

Backfire

March 2007



The Magazine of the
Bristol Pegasus
Motor Club

Cover : Melanie Sadler in the 1275 Mini at the 2007 Pegasus Sprint
Photo : Steve Kilvington - <http://stevekilvington.fotopic.net>

Bristol Pegasus Motor Club

Events Calendar for 2007

Below is the latest update of the 2007 club calendar
Recent Date Changes are shown BOLD

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

Events For March

Monday March 12th - BPMC Club Night

Wheatsheaf Inn, Winterbourne, 8:30pm.

Guest Speaker - Duncan Pittaway - 1904 F.I.A.T Racer

We are lucky enough to have a guest speaker for the March Club Night. Club Member Duncan Pitaway has agreed to come and tells us the facinating story of his 1904 Fiat, which he has been rebuilding. The car was designed with Land Speed record breaking in mind, and the Duncan has been scouring Europe to find the parts to re-assemble this historic car.



Friday March 16th - Navigation Exercise

Tim Murray organises the Last Navigation exercise before the summer. The start will be at the layby at the junction of the A38 and B4227 near Rudgeway (MR 172/626867) at 7-30 pm. The finish pub will be the Swan at Tytherington. Only map 172 will be needed.

Saturday March 17th - Marshal's Training Day

There will be a marshal's training day at the Wheatsheaf on Saturday 17th March, 10.30am – 4.30pm, lunch/refreshments free to participants. More details next month.

Friday March 23rd - “Race Retro” - Historic Show Stoneleigh



The cost per person will be £15 which includes minibus and entry ticket. Seats are very limited and will be allocated on first come – first served basis. To register your interest please contact Martin Emsley on 01454 250067. Cheques payable to Martin and need to be with him by 21st February to allow for ticket ordering. More info later in this issue.

Events For April

Sunday 15th April - Production Car Trial

Entry forms are now available for this entertaining Sunday afternoon event. Any road car is suitable – More details later in the newsletter – entry forms are also on the club website. Venue is Lower Grove



Farm, Highridge Road, Dundry, Near Bristol. Map Reference 554½ 673½. Signing on and Scrutineering starts at 13-00. The first car will start at 14-00.

Entry forms are now available on the club website or Contact Andy Moss (0117 9041841 or e-mail andy@mosssdata.co.uk) if you require a paper copy or if you would like to help organise.

Monday 16th April - Club Night

May Sprints

Monday 7th May - 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, contact Bob Hart if you can help on 0117 9409772 (H) or e-mail bob.hart@blueyonder.co.uk - no experience necessary as plenty of advice and experienced marshals will be on hand.



Monday 28th May - Llandow Sprint

Regs are now on the club web site. If you need a printed copy contact entries secretary Liz Moss - Tel. 0117 9912702. E-mail: sprint@mosssdata.co.uk. Llandow is a technically challenging circuit growing in popularity and whether you compete or marshal it'll be a good day.



This year the event will not be a round of the Westfield Championship, as they have decided to cut the number of rounds in their series. Whilst this will no doubt add more variety to the entry list, it is therefore important that our members support this event if we wish to see Llandow continue in the future.

We also need Marshals for the event, if you are able to assist contact Bob Hart if you can help on 0117 9409772 or e-mail bob.hart@blueyonder.co.uk

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



Chairman's Chat March 2007

Our February Club Night saw Dennis Harris from the BARC give us a talk about some of the things he has seen in his many years involved in running race meetings. Dennis has had many different roles, but it was as Chief Pit Lane Marshal that he told us some interesting stories. This involved stories about Ayrton Senna at Thruxton and the Jaguar Sports Car team at Silverstone. He also told us stories about Vicars and Parrots, but you had to be there to appreciate it!

The March club night will see a visit from Duncan Pittaway. Those of us who visited Duncan's garage in 2005 were fascinated to see the Fiat Land Speed car as a bare chassis and the enormous engine it would carry. As well as his two chain driven race cars, he also had a Bugatti in bits, I know this has now been built as I saw it at the Goodwood Revival Meeting. Plans are also being made to have a guest speaker visit us who was involved in the management of a Formula One Racing team. We hope to be able to confirm these shortly.

The February Navigational Scatter saw a good turn out of BPMC crews and the event was won by Matt Marples and Mark Astin who managed to get the maximum score. Their points score was double any other crew and how they got around to all the clues in time I do not know, well I guess it helps if you don't get lost like Spence and me!

I am very pleased that Bob Hart has

taken up the role Sprint & Hillclimb marshals coordinator. Bob has issued a form with this year's events and is looking for you to tell him of your availability. If you are not on Bob's distribution list then please contact him (tel: 0117 9409772) and he will get one to you. The first event for which Bob is looking for support is the Marshals Training Day on the 17th March at the Wheatsheaf. We need good support from club members for this event. If you are a seasoned marshal, a competitor who does the odd bit of marshalling or you are new to marshalling, you will all be very welcome. Please support this event and reward the time put into the organisation of it by several fellow club members. The club will provide you will refreshments and a buffet lunch, so please get in touch with Bob to confirm your attendance.

Congratulations go to Martin Emsley and Dick Craddy who have now finished their periods of training for Clerk of the Course licence and MSA Steward respectively. They have both spent the last two years attending events and shadowing other event Officials to see how it is done. Martin has already expressed his thanks to fellow club members who have given him support during his training period and I would also like to add my thanks to them.



As I write this article I am not sure if the minibus going to the Race Retro Historic Motorsport show is full. However all members of the club are able to benefit from a reduced

ticket price. Purchasing your ticket in advance and quoting the club code of CC109 will entitle you to a £3 discount.



Finally those of us without satellite or cable have been starved of motorsport action over the past few months. Things are not helped by World Rallying being tucked away on ITV4; however I must say that I was impressed by the speed shown by the top cars on Rally Norway. It was good to see Ford get a 1-2-3 result and reminded me of the glory days of the MkI and MkII Escorts when I started watching live rallying.



I also enjoy the coverage Channel 5 show of the NASCAR racing from the USA. I know the Roundy Roundy racing is not everyone's cup of tea, but I am sure the fact that

Juan Pablo Montoya is now a full time driver will attract a few more curious fans. The season opener and premier race in the NASCAR season is the Daytona 500. This year the race had a very tight finish between the first two cars, and as they were crossing the line, an enormous accident took place behind them. Cars went all over the place and one of them did a Martin Emsley by crossing the finishing line on its roof. It was good to see, that despite the carnage, no one was hurt.

Navigator Required

My name is Phil Turner and I have been a member of B.P.M.C. for just over a year, I have been preparing a rally car for the last year and am near completion.

I am looking for a Navigator to take part in 3 to 4 events a year in gravel and tarmac Rallying, must be prepared to share cost of event but not repairs to car.

I have enclosed a pic of the car which is a mk4 escort converted to R.W.D with cosworth suspension all round and a 2000cc pinto

Contact Phil Turner 01454 218537 or 07958 742061. E-mail phil548@btinternet.com.



Motorsport Crossword Solution By Tim Murray

	1	O		2	M		3	P		4	A		5	P		6	M	
7	A	S	C	A	R	I			8	S	T	E	F	A	N			
		C		R		T			T		T			N				
9	M	A	K	I			10	S	A	R	A	T	O	G	A			
				O		T			A		E			U				
11	M	12	A	T	A	D	O	R		13	G	R	I	S	T			
		D		N		P			14	R		S		T				
15	T	E	D	D	Y			16	A	U	T	O	C	A	R			
		L		R			17	M		B		L						
18	M	A	S	E	R	A	T	I			19	B	E	20	L	L		
		I		T		T			N		E			U				
21	E	D	I	T	O	R			22	H	O	R	A	C	E			
		E		I		A			O		G			A				

Club Night Venue The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

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

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



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2007 BPMC Club Championships

Clubmans Championship 2007 up to the February Nav Scatter Prepared by Chris Goodchild				
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
9.75	Andy Moss	1	2	Yes
9.75	Martin Emsley	1	2	Yes
9.63	Mark Astin	3	2	No
9.63	Matt Marples	3	2	No
9.38	Chris Goodchild	5	2	Yes
7.38	Howard Johnstone	6	2	No
7.38	Paul Bird	6	2	No
5.38	David Adams	8	1	No
4.75	Alan Spencer	9	2	Yes
4.75	Kieron Winter	9	2	Yes
4.00	Jeff Oakley	11	1	No
3.50	Dave Cutcliffe	12	1	No
3.50	Martin Baker	12	1	Yes
1.50	Emma Burn	14	1	No
1.50	Steve Burns	14	1	No
1.00	Lynn Lewis	16	1	No
1.00	Mark Lewis	16	1	No

Marshals Championship 2007 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

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

Visit the bookshop section at
www.bristolpegasus.com



Click on the Amazon link at the top of the page

Anything you then buy on the Amazon site will
earn 5% commission which the club will pass on
to the clubs adopted charity for
2007 Diabetes UK.



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

Bristol Pegasus Fantasy Formula One 2007

The Bristol Pegasus Fantasy Formula One competition is now into it's 12th 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 Australian Grand Prix in Melbourne on the 18th of March. Entries should arrive by Friday 16th 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 Kimi Raikkonen in a Super Aguri 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 loses 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/2007/f1/enter.htm

Or Complete the form below

2007 Fantasy F1 Entry Form

Remember :

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 :

Team	£M	Driver	£M	Engine	£M
Renault	30	Giancarlo Fisichella	24	Renault	16
		Heikki Kovalainen	18		
Ferrari	28	Kimi Raikkonen	22	Ferrari	15
		Felipe Massa	14		
McLaren	25	Fernando Alonso	20	Mercedes	14
		Lewis Hamilton	6		
Honda Racing	22	Rubens Barrichello	12	Honda	10
		Jenson Button	13		
BMW Sauber	20	Nick Heidfeld	10	BMW	8
		Robert Kubica	6		
Toyota	18	Ralf Schumacher	12	Toyota	8
		Jarno Trulli	12		
Red Bull	14	David Coulthard	8	Renault 2	6
		Mark Webber	8		
Williams	12	Nico Rosberg	8	Toyota 2	6
		Alexander Wurz	8		
Scuderia Toro Rosso	8	Vitantonio Liuzzi	3	Ferrari 2	4
		Scott Speed	6		
Spyker	6	Christijan Albers	3	Ferrari 3	4
		Adrian Sutil	3		
Super Aguri	4	Takuma Sato	3	Honda 2	4
		Anthony Davidson	3		

Date	Country	Circuit
18 Mar	Australian Grand Prix	Albert Park Grand Prix Circuit
08 Apr	Malaysian Grand Prix	Sepang International Circuit
15 Apr	Bahrain Grand Prix	Bahrain International Circuit
13 May	Spanish Grand Prix	Circuit de Catalunya
27 May	Monaco Grand Prix	Circuit de Monaco
10 Jun	Canadian Grand Prix	Circuit Gilles Villeneuve
17 Jun	United States Grand Prix	Indianapolis Motor Speedway
01 Jul	French Grand Prix	Circuit de Nevers Magny-Cours
08 Jul	British Grand Prix	Silverstone Circuit
22 Jul	German Grand Prix	Nürburgring
05 Aug	Hungarian Grand Prix	Hungaroring
26 Aug	Turkish Grand Prix	Istanbul Park
09 Sep	Italian Grand Prix	Autodromo Nazionale Monza
16 Sep	Belgian Grand Prix	Circuit de Spa-Francorchamps
30 Sep	Japanese Grand Prix	Fuji Speedway
07 Oct	Chinese Grand Prix	Shanghai International Circuit
21 Oct	Brazilian Grand Prix	Autódromo José Carlos Pace

January Navigation Exercise

6th January 2007

Another trip over the Severn



Martin Emsley plots a route

While the Gwent Police, as a matter of policy, give a cautious welcome to any proposal to hold a motoring event on the highway, our relationship was strengthened as a consequence of our discussions and undertakings last year. It, therefore, seemed appropriate to return again in 2007.

This year's event, which started from the Wynd-Cliff woodland car park north of Chepstow Racecourse, attracted an excellent entry of 8 cars. It is always pleasing to welcome a new crew and on this occasion Mark and Lynn Lewis started their first ever event in their spectacular BMW 650i Coupe! Having been given a reminder of the driving standards behaviour requested by the Gwent Police and of the commitment that the organisers should act as driving standards observers, the route cards were handed out at 7.30pm. As if to prove that these events suit all types of car, Alan Spencer brought along his Parsons Special with Kieron navigating. That said when we checked the route a few days before hand we concluded that some of the roads are, in fact,

dried up water courses for the majority of the year – but not in January 2007! Perhaps a trialling special was the best choice anyway.

The 26.5 mile route initially took competitors to the north of St Arvans and through Pen-parc before reaching The Cot in New Wood. From there to Chapel Hill before heading back in a westerly direction to Tintern Cross. Passing via Trellech Grange to the north, onto Parkhouse and taking an anti clockwise sweep through Botany Bay it lead on to Wyes Wood Common before skirting Bargain Wood and moving on to Cleddon Bog and Cicelyford before heading north again to Trellech. Passing via Cotland and Maryland before briefly taking the B4293 it then turned NE to Ty-mawr and on to The Argoed. From there a clockwise course went via Hoop before heading west to Whitebrook and onto Bigswear where it crossed into Gloucestershire. The final 2 ½ miles went via The Fence and Coldharbour before finishing at the George Inn, St Briavels.



Howard Johnston, Martin Emsley, Matt Marple and Mark Austin at the start



Matt and Mark study the route

While the route was defined in four ways, where map references (some with false origins), gridlines, a straightleg and tulips were used, each section start and finish location was clearly defined thereby minimising the possibility of uncertainty. The route was, however, very compact in an area where accurate navigating and teamwork would pay off given that the map is densely decorated with

information especially in the middle sections. This was, after all, a navigation exercise! Plotting time typically took around one hour and even the front running team of Austin and Marples only just made the finish in time. As can be seen from the results there were three crews who incurred time penalties. Once again the winning driver was Chris Goodchild, this time partnered by David Adams. This makes a hat trick of January wins for Chris, but in January 2007, it was by the smallest of margins!

While the policy of refunding Bridge Tolls makes this event a little costly there was broad agreement at the finish that the roads available in the area around the River Wye make our, traditional, annual visit very worthwhile.

Our thanks to each entrant for their support. See you again in 2008?

Andy Rigler and Dick Craddy

Results

No.	Crew	N/E	Time Penalty mins /points	Score	Position overall	Novice Position	Expert Position	Comment
1	Andy Moss/ Martin Emsley	E	0/0	260	2	-	2	
2	Mark Austin/ Matt Marples	E	0/0	255	3	-	3	
3	Chris Goodchild/ David Adams	E	2/4	261	1	-	1	1 st overall 1 st BPMC
4	Mark Lewis/ Lynn Lewis	N	0/0	45	8	3	-	
5	Dave Cutcliffe/ Martin Baker	E	3/6	224	4	-	4	
6	Howard Johnston/ Paul Bird	E	2/4	201	5	-	5	
7	Alan Spencer/ Kieron Winter	N	0/0	135	6	1	-	1 st novice
8	Glyn Hopkins/ Paul Monis	N	0/0	105	7	2	-	1 st BMC

Chairman's Report 2006

Part Two

This report looks back to some of the activities of the club in 2006, covering both our social and sporting activities and is based on my report at the AGM.

Competitions

We planned another season of competitive events, however two of these were lost during the year, the Autotest had to be cancelled when Rolls-Royce started to build a new factory on the bit of tarmac we used and we lost the last Nav Ex of the year due to the lack of an organiser.

Those events that were held around the lanes started with Dick Craddy and Andy Rigler's Nav Ex over the other side of the Severn Bridge. Dick's route went into the Gwent police area, and when he informed them of this, they responded with a request for us to marshal each junction the route was going to use! We believe this request resulted from a bad experience the police had had with a previous road rally. Dick politely declined, but offered some other palliatives. These were accepted and we received a letter after the event thanking us for our co-operation. Well done Dick for ensuring the event ran, keeping the police happy and ensuring that the locals were not disturbed.

Bristol Motor Club ran a Scatter in February with a Bristol Pegasus crew picking up the win, proving that you can do these events in any car; the winners drove a Brabus Smart Roadster Coupe. Tim Murray organised the March Nav Ex and keen to ensure the competitors did not spend all evening plotting, his navigation was very straight forward. However he now found that 3 crews got around with a clean score. So we had a three way

tie break to find the winner. October saw BMC running a Scatter, which was not well supported with only one BPMC crew entered. Paul Bird got the navigation just right with his event in November, but the roads were a challenge due to the rain that had preceded the event. This meant that the Ford at Yate rocks was running deep as one crew was to find out. 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 2007.

In April we returned to Lower Grove Farm at Dundry for the Production Car Trial. Mal Allen took on the role of Clerk of Course and Andy Moss as Secretary. We received 13 entries and had a good mix of cars. Mal set up the hills so that the novice crews could have some fun, and also included a section with a mud-bath mid section. This was topped up by the shower just before the event started. Thanks to the marshals and to the organisers, who confirmed that Duncan Pittaway winning the event winner was not a fix?



Ken Robson at the 2006 PCT

There were four Treasure Hunts planned over the summer months. We started the year in May with the Andy Moss and Martin Emsley's event postponed from last year. This was a busy evening for the crews with a lot to do before getting back to the Pub, where it turned out to be Andy's birthday! June saw the crews heading east to North Wiltshire for a start and finish at Bathford where John and Liz's had used some lanes not seen before. The event saw seven crews enter and most did not pay enough attention to John's ruling on the finish time, so it was down to clues gained versus time penalties lost as everyone rushed back to the finish. Chris and Fiona Goodchild ran the July event which took the crews to the area around the Badminton estate. As well as route clues there were also 15 pictures to identify. It was one of those warm summer evenings where we finished in the Pub garden and gave Chris some grief over his route instructions which sent most crews on a little deviation! The final event in August was another Baker/Bird special where the crews had to answer route questions, identify photos by walking around Sherston and collect some treasure (at least it was not Mars Bars). There were several parents and kids crews out, but the event was won by some old buggers who decided that they could not see in the dark, so decided to get around the route as quickly as they could.

Before the Sprinting season started, Bob Hart arranged for some fire fighting training. We were given a briefing on the different types of extinguishers by Chris Wilson who is one of the fire-fighting team at Colerne airfield. We then did the practical by heading to the bottom of the Sprint Paddock and set fire to

two cars used for training purposes. Everyone then had the opportunity to use a dry powder and foam extinguisher in anger.

The Sprinting season started with the Wessex at Colerne which saw a very strong entry from the three organising clubs. The event saw the debut of the Corfield father and son XR2 and Pete Goodman's Lotus Elise. The Elise was shared with Dave Cutcliffe who's Van Diemen was still "in build". Dave has won



John Corfield in XR2

the Wessex for the last few years, but it looked like this was going to pass to Kevin Lealan who was the quickest single seater at the event. However Ian Hall completed his second run and following a timing failure he was ushered up to the start line to take a re-run. Ian had now got his eye in and with the advantage of warm tyres he put in a time that piped Kevin and so FTD remained in the hands of Bristol Pegasus Motor Club.

At the end of May we then paid our fifth visit to Llandow for the Bristol Sprint. This year we gained the Ginetta championship and the AWMCC as visitors to the event. Dave Cutcliffe's Van Diemen was still "in build" so we asked him to be Club Steward. It was a healthy entry again for the event, but there were a few problems with the new

timing crew which meant that we were not able to offer a third afternoon run for those who wanted one. However we were all packed up and on our way home by 5.00 pm.

The Two Club Sprint was held on the usual August Bank Holiday date and we had a full entry, with a very healthy number of single-seaters and British Sprint Championship entries. Dave Cutcliffe's Van Diemen was still "in build" as so he was sharing Trevor Hartland's OMS (when Dave was the Steward at Llandow he spotted the ride height on the OMS and thought it too high. After Dave had suggested a few other mods to the set up, he was offered a shared drive by Trevor). In the class run's the 3500cc Gould of Roy Dawson was by far the quickest car on the track and so when it came to the top 12 run-off, Dave's track record looked sure to be beaten. This in fact happened and Roy took first place with ease, however Dave had qualified the OMS in seventh place but on his second run got it into 2nd with a time just under 68 seconds beating all the 1600cc cars with his 1000cc motor.

The Sprinting season ended with the Pegasus Sprint at Castle Combe. Dave Cutcliffe's car was still "in build" so we asked him to be Club Steward. Last year's dry weather was not repeated, first thing the track was very slippery, it seemed like every other competitor had a spin somewhere on the track, in fact a well know club Mitsubishi driver even managed it on the convoy run! The track dried out and then just after lunch we had a mighty downpour, in fact Bob Hart stopped the event to check out the track to make sure it was not flooded. It turned out to be a close

competition for FTD, but it was won by Ian Hall in his mighty Darrian T98 GTR beating Barry Squibb's rapid Evo 6RS by 1.5 seconds. We were pleased to welcome Cheryl Lynch from the MSA to the event, she was taking a look at what a Sprint was all about and we were very pleased that she was able to present the class winners with their trophies at the end of the event.

Non-Club Organised Events

Members have been out and about competing in other events - Ian Hall suffered mechanical problems this year and so his outings in the BARC North West race championship were limited. However on August Bank Holiday Monday, Ian entered the GT Championship race at Castle Combe, winning his class and finishing 4th overall. This was the 40th anniversary of Ian's first event at Castle Combe.

Matt Marples and Mark Aspin were out competing in tarmac rallies with their Peugeot 205. This included the Azigmiur stages at Colerne where they were one of many crews out on the track when the heavens opened up; at least they kept the car away from the fences!

Mal & Donny Allen (plus guest Navigators), Pete & Carlie Hart and Alan Spencer have been out competing in Classic Trials. This year Spence acquired the DP Special which was built a few years ago by fellow club member Dave Parsons.

Other members have been out competing in Sprints and Hillclimbs around the South West. Paul Perkin has had a good year and finished in 4th place in the ASWMC Sprint championship. I know there are many more members out there

competing and there must be some good stories to tell of their adventures, so why not write an article for Backfire so we can all read about it.

The club has also supplied marshals to other events, including the Bristol MC Sprint at Castle Combe and on their Allen trial. In 2006 we saw 66 members scoring points in the Clubmans championship (65 in 2005) and 36 members (34 in 2005) scoring in the Marshals Championship, of which 16 were organisers in one capacity or another.

Four club members took part in the MSA organised training day for non-licensed officials in January at Ilminster and Martin Emsley has now completed his practical experience and he just now needs to do a bit homework to get his Clerk of Course Speed licence. Dick Craddy is also continuing with his MSA Steward training.

New Ventures

At the end of 2005 we were approached by the newly formed Castle Combe Racing Club to help them with their proposed plans for 2006. The MSA rules would not allow a newly formed club to run a racing Championship, so we were approached and asked to assist, by being the Championship licence holder. This we were very happy to do and of course 2006 has been a great success for the CCRC with their three championships (Formula Ford, Saloons and Special GT) as well as having full grids for the other races. We look forward to continuing our relationship with the Racing Club in 2007, and also with the circuit where we have run a track- day for over 20 years and a Sprint for 15 years.

The Future

Continuing on the Castle Combe theme, with Bristol Motor Club we hope to be able to run another Sprint at the circuit from 2008. However we have to try and find a slot for this in our existing Sprint calendar and in the very busy schedule for the circuit.

We are very pleased that Bob Hart has offered to co-ordinate the marshals for our Sprints in conjunction with Bristol and the MGCC events.

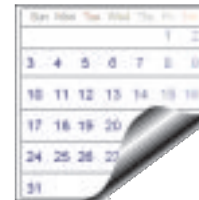
The Club has supported St Peter's Hospice for the past five years and has raised just over £5000 in that time. The Committee has proposed that the Club now adopt a new charity and this was endorsed by the members at the AGM. The Club's new adopted charity is Diabetes UK. This charity supports people who currently suffer from this disease, as well as funding research that hopefully one day will lead to a cure.

The club is looking to improve upon publicity, to get the message out about the club and about grass roots motorsport in general. Ken Robson has offered to take on the role of Promotion and PR co-ordination. But the best way of spreading the word is through you, the existing members. If you know of any potential members, then please direct them to the website where they can learn about the club and its activities or pass their details to one of the Committee who can talk to them about the club and get them a membership form.

We look forward to seeing you at one of the club events, either sporting or social.



National & International Motorsport Dates March / April 2007



Date	Event	Location
16/18 Mar 2007	F1 WORLD CHAMPIONSHIP	Melbourne, Australia
18 March 2007	NASCAR Nextel Cup	Atlanta Speedway, USA
23/25 Mar 2007	RACE RETRO – HISTORIC SHOW	Stoneleigh Park, Coventry
24 March 2007	IRL IndyCar Series	Homestead-Miami, USA
25 March 2007	NASCAR Nextel Cup	Bristol Speedway, USA
30 Mar/1 Apr 2007	FIA WORLD RALLY	Rally de Portugal
31 Mar/1 Apr 2007	Dunlop MSA British Touring Cars	Brands Hatch Circuit
31 Mar/1 Apr 2007	Super One Rotax Kart Series	Clay Pigeon, Dorset
01 April 2007	NASCAR Nextel Cup	Martinsville, USA
01 April 2007	IRL IndyCar Series	St Petersburg, USA
01 April 2007	Autograss Races	Bearley, Somerset
6/7 Apr 2007	MCC Lands End Trial	Cornwall
6/8 Apr 2007	F1 WORLD CHAMPIONSHIP	Sepang, Malaysia
09 April 2007	SBD British Sprint Championship	Croft Circuit
09 April 2007	BriSCA Formula 2 Stock Cars	Smeatharpe, Somerset
09 April 2007	Husqvarna Retro Raceday	Castle Combe Circuit
13/15 Apr 2007	F1 WORLD CHAMPIONSHIP	Manama, Bahrain
13/15 Apr 2007	A1 Grand Prix Series	Shanghai, China

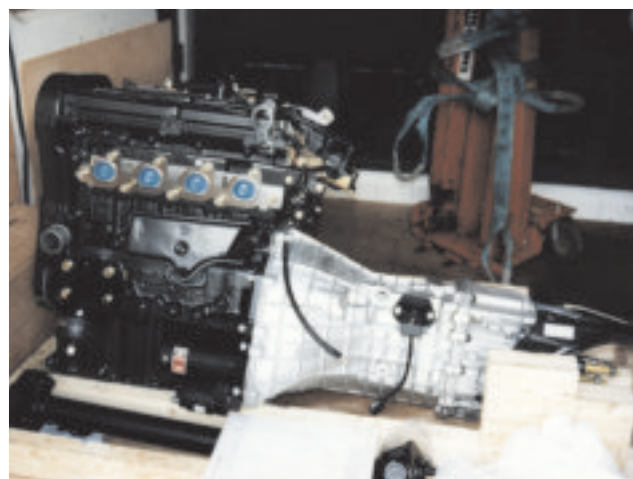


Building a Kit Car By Andy Moss

Engine and Gearbox

I had decided at the beginning of the build to fit a Ford Zetec engine, and whilst there are plenty of engines available now from older Ford Mondeos, these were not so plentiful at the time. In the Mondeo the engine is of course in a Front Wheel Drive configuration, and this would need to change to rear wheel drive in the Westfield. This involves a change of gearbox, and there is a choice of the popular Type 9 gearbox found in cars like the Capri, Cortina or Sierra and the later MT75 found in the later DOHC Sierra or Granada. The MT75 can take a bit

more power, but the range of ratios for the type 9 is wider.



Can you fit a Zetec to a Peugeot ? Yes if it's a Van ...



A tight fit but I am sure it is meant to go in ...

The ride and bonnet height of the Westfield also means that the sump needs lowering, and additional baffling needs to be added. The other consideration was the engine management – whilst it is possible to use the single point fuel injection from a Mondeo, along with the original ECU, most people choose to swap to Webers or after market fuel injection.

The combination I decided on was to use the 1.8 Zetec, MT75 gearbox, with an after market Weber Alpha ECU and twin 40 webers.

The next challenge was to decide where to source the parts. Having looked at the cost of second hand engines and gearboxes, along with reconditioning and add on parts such as sump, bell housing, replacement starter and alternator (which also need changing to suit the RWD configuration), it became clear that buying from the Westfield factory was not too much higher a cost. These days with plentiful supply of Mondeos things might be different, but going back 5 years ago second hand Zetecs from a scrap car could go for £500+. So

the decision was made I would take the easy way out and buy from the factory, this had the advantage the the engine and gearbox would come assembled and pre-fitted with a modified sump, and the correct alternator and starter. All of this would be based on either new or reconditioned parts supplied direct from Ford.

At this point it is worth explaining the emission rules that apply when the car goes for SVA testing. If the engine was manufactured prior to 1995 it has to meet lower emission standards, which means it is not necessary to have a catalyst – to run the car on Webers the car has to have a pre-1995 engine ...

So the time came to collect the engine and box from the factory, and a small Peugeot van was hired. It was much easier for the factory to put it into the van with their fork list than it was for me to lift it out with my hired engine hoist !! Once extracted from the van, fitting was relatively straight forward, drop it in, do up the engine mount bolts and connect the propshaft – see easy this kit car building isn't it !!!



Finished installation, just needs bodywork now ...

Bristol Pegasus Motor Club Visit

Historic Motor Sport Show

“Race Retro”

Stoneleigh Friday 23rd March 2007

The enthusiasts and competitors show for event organisers, car and motorcycle engineering and the supporting trades.



This year the Historic Motor Sport show has been renamed “Race Retro” - This is the fourth Show held at Stoneleigh Park and the event continues to grow in popularity. Due

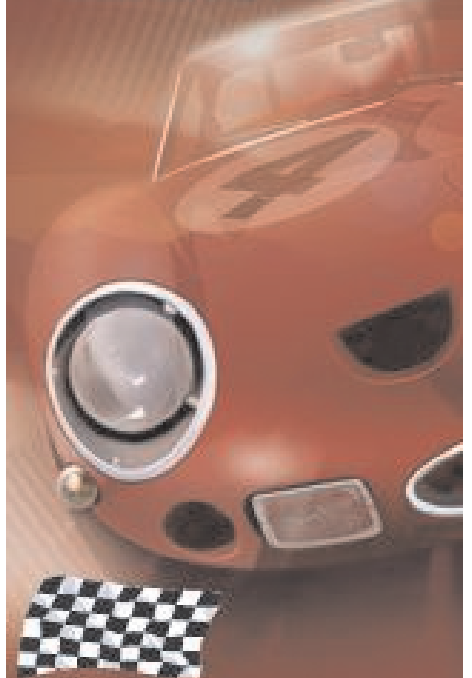
to the interest shown in previous shows by club members, The Bristol Pegasus Motor Club are going to organise a minibus to the show on Friday 23rd March 2007.

The cost per person will be £15 which includes minibus and entry ticket. Seats are very limited and will be allocated on first come – first served basis. To register your interest please contact Martin Emsley on 01454 250067. Cheques payable to Martin and need to be with him by 21st February to allow for ticket ordering.

If you wish to go on your own or on another day we have also arranged for Club members to obtain a club discount on advance tickets by quoting the code CC109 which will give you a £3 discount – with an £18 one day ticket reduced to £15.

Online tickets : www.historicmotorsportshow.com
Hotline : 08701 262121. Note : You will NOT need to order your own ticket if you are coming on the minibus.

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www.raceretro.com**

**Ticket Hotline:
08701 262121**

Mike Smith – New Member

It is a cold a frosty February morning and I should be out in the garage rebuilding the diff for the Striker but it is much more attractive to read Backfire which has just fallen on the doormat staying warm and writing a few words about my car and motor sport season by way of introduction.

I arrived at BPMC via the club awning at the Castle Coombe Rally day when I dived underneath as the heavens opened. I got chatting and found out about the clubs history. 40 years ago I started an engineering apprenticeship with Bristol Aircraft Company so the link was too compelling and I joined.

Based up here in the NE of England I have 2 competition cars although the Escort Mark II is so far used. The Sylva Striker in which I did the Pegasus Sprint in October I built in 2002/03. This season I did all the events at Harewood – 10 in total and the Toyo Tyres Midland Speed Championship. This took me from Croft in the north, Prescott in the south, Ty Croes in the west, and should have seen me at Cadwell in the east but I missed this due to health problems. The car is road legal – taxed and MOT'ed and runs in the up to 1700cc class with list 1A tyres. (why are you out of step

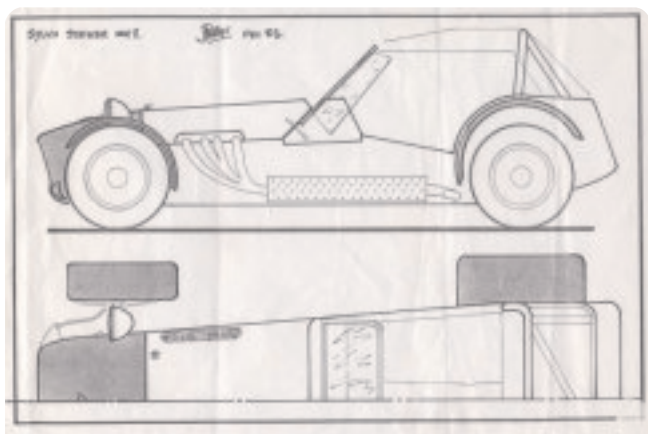


with the rest of the country in the SW ?) I managed 8th in the Harewood Championship and 3rd in class in Midland Speed.

To put this in context I was a total of 2 seconds behind arch rival and friend Bob Bellerby (also in a Striker) over the 6 counting events at Harewood (0.3secs per event). It is very very competitive.

Midland Speed was a very different matter – I knew so little of the venues I was always too slow but I did manage a couple of 1st in class but too many 2nd and 3rd places. Highlight of the year – difficult to choose between School corner at Anglesey or the one dry run I managed at Loton Park.

I finished the year at Castle Coombe competing in the Pegasus Sprint. I can honestly say I have not driven the car so fast for so long. The Strikers background is from racing and it showed. Was it quick but so relaxed on such wide open spaces – I even had time to frighten myself by looking at the rev counter. I blame myself for the weather as it seems to pour when I go to Castle Coombe but just wait till I get some dry runs!!





My house in Whitley Bay will be on the market soon and I hope to move to the SW where I will compete in the Striker or shall I christen the 1700cc X flow powered Escort Mark II rally car waiting with the diff in the garage?

Car Facts Sylva Striker

One of the last from Jeremy Phillips in Lincolnshire

Ford Puma Zetec SE 1700cc

DTA Engine management

Jenvey Throttle bodies

Quaiffe 4 speed gearbox

English axle with Quaiffe ATB

Ratios vary with venue. I use 4.7 at Harewood so eyeballs hit back of skull when the throttle is floored.

OZ superleggra wheels.

195X45X15 Stunner Scudo tyres buffed to 3mm



Letters To The Editor

Sir,

In the January 2007 edition of Backfire I wrote in my article on the Allen Trial - "I found the cockpit of the Marlin a bit cramped".

I now wish to change my mind and can report that having entered the January Nav Ex in Alan Spencer's DPS, that the Marlin has a most spacious cockpit. Where you had to be a gymnast to get in and out of the Marlin, you have to be a contortionist to do the same in the DPS. We had to run without side screens so that I could unfold the OS map!

It was good fun doing the event in the DPS and with the hood and side screens up on the way home, it was very cosy, (less drafts coming in than certain British Sports cars of the 1960's I can remember) and a credit to it's designer and builder, Dave Parsons.

Kieron Winter



Mendip Vintage & Classic Tour Sunday 13th May 2007



The Classic & Historic Motor Club are organising their twelfth Mendip Vintage & Classic Tour. For cars over 30 years old. This year the event, be starting at 'Cadbury Garden & Leisure', Congresbury, Nr Bristol.

The route of 90 miles is through some enjoyable countryside, and is on easy roads, bearing in mind the number of older vehicles taking part in the event. The event has a lunch stop, at The Fleet air Arm Museum, Yeovilton. The finish and prizegiving will be on the lawns of Wells Cathedral, and teas will be served in Wells Town Hall.

The Mendip Tour is now an established favourite on the calendar for many motoring enthusiasts from all over the country. and has achieved a reputation for being a quality event which attracts a wide variety of interesting cars of all ages. There is a limit of 150 entries for vehicles of all ages. The event will this year be again raising money for St Margaret's Hospice.



Entry fee is £35. For further details contact Secretary of the Event John Crickett
Tel: (01749) 870275 Email: jack.crickett@crickett.co.uk



Chipping Sodbury Rotary Classic Tour Sunday 24th June



The Rotary Club of Chipping Sodbury invite you to enter our twelfth Chipping Sodbury Classic Run. This year's event will be approx. 70 miles long. It will start as usual in Chipping Sodbury's Broad Street. The route will be a figure of eight with both a coffee stop and a final lunch stop at the famous Westonbirt Arboretum.

The event is open to pre-1980 cars, motorcycles and light commercial vehicles. The number of entrants will be strictly limited to prevent too much bunching on the route – so please register early!

The event's headquarters will be the Squire Inn, Broad Street (by kind permission of the Landlord) where breakfast will be available, (all proceeds going to the R.N.L.I.).

The aims of the Organisers are to provide an enjoyable day out for the entrants, to give the public an opportunity to view a selection of vehicles from our motoring past, and to raise money for worthwhile charities supported by the Rotary Club of Chipping Sodbury. Entry fee £25. Further details from Ