer-fawr, Pen y cae-mawrand Cefn Gola before finishing at the Groes Weir Inn at Parc Seymour. All of these locations being well known to us all of course!!

Traditionally for our events the route definition was straightforward with Map references (all being false origins for Experts) Grid lines, Herringbones (circular without the start being identified for Experts) and Tulips (those for Experts being randomly illustrated). This always runs the risk of a failure to 'get a result' but on this occasion, once again, we were rewarded with Andy and Chris achieving a clean sheet with all 50 questions being answered correctly. A close call! They achieved the first BPMC and first Expert award. Allen and Nick won the award for first Novice and first BMC crew.

With all bridge toll fees having been refunded we left having thanked each crew for their support. Hopefully Spences Metro was able to return given its engine maladies.

Andy Rigler and Dick Craddy

Navigation Exercise – Friday 27th January 2006 - Results

Crew	Club	N/E	Score	Position Overall	E/N Position	Club Position
Andy Moss/Chris Goodchild	BPMC	E	250	1	1 E	1 BPMC
Matt Marlpes/Mark Austin	BPMC	E	240	2=	2=E	2=BPMC
Dave Cutcliffe/ Martin Baker	BPMC	E	240	2=	2=E	2=BPMC
Allen Harris/Nick Rainbow	BMC	N	215	4	1N	1 BMC
Brad and Jo Snow	BPMC	N	175	5	2 N	4 BPMC
Alan Spencer/ Kieron Winter	BPMC	N	170	6	3 N	5 BPMC
Mike Cole/Paul Monis	BMC	N	154	7	4 N	2 BMC

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CORFIELD FIESTA – UPDATE – AND WHAT AN EDUCATION!

Well not much has happened to our black track-bound (eventually) XR2 during the winter but for good reasons. Martin decided to do some major mods to his road going white XR2, his pride and joy. Suffice it to say that this will probably be the subject of a separate report once a very suspect camshaft goes back to Newmans and a lot of hard work and hard cash hopefully gets compensated.

Anyway, getting back to the track car project, we'd realised from the start that if we were going to produce a non-road-legal car then we'd need to tow it to events and so I focussed on getting that solved. I was convinced I could use a set of dolly wheels but though it prudent to do a bit of research first – first lesson! I would strongly recommend anyone who tows to visit The Trailer & Towing Advisory Service website using the following url "www.ttas.co.uk/towsafe.index.html".

The first bit of useful information to come from there was "The law considers any towed vehicle to be a 'trailer'. Thus a vehicle being towed with the aid of an 'A' frame or towing dolly is considered to be a trailer unit." Well OK so far I thought, but the second bit was "If the weight of the trailer unit exceeds 750Kg or ½ the weight of the towing vehicle, or the towing vehicle manufacturers stated unbraked towing capacity, whichever is the least; then it is required to be fitted with brakes that operate on all wheels – second lesson! Thinking "Aha, then I'll go for a braked dolly." I was then thwarted by reading "A towing dolly may be equipped with brakes, but only on its own wheels, the other axle of the vehicle mounted on it will not have operable brakes – so by definition it is not a braked trailer – and should never exceed the weights as defined above". I was further disappointed to read "Note that the TTAS is not aware of an 'A' frame unit that is able to effectively apply the brakes of the towed vehicle." Third lesson!

Finally, whilst dwelling on thoughts of "Well what about when I've seen 'A' frames being used?" I read "Legislation does allow for the recovery of a vehicle but to proceed beyond the first safe haven becomes transport as opposed to recovery (excepting legitimate use of recovery equipment by recognised Vehicle Recovery Operators – taxed accordingly). Fourth lesson and the conclusion that I could forget any 'dolly' ideas whatsoever.

Armed with the above and the realisation that I would have to look for something to tow a trailer I then started looking around (including eBay of course) for a suitable van. I was a bit disappointed with the relatively high prices that were being paid and the relatively short supply of petrol engined vehicles. Having grown up with petrol engines and having been stung twice in recent years with the cost of diesel engine repairs I reasoned that I would steer clear of the latter. Anyway, I kept my eyes peeled and checked eBay regularly and back in November I spotted a relatively tidy 1993 2 litre petrol Renault T35 Master 16 seat minibus as a likely vehicle - and won the eBay auction at £400.

I'd had a 12 seater minibus some years back and remembered that there are only a few companies that insure minibuses for private (family social, domestic & pleasure) use. I therefore contacted the DVLA and enquired about reregistering the minibus as something else (eg reducing seating to 8 = an MPV). They replied, "You would need

to modify the vehicle to ensure that the seats could not be refitted at any time and we would need an engineer's report to verify this." OK, I thought, I'll take the easy option and keep it as a minibus.

Next was the small matter of insurance and a quick phone call to Minibus Plus. I thought "Well, at least surely I can remove some seats and reduce the insurance cost", but they explained that if I removed any seats they would class that as a modification and they would not insure a modified minibus. So I toddled across Kingswood High Street to Swinton where a very friendly young lady said she would be keen to help and would try Minibus Plus herself as the first option. "Mr Corfield has a standard 16 seater minibus to insure for family social, domestic and pleasure purposes she told the call centre numpty." She then passed back the question to me "They want to know how you intend to use it." Somewhat confused by 'family social, domestic and pleasure purposes' being seemingly insufficient I replied, in an attempt to be helpful "Well, all the sorts of things normal families do! Such as outings and perhaps taking things to the local tip (as it's plenty big enough). "What sort of things would you take to the tip?" came the numpty's next question. "Blimey!" says I "Well, bags of rubbish, garden waste and perhaps rubble and bricks." "How many bricks?" came back up the phone and at this point the Swinton girl had to put her hand over the phone and exclaim with great giggles "I really don't believe this; I'm so sorry." Finally they quoted £850 and I left the shop. I returned home and within 30 minutes I had fully comp cover for £600 over the Internet. One quick completely trouble-free return trip to Luton later and I had the Renault parked outside my house.

It had no tax but I had to park it on the road (it is a big vehicle!) and as the MOT didn't run out until 6th Jan I taxed it straightaway. My next problem was to find an MOT station that did Class 5 MOT's (and I could write another article about that) but suffice it to say that several phone calls to VOSA later and I had it booked into City Motors just a few miles away from me.

It is worthwhile pointing out though that for a Class 5 MOT you have to have proof (on your old MOT usually) that the seat belt mounting points were checked sometime in the past. Fortunately the old MOT clearly stated that this had been done in 1998 – if it hadn't I would have been in real trouble and I don't know how I would have solved that particular problem.

It failed, but only on handbrake efficiency, two broken seat belts and an exhaust leak. The radiator was leaking a bit so I replaced that, replaced the handbrake cable, replaced the exhaust (despite being told a patch would do) and replaced the two seat belts.

Last week the old Renault passed its MOT so I now have a fully legal 16 seater minibus at a total first-off cost of £750 with ongoing costs of car tax and fairly expensive insurance. I still have to buy and fit a tow bar but the best bit of all is that the minibus is tall enough to stand up in with ease and should make both an acceptable tow car and a safe haven against the Colerne weather!

Final bit of info is that last year I enquired about breakdown cover and found that the Renault is over the size that breakdown services cater for – not weight (3500Kg limit) but overall dimensions. However, a kind lady at the RAC told me they were about to revise their restrictions and could cater for the Renault in the New Year. The downside is a likely cost of £200 pa but I need to phone them up and 'talk it through' and I don't need to do that until May – assuming the back XR2 is ready by then and that will be yet another story :o)



Navigational Scatter – 18th February 2006

Organised by Paul Parker

Report By Andy Moss



Six cars made their way to the start of this event at Gordano services, with the crews coming equally from ourselves and BMC.

Myself and Chris Goodchild teamed up again as both our regular partners were unavailable. We had a small extra “Nav-Ex” on the way to the event when we found the M5 at Cribbs Causeway blocked by an accident – despite this we made the start just about on time at 7.30pm.

As in previous years Paul Parker had kept the Navigation simple – if you could plot a map reference you would end up with enough plotted to enjoy a winters evening in the lanes. Those who enjoy the challenge of some more complex navigation were rewarded with some route checks worth double points and a shorter route from which to pick up the maximum 33 route checks which would be counted towards the final score. We managed to plot everything but we were last to leave the car park, the delay in getting to the start having cost 10 minutes or so plotting by the time we had signed on and filled in the insurance paperwork.

The event finished back at Gordano where we enjoyed nice (if expensive) hot drinks and Danish pastries. When the results were announced there was a Pegasus top three, with Mark Astin navigating the Smart of Alex Wooldridge Smith around the route with an almost perfect score of 430 – very impressive. Alan Spencer and Kieron Winter made good use of their knowledge of the local lanes to take an excellent second spot, with myself and Chris taking third spot in front of the BMC crews.

Thanks go to BMC for organising an enjoyable event.

Details of the results are shown below:

POSITION	DRIVER	CO-DRIVER	CLUB	VEHICLE	CAR NO	POINTS
1	Alex Wooldridge Smith	Mark Astin	BPMC	Smart Roadster Coupe Brabus	2	430
2	Alan Spencer	Kieron Winter	BPMC	MG Metro	4	335
3	Andy Moss	Chris Goodchild	BPMC	Peugeot 106	6	300
4	George Martin	Joanna Lucas	BMC	Peugeot 406 “Nail”	1	240
5	Allen Harris	Paul Monis	BMC	BMW 328i	5	215
6	Dave Greenslade	Kev Hobbs	BMC	Mazda Bongo Friendee AF-T	3	95

Bristol Italian Auto Moto Festival Saturday 29th April 1000 – 1600hrs



Following the same successful format as previous years, the event will bring some of Italy's most desirable and charismatic cars and bikes into the heart of the Old City. The event will be centred on the St Nicholas Street/Corn Street area, surrounded by some great restaurants, pubs, cafes and the Saturday market stalls.

The display streets will be closed to traffic, creating a pedestrian friendly zone where the cars and bikes,

parked 'Italian style' may be safely viewed. This is going to be a show not to be missed!

Admission is free of charge both to entrants and spectators, so do come along and spend the day soaking up the Neapolitan atmosphere, enjoying the sights and the sounds of all things Italian.

This will be the 4th and hopefully the biggest show with 200 cars already registered. The Pegasus stand will be in the midst of all the action with a few members' cars on show including one or two provided by Tony Castle-Miller and friends who will also be competing in the Wessex Sprint on Monday. Anyone wishing to help steward on the day please ring Nick Wood 01275 833098, lunch will be provided.

Competition Cars already lined up for display on the Pegasus Stand include

Fiat Abarth 1000TCR
Fiat Abarth 1000TC Corsa
Giannini 650 Gr 2
X19 Dallara 1600 injected
X19 Dallara Alfa Romeo 2
Litre - the debut of this exciting car - probably the most highly developed X19 in the world!!!!
Abarth Osella PA2 Gr 6

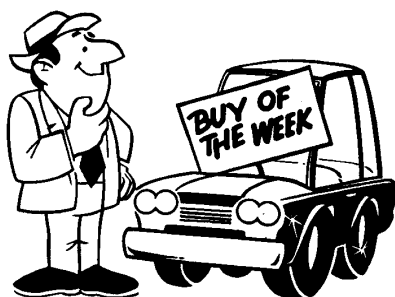


Clubmans Championship 2006 up to the February Nav-Scatter
Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
9.74	Mark Astin	1	2	No
8.79	Andy Moss	2	2	Yes
8.79	Chris Goodchild	2	2	Yes
6.05	Alan Spencer	4	2	Yes
6.05	Kieron Winter	4	2	Yes
5.17	Alex Wooldridge	6	1	No
4.57	Dave Cutcliffe	7	1	No
4.57	Martin Baker	7	1	Yes
4.57	Matt Marples	7	1	No
2.43	Brad Snow	10	1	No
2.43	Jo Snow	10	1	No

Marshals Championship 2006 up to the February Nav-Scatter
Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
2	Andy Rigler	1	1
2	Dick Craddy	1	1



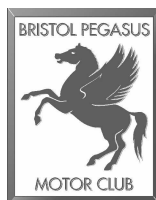
Market Place

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

For Sale

AP 7.25" racing clutch cover. Brand new cover only with grey spring (highest torque rating). Suitable for sintered or paddle plates. £150

Paul Perkin 07861 384167 or 01626 888077



All Classics Enthusiasts (A.C.E.) Booking Form
Organised by the Bristol Pegasus Motor Club
The 2006 Classic Vehicle Charity Tour – SUNDAY JUNE 4TH

This Year we visit The Forest of Dean. As always, the route is designed to take in places of interest that we are sure you will enjoy. We shall once again have a communal picnic stop at a convenient location, as well as an extra attraction.

As last year, we leave from the **BAWA** pavilion, Southmead Road, Filton, by kind permission of the Management. **(Toilets are available at the start area).** Please assemble by 9.30am at the latest. A map of the area local to the start point is attached to this entry form.

It has been determined that the main charity for this year, will be **'FRIENDS OF LYDNEY HOSPITAL'**, which in the view of the Committee is deserving of our support.

Please retain the above section for your information.

Return the lower section with your entry fee.

Entrant/Driver Name:
Address:
Post Code:
Email address:
Contact Telephone Number:
Passenger Name(s):
Vehicle Make/Model:
Vehicle Registration Number:

DECLARATION

I agree to be bound by the Regulations that are issued for this event.

I declare that I am physically and mentally fit to take part in this event and I am competent to do so. I acknowledge that I understand the nature and type of the event.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law, which is valid for such part of this event as shall take place on roads as defined by the law.

I furthermore declare that the vehicle is in a fit condition safely to be driven in the event and confirm that it is covered by a relevant Department of Transport Test Certificate (MOT).

Signature _____ **Date** _____

Please sign declaration above and return with entry fee (**minimum £12.00 per vehicle**) to: -
Mrs Brigitte Purnell, Orchard Cottage, 127 Marsh Common Road, Pilning, South Glos. BS35 4JU
Tel: 01454 632101

(Please make cheques payable to **ALL CLASSIC ENTHUSIASTS** or **A.C.E.**)

If a receipt is required, please tick box and enclose a stamped self-addressed envelope.	
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Castle Combe Racing Club and Bristol Pegasus Motor Club

You may have read about the formation of the Castle Combe Racing Club (CCRC). The new club will run the race meetings at Castle Combe, taking over the role from the BRSCC. Many of the senior members of the South West branch of the BRSCC have joined the CCRC and will officiate at the meetings.

The folks at Castle Combe were not happy with the quality of some of the races visiting the circuit, so decided to set up their own club. They will now be in a position to invite a much wider variety of races to the circuit.

One of the rules of the MSA, is that a new club is not allowed to promote any racing championships for two years. Castle Combe has three very successful championships (Formula Ford, Saloon Cars and Special GT Cars), so not running these championships was out of the question. So the new Chairman of the CCRC, Adrian Fawdington, asked the Bristol Pegasus Motor Club to help them on this issue. We were very pleased to assist, and the Bristol Pegasus Motor Club will be promoting the three Championships in 2006.

Things are looking good for 2006 with a full season of races planned and the three championships receiving plenty of registrations. The CCRC has three categories of membership; Drivers, Marshals and Race Fan/Social. Details can be found on the Castle Combe web site.

Regional Championships

Bristol Pegasus Motor Club is affiliated to several Regional Associations. One reason for doing this is to give members a chance to participate in a regional championship. You register for a championship, and will then receive the supplementary regulations for all the events in that championship.

Each championship will have its own points system. In the ASWMC, not only will you score points in your championship, but you will also score points for the Club.

Many members are registered for the ASWMC Sprint Championship, and congratulations go to Paul Perkin who finished fourth in the 2005 championship in his very rapid Peugeot.



Mystery car challenge

Martin Emsley has sent in the picture below of a mystery car - Solution next month



A DICTIONARY OF ROAD RALLY TERMINOLOGY – Part 2

Introduction, This is a small glossary of terminology with road rallying and other club activities.

E

eighty n. - proprietary sobriety cure often sold in pints

ETL abbrev. - Electricity Transmission Line - large metallic twentieth century sculpture erected by Yorkshire Electric to make rally clues harder

excuse n. - means to explain poor result in rally, or ditching or similar manoeuvres

Expert n. - a class in navigational rallies for people who know what they're doing.

F

fade v.i. - what brakes do when they overheat. See moment

farmer n. - 1 - Nice man with tractor pulling your care out of a ditch.

2 - Angry owner of the fence you just totalled

farmyard n. - cobbled area not on the rally route, often strewn with mud and cow dung.
See moment

flat n. - stage rally instruction, meaning "Keep your right foot flat on the floor"

"Follow that car!" n. - traditional instruction to driver except when car in front passed

ford n. - mid-rally car wash

fork n. - Y-shaped junction, as in the instruction "Fork Right Off"

four wheel drift n. - simultaneous understeer and oversteer

G

game pie n. - dish made from a variety of wild animals, often enjoyed by the crew of the closing car

grip n. - See Yokohama

H

hairpin n. - Corner much tighter than a ninety

handbrake 1 n. - Direction changing level found between the front seats, but not on Citroen, Saab or Alfa Romeo cars. 2 v.t. - To make use of the handbrake

hang on n. - instruction to navigator

harness n. - go faster seat belt

hedge n. - Follows hairpin, handbrake, hang-on

herringbone n. - form of rally clue which works on the organiser's kitchen table but not in your car

hooking n. - making use of the ditch to assist cornering

I

icing n. - what happens to carburettors in cold weather. See excuse

IGR abbrev. - Ignore Gated Roads - code for "bloody hard clue"

insurance n. - overpaid piece of paper

J

jugs n. - Weber DCOE or similar carburettors fitted to cars

K

K-right n. - road reading instruction used by poncey navigators, meaning corner of between 30 and 60°, depending on the Navigator's handwriting

CHAIRMAN'S REPORT – 2005

Part 2 – Competitions

We started the competition year in this room, when a Marshals training day was held in March. Thanks go to Martin Baker, Dick Craddy, Bob Hart and Lesley Hart who all gave presentations and helped in the running of the event. We are looking to have a more practical training day in 2006, so look out for details in Backfire.

Once again the year started with Dick Craddy / Andy Rigler's Nav Ex over the other side of the Severn Bridge. This was a joint event with BMC and saw an entry of 7 cars.

Bristol Motor Club ran a Scatter in February with a Bristol Pegasus crew picking up the win.

Tim Murray organised the March Nav Ex and only received three entries. This decline of numbers is worrying and we intend that future events will be of a straight forward nature so that crews spend more time driving, rather than spent in the start venue pouring over the map.

October saw BMC running a Scatter, with 4 Bristol Pegasus crews and one from their Club. Perhaps this event was a little too simple with two Bristol Pegasus crews tying for first place with maximum points.

Paul Bird got the navigation just right with his event in November, as did Bob Hart with his event last Friday. Both events attracted four crews each and there was just enough time to plot and then drive the interesting route they had planned.

For those who have not competed for a while or those who are new to this type of event, come and have a go in 2006.



In April we returned to Duncan Pitaway's field at Dundry for the Production Car Trial. Mal Allen took on the role of Clerk of Course and Andy Moss as Secretary. The number of entries were down to 11 from last year's excellent number of 20. Mal set up the hills so that the novice crews could have some fun, but there was still a challenge for the experts Steve Curtis in his ABS Freestyle and Alan Spencer driving Mal's Marlin. It was another wet event, so thanks go to the

Bristol Pegasus marshals for their efforts.

There were four Treasure Hunts planned over the summer months. We started the year in May with an event organised by Chris Goodchild and John Corfield, taking note of when it got dark, we were back in the Pub by 9.30 where we were then presented with a further quiz to complete. Martin Baker's expertise with anagrams helped him and Lewis Bird to victory.

June saw us in North Somerset on Nick and Cherry's event. It was based on an event they did for the Alfa Romeo owners club, but they thought we needed a bit of a challenge, so some of the simple route instructions were removed. This resulted in the

whole field heading for Portishead when they should have been going to Clevedon. Most crews eventually worked this out and got back onto the correct route, however some with local knowledge managed this sooner than others.

July saw another Baker/Bird event around the lanes of South Gloucestershire. After the Mars bar swindle of 2003, we wondered what they would get up to in 2005. This time at the finish venue crews were presented with a set of photos and had to put them in the correct route order.

The final event in August was cancelled after the Birds broke down on the way to the start, depriving the event of two crews. The other two who had already started were caught up by organiser Martin Emsley in the Mustang and persuaded to return to the finish Pub (which was not too hard).

The first of the Sprints was the Wessex at Colerne. The event saw a full entry, but a few cars were lost prior to the event, however there was a strong entry from the three organising clubs. Thankfully the wet weather of 2004 was not repeated and no one crossed the finishing line on their roof. There was close competition in all the classes. The battle for FTD was between Dave Cutcliffe and Kevin Lealan in his Formula Vauxhall Lotus. However following frantic activity in the Cutcliffe pit, Dave put in an impressive final run to put 4 seconds between himself and Kevin.



At the end of May we then paid our fourth visit to Llandow for the Bristol Sprint. Prior to the event we lost the Secretary of the Meeting, so thanks go to Mal and Donny Allen for stepping in and picking up the pieces. A healthy entry of 83 cars and dry weather saw the event run very smoothly. In fact competitors were offered a third run for fun, presentations were made and we still got out before the final whistle at the Millennium Stadium saw the M4 swamped with football fans.

The Two Club Sprint was held on the usual August Bank Holiday date and we had an over subscribed entry, with a very healthy number of single-seaters and British Sprint Championship entries. The event ran very smoothly, we had a few timing problems in practice, but these were resolved by the afternoon timed runs. Dave Cutcliffe was sharing Kevin Lealan's car as his engine had finally cried enough. Therefore it was with some incredulation that the marshals at post 2 reported that Dave had missed the corner and headed off down the wrong runway!! So now we know, it was the car and not Dave that knew it's way around Colerne. Dave made the top 12 run-off, but on his first run Kevin hit a cone hard, which damaged the car and put them out of the event. Roy Dawson won the event and the top 12 run-off, but Dave still holds the fastest time around Colerne.



September saw us at the Rolls-Royce Car Park for the Autotest organised with MGCC. There were a healthy number of entries and marshals. Ken Robson's Saab Estate car seemed very large up against the nimble MG J2, TD and PA, but following a heavy down pour, Ken was using the hand brake to get around the cones. New member Brad Snow was out in his Suzuki Ignis and it proved very nimble and often lifted a back wheel.

The Sprinting season ended with the Pegasus Sprint at Castle Combe. Following the wet event of last year, this year it was dry and sunny. We had a full entry, which made the delays at the start of the event when all the course equipment could not be found very frustrating. From then on it was a battle to get back on schedule and complete the event before the 6.00 pm deadline.



The event ran without any major problems and some impressive times were set. The Evo of Barry Squibb cleaned up the road car class with the third quickest time of the event. Geoff Kershaw was the only car to get all his runs at over 100mpps crossing the finishing line, but that was not good enough, as it was the Caterham of David Jackson that took FTD. I see that Top Gear have copied our idea of a one lap from a standing start, and a Diesel Vauxhall Astra seems to be the car to have, beating the time of a certain Renault 19.

Outside Events

Members have been out and about competing in other events.

Ian Hall has been competing in a BARC North West race championship with his Darrian. Ian has had the runner up spot for the past two years and really wanted a victory this year. Well Ian got off to the perfect start with victory after victory. But as the championship is class based, the points you get depend on the number of class starters. With fastest lap times also getting points, and dropped scores coming into play, you had to be a mathematician to work out all the permutations. Those of you, who know Ian, will know that he did work them all out. It all came down to the final double-header race meeting of the year. It then came down to the final race, with Ian persuading two of his class rivals to get their patched up cars onto the start line and Ian needed fastest lap. Ian got fastest lap and finally took the BARC championship he had longed for.

Dave Cutcliffe damaged his engine winning at Castle Combe, which curtailed his Sprinting exploits after two wins at Colerne and Llandow. However he has now acquired a new motor and has to get this fitted and the back end of his car sorted out before he can get back to his winning ways.

In Trials we have had Mal & Donny Allen, Pete & Carlie Hart and Alan Spencer out competing on Classic trials and Spence has been keeping his hand in on PCT's.

Other members have been out competing in Sprints and Hillclimbs around the South West; why not write an article for Backfire so we can all read about it.

The club has also supplied marshals to events, with a large contingent on the Bristol

Sprint at Castle Combe and on their Allen trial.

Competitors – 65 members scored points in the Clubmans championship (80 in 2004).

Marshals – 34 members (39 in 2004) scored in the Marshals Championship, of which 16 were organisers in one capacity or another.

Other thoughts

Thanks to Pete Stowe for his help in publicity work. Motorsport News introduced a new page called Club Focus, and Pete managed to get a report on Martin Emsley's presentation of the upside down trophy at the AGM this time last year.

Four club members took part in the MSA organised training day for Clerks of the Course. One of these was Martin Emsley who has started his training for a Speed Clerk of the Course licence.

We also have another member who has started training, this is Dick Craddy who is on his way to becoming a MSA Steward. We look forward to hearing his tales from Kart events, which seem to appear in the judicial pages of Motorsport Now on a very regular basis.

Finally the club was represented at one of the MSA club forums. It is hoped that we can put into practice in 2006 some of the ideas from this event.

Backfire

Thanks very much to Andy Moss for all his efforts in producing and distributing the monthly magazine. Also thanks to Liz who assists Andy with some typing and stuffing envelopes.

As usual we have had many different and varied articles this year. They have covered topics such as: The Ford Zetec engine, Classic Trialling, history of Motorsport in Bristol, members cars, the Prescott Hillclimb school, motor cycle carburettors, how much power does your car deliver, driving a steam traction engine, the Corfield XR2 project, Terry Sanger, in the workshop, welding and ramblings from you know who.

All of these were also joined by reports on the club events and events entered by club members. Andy is trying to bring you a varied Backfire, so please send in articles, details of your cars etc.

Andy also has the job as our web master, which is often difficult to find enough time to do both. If you have any suggestions for information or links you would like to see, I am sure Andy would welcome your thoughts.

Charity

Once again we have set out to raise some funds for St Peter's Hospice. Martin Emsley suggested that as this was our 60th year, we should go for a target of £1000.

Money has been raised by selling items on ebay and commissions received from sales

on Amazon. It was hoped that the raffle and auction at the Castle Combe track day would raise more money as we had more people there this year to buy tickets, and of course we produced the DVD to celebrate our 60th Anniversary. This year we held the Karting Challenge at Avonmouth and any profits from the event would be donated to the Charity. The final event to raise money is tonight's raffle and auction.

Thanks to Martin Emsley for his enthusiasm and effort in fund raising, and to Ken Robson for his organisation of the Karting. We have also supported Barnardo's and the Stroke Association in events this year and the total amount raised for St Peter's in 2005 will be announced at the end of tonight's raffle.

Committee

Thanks to all the Committee who have contributed this year to organising and running events. They all give time to the Club, which enables us to run the varied mix of events, both social and sporting. John Corfield is standing down from Competition Secretary and Chris Goodchild is taking over this role. Thanks to John for his work over the past few years and please give you support to Chris in his new role when he is looking for event organisers.

New Ventures

This year we drew up a formal agreement with the Marlin Racing Club, which resulted in a change to our Articles of Association at the EGM in March. We also took the opportunity to tidy up other areas of the Articles.



We also saw members of the Avon Enthusiasts Club (ACE) join us. We were able to help them with the running of their annual Classic Run and this event will be included in our 2006 calendar and we hope more members will take part in this very enjoyable event.

There are other possibilities for 2006, which the club will pursue.

The Future

2006 will see the 30th Anniversary of the Two Club Sprint. This event started at Wroughton and then two years later moved to Colerne. There have been several different courses at Colerne due to changes on the airfield. During all of this time the event has been a round of the British Sprint Championship and is now the last non-race circuit (other than Llandow or Aintree) to be included in the championship.

The club is looking to improve upon publicity to get the message out about the club and about grass roots motorsport in general.

I would like to finish my report by sending Best Wishes to you and your families for the New Year; we look forward to seeing you at one of the club events, either sporting or social.



Bristol Pegasus Fantasy Formula One 2006



The Bristol Pegasus Fantasy Formula One competition is now into it's 11th 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 first race – the Bahrain Grand Prix.
Entries should arrive by Friday 10th March - Good Luck !**

Rules

You must choose **TWO DIFFERENT DRIVERS** and **TWO DIFFERENT CARS** and one **ENGINE** 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 **£ 90 m**. 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, 2nd - 24 points, 3rd - 18 points, 4th - 15 points, 5th - 12 points, 6th - 9 points, 7th - 6 points, 8th - 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.

Tie Break - "Joker Race"

Nominate the one race at which you think your team will perform at it's best. In the event of a tie at the end of the season your points from this race will be doubled. You will not score double points unless there is a tie.

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

Entry is free and a DVD or 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/2006/f1/enter.htm

Or Complete the form below

2006 Fantasy F1 Entry FormRemember :

You have £90m to spend on two different drivers, two cars and an Engine.

Driver 1 :

Driver 2 :

Team 1 :

Team 2 :

Engine :

Joker Race :

(choose one race to score double points in the event of a tie)

Name:

Address :

Telephone :

E-Mail :

2006 BPMC Fantasy F1 - Teams & Drivers - Costs

Team	£M	Driver	£M	Engine	£M
Renault	30	Fernando Alonso	24	Renault	16
		Giancarlo Fisichella	18		
McLaren	28	Kimi Raikkonen	22	Mercedes	15
		Juan Pablo Montoya	14		
Ferrari	25	Michael Schumacher	20	Ferrari	14
		Felipe Massa	6		
Toyota	22	Jarno Trulli	12	Toyota	10
		Ralf Schumacher	13		
Williams	20	Mark Webber	10	Cosworth	8
		Nico Rosberg	6		
Honda Racing	18	Jenson Button	12	Honda	8
		Rubens Barrichello	12		
Red Bull	14	David Coulthard	8	Ferrari 2	6
		Christian Klien	8		
BMW Sauber	12	Nick Heidfeld	8	BMW	6
		Jacques Villeneuve	8		
Midland F1	8	Christijan Albers	3	Toyota 2	4
		Tiago Monteiro	6		
Scuderia Toro Rosso	6	Vitantonio Liuzzi	3	Cosworth 2	4
		Scott Speed	3		
Super Aguri F1	4	Takuma Sato	3	Honda 2	4
		Anthony Davidson	3		

2006 - The Races

Mar 12	Bahrain Grand Prix	(Bahrain)
Mar 19	Malaysian Grand Prix	(Sepang)
Apr 02	Australian Grand Prix	(Melbourne)
Apr 23	San Marino Grand Prix	(Imola)
May 07	European Grand Prix	(Nurburgring Germany)
May 14	Spanish Grand Prix	(Barcelona)
May 28	Monaco Grand Prix	(Monte Carlo)
Jun 11	British Grand Prix	(Silverstone)
Jun 25	Canadian Grand Prix	(Montreal)
Jul 02	United States Grand Prix	(Indianapolis)
Jul 16	French Grand Prix	(Mangy-Cours)
Jul 30	German Grand Prix	(Hockenheim)
Aug 06	Hungarian Grand Prix	(Hungaroring)
Aug 27	Turkish Grand Prix	(Istanbul)
Sep 10	Italian Grand Prix	(Monza)
Sep 17	Belgian Grand Prix	(Spa-Francorchamps)
Oct 01	Japanese Grand Prix	(Suzuka)
Oct 08	Chinese Grand Prix	(Shanghai)
Oct 22	Brazilian Grand Prix	(Interlagos)



February Club Night Report by Kieron Winter

The February Club Night saw a visit from the Institute of Advanced Motorists (IAM). An illustrated talk was given by Roger Stimpson and he was joined by the local publicity officer, Geoff Bevan.

Roger's talk was interactive, with plenty of questions to test our knowledge (and memory, when it came to questions from the Highway Code!).

However things became more interactive when Roger explained the driving techniques of the IAM, which are based on the Police driving manual.

Several members had their own opinions; it seemed that changing down through the gearbox when approaching a hazard (roundabout, traffic lights, etc) was the subject of most debate. Also Nick Wood seemed to have his own opinion of what constituted a distraction on the road – as his answers were not PC, we will not repeat them here!

Roger and Geoff reported that they enjoyed their visit to the club, and thanks go to those members who came along and supported the evening.



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.

MONEY WISE

Because of the equipment needed, our sport is always going to be costlier than most. Find a ball and you can start, as I did, playing football with coats as goal posts – I was thrilled when a talent scout said my footwork reminded him of Matthews, hurt when I realised he meant Jessie not Stanley. But lately our costs have rather got out of kilter and the figures quoted for competition cars attract ridicule not awe, and make it difficult for people to compete, particularly in rallying.

But there are glimmers of hope. Cars can be built for Endurance Rally, which was introduced in 2004, for under £1000 and the puncture-resistant Colway tyres used are less than £40.

Now there's a further development with the announcement of RallyStar. Curiously, this didn't get the ink it deserved in the enthusiast magazines because if it takes off it could make a big impact on rallying.

What is it? A rally formula aimed at stage events and open only to petrol and diesel-engined cars (Y reg or later) up to 1400cc with very limited tuning and all using the same control tyre mentioned above. The aim is to bring new competitors into special stage

rallying by lowering the cost barrier and, by rewarding speed instead of reliability, maybe find the next Colin McRae or Richard Burns. Many of the quick stars started their careers in small front wheel drive cars remember.

RallyStar is being driven by Russell Brookes, who knows a bit about driving quickly on rallies, so maybe it's not surprising that five clubs have already applied to run events this year. The plan is to select two or three of them as 'trial' events prior to the launch next year of a championship of at least 10 events, expanding to 14 by 2008.

Difficult to guess what the 'typical' car for the events will be but there is already interest from competitors with Ford Fiestas, Skoda Fabias and Peugeot 106s. There should be some lively competition because as you may have noticed from road test reports, performance of production cars in the 1400cc class seems pretty equal.

Costs? Should be possible to build a winning RallyStar car for around or even under £5000; even a professionally prepared one should come in under £10,000.

It would be interesting to see if there is any crossover with the Endurance Rally cars but whatever, I reckon the upsurge in

interest in 1400cc cars can only be good for rallying. In the allegedly Good Old Days of the 50s and 60s, cars under 1400cc like Minis and Imps won events outright, while class wins were much more important than they are today. Maybe it's time for classes to feature larger with, as a start, clubs highlighting the 1400cc class in their normal events. And let's face it (stand back in case traditionalists splutter over their cornflakes) the worst new 1400cc car you can buy today would be far quicker from A to B than any of the historic stuff before which we tend to genuflect. And less draughty.

Anyway, let's wish both Endurance Rally and RallyStar success. If you want more details go to www.endurorally.com for the former and www.rallystar.info for the latter.

Stuart Turner



COD FILLET QUIZ

1. For which team did Martin Donnelly drive his first GP?
2. For which team did Archie Scott Brown drive his first GP?
3. Which duo were the first Europeans to win the Safari Rally?
4. In which rally did Roger Clark make his International debut?

ANSWERS ON PAGE iv

New MSA appointments

Cheryl Lynch was promoted to Race, Kart and Speed Executive from 1 February.

Cheryl joined the MSA in the late eighties and since 1998 has been at the forefront of dealing with club officials, licence enquiries and senior officials. Her new role as Race, Kart and Speed Executive includes responsibility for the approval of race championships and secretary to relevant MSA committees.

New recruit, Steve Redhead, who joined the MSA with a strong track record in customer services, filled Cheryl's previous position as Licensing Manager.

Media awards

Glenn Freeman and Gavin Ireland won the Renault Motor Sports Association's Young Journalist and Photographer of the Year Awards. Glenn, aged 19 from Witham, Essex, and Gavin, aged 23 from Lancaster, received trophies and cheques for £1,000 at the MSA's prestigious Night of Champions awards ceremony on 20 January.

Volunteers in Motorsport

The MSA launched its ambitious five-year programme to increase significantly the numbers of volunteer officials and marshals in both two- and

four-wheeled motor sport at the Autosport International show in January.

Volunteers in Motorsport is the first centrally coordinated activity to address the issues of recruitment, retention, training and development among the motor sport volunteer community. The initiative has government funding – it will receive up to £150,000 from Motorsport Development UK in the first year. Volunteers in Motorsport is supported by partnership funding from the MSA and the British Motor Sports Training Trust.

Volunteers in Motorsport will cover four key areas: recruitment, retention, professional training and a framework for schemes that recognise personal development and simplify the process of cross-discipline participation.

Running parallel to this, the MSA will be looking at marshals' welfare, such as the provision of better facilities, in order to improve the environment for volunteers.

For more information, visit www.volunteersinmotorsport.co.uk

Qualified volunteers

The MSA and the Open College of the North West (OCNW) will offer thousands of volunteers involved in motor sport, who wish to do so, the opportunity to achieve nationally recognised qualifications over the next few years.

MSA and the OCNW have already worked together to design a Level 2 Certificate in Motorsports Incident Marshalling.

Two more optional

qualifications – a Level 3 Certificate for Motorsports Incident Officers and Level 2 Certificate for Motorsports Time Keepers – will be available soon.

Wanted – by the MSA

Have you have been involved in discussions about the regulations for motor sport or wondered at the wording of rules in the *MSA Competitors' Yearbook*? If so, the MSA needs you.

The Motor Sports Council (the sporting commission of the MSA) is supported by specialist committees comprising people actively involved in motor sport. These committees set the regulations.

The MSA is seeking nominations to specialist committee for 2007. If you can spare two or three days during the year (the committees usually meet in the afternoons at Motor Sports House, near Heathrow airport), then we need your input to support British motor sport. You can be any age and either gender.

To be considered, ask your motor club or regional association to nominate you. Each nomination should be supported by a brief curriculum vita, showing your motor sport achievements and relevant qualifications; your name, address and telephone number(s); and a letter from your motor club or regional association formally proposing you.

Please send all nominations to Andrea Wren at Motor Sports House, Riverside Park, Colnbrook SL3 0HG by the end of June 2006.

KARTING

Competitive kart racing organised by MSA registered kart clubs takes place nearly every weekend during the winter months! Currently there are about 40 clubs and tracks.

The tracks vary from permanent purpose built, temporary (typically airfield locations) to round the houses (Isle of Man and Northern Ireland).

Formed in 1990, the majority of clubs and other regional kart associations belong to the Association of British Kart Clubs (ABkC). The ABkC is the MSA Regional Kart Committee. Member clubs are represented at the ABkC by a steering group elected each year and all clubs are asked to use the ABkC standing regulations and class regulations for their events. These regulations are published in the MSA Kart Race Yearbook, known as the 'Gold Book', enabling drivers to move between clubs using the same race classes without need to alter equipment.

ABkC national championships are organised for direct drive 2-stroke classes (Super One), direct drive 4-stroke classes (Super Two) and gearbox short circuit classes (Super Four). MSA British Championships for Formula A and Junior Intercontinental A are included in the Super One package.

The BRDC Stars of Tomorrow championships cater for junior drivers and includes the MSA Cadet Championship.

Long circuit gearbox racing championships are organised by the British Superkart Association and typically run on car race circuits.

AUTOSCENE



REVIEWS FROM



THUNDER IN THE PARK - THE STORY OF TOM WHEATCROFT AND DONINGTON PARK

ISBN 0 9542860 5 7 Tom Wheatcroft with Mike Cable, Live Wire, £20 from the Donington GP Collection, 01332 81 1027 or see www.doningtoncollection.com

Anyone who has ever been in earshot of Tom Wheatcroft when he's recounting one of his many stories will confirm what an entertaining character this self-made millionaire is, and this highly entertaining book lives up to his amazing life. Start reading and Wheatcroft's distinctive East Midlands accent soon takes over as he recalls his first trip to Donington on the back of chippy Oliver Neill's AJS in 1935, one that ended up in Leicester Royal Infirmary, or the many close calls with cars, starting with a Daimler Conquest christened Little Red Bomb. From his army and building years through to the tragedy of prodigy Roger Williamson's death at Zandvoort, and the 22-year battle to revive GP racing at Donington, it's one hell of a ride. The co-author occasionally trips up on motor racing history, particularly over Maserati 8CMs, all that's missing from this highly enjoyable book is Wheatcroft's booming laugh.

CADDY SHACK
£12.95 from PVH Books, Anne Suckling Road, Little Wratting, Suffolk CB9 7TA. All proceeds go to BEN.

Rob Maidment's tale of converting a '78 Cadillac Seville into a '30s roadster lookalike doesn't promise

much at first, but is a fantastic tale of perversity over logic, entertainingly written, and with revealing sketches by Tony Jarmain.

PROMOTION PROSPECTS **ISBN 1 84584 003 8, £12.99**

Latest in Veloce's photo book series is *Marketing Mobiles* in which James Hale selects a comprehensive set of wacky vehicles. Outspan Mini, Wienermobile and Worthington's Daimler bottle van are all here, along with lesser-known ad cars. Highlight of this 100-pager is the 1918 Rowney pencil Mercedes and the Chrysler Zippo. Great fun.

EXTREME CARS
ISBN 1 84425 225 6
Stephen Vokins, Haynes Publishing. £14.99

Author Vokins' enthusiasm really shows in this picture-led, full-colour series. Following the success of *Weird Cars*, this latest 144-page work features 250 of the world's most extreme machines. Not surprisingly from the film and video library manager at the National Motor Museum, it's a pretty diverse group ranging from Saline Warrior, the Reliant-based Bonneville-style trike built by Andy Saunders, to the ultimate white elephant Bugatti Royale. It's the oddball machines that make this book so compelling, such as the Mohs Ostentatienne Opera sedan, the Suzuki SJ-based Scamp Rowfant and the Chinese built Jinma Angel. Arch collector Nick Mason wrote the introduction – and who but Vokins could link the Gibbs Humdinga and the Bugatti Veyron in the same chapter group?

MARSHALS POST

by the BMMC



Safety is always top priority for marshals at any motorsport event, but if you are new to marshalling – or a bit rusty after a winter break – it's worth going over just what that means.

To start with, it means looking after yourself, then your colleagues before thinking about drivers and spectators.

Remember, the problem gets doubly worse for your colleagues if you become part of an incident.

Whenever and wherever you are marshalling, make sure you are in a safe position.

Service halts and pit lanes can harbour more dangers than you'll find in the middle of a rally stage or on the banking of a race track.

Make use of whatever protection is available - be it barriers, trees or solid earth – and check your escape routes.

Once cars are running, try not to turn your back on them and don't stand in large groups – you'll only get in each other's way and find someone with a more heightened sense of danger or faster on their feet is already using the bolt hole you had got your eyes on.

Don't sit or kneel down, smoke, take photographs or use mobile 'phones while competitors are running.

Every one of those actions reduces your ability to react or is a distraction from the job in hand - and smoking creates an unacceptable fire risk, should a car come off.

You can be a bit more relaxed at rallies – but take a further step back from the action and make sure you are in a position that would be safe for a spectator if you are in need of a bit of rest and recuperation.

And, if you are going to have a smoke, boil a kettle or cook up lunch on a rally, remember that cars aren't the only things that can

catch fire in a forest.

Always check whatever equipment you've been supplied with well before the first car appears – and report any deficiencies.

If there's a briefing – and there should be – make sure you listen and ask if there is anything you are not sure of.

Finally, if you do get an incident, wait for the dust to settle, listen to what the senior marshal wants you to do, work as a team, be prepared to bail out if necessary and get back to a place of safety as soon as everything is sorted.

But, above all ENJOY YOURSELF – because that is what marshalling is all about.

QUIZ ANSWERS

1. USF&G Arrows (All Cosworth V8)
2. Connaught (Alta B Type 4)
3. Hannu Mikkola and Gunnar Palm (Escort) 1972
4. Circuit of Ireland 1961 (Renault Dauphine)

Could your club/event do with more marshals?

If so, then become involved with Volunteers in Motorsport and we can help you recruit more marshals. This is a government backed initiative run in conjunction with the MSA and the ACU specifically designed to recruit and help you keep marshals.

Call Richard Nunn on 08450 94 00 94 or visit our website volunteersinmotorsport.co.uk for more details



Bristol Pegasus Motor Club

2006 REVISED PROVISIONAL EVENTS CALENDAR

Note : Recent changes are shown Bold

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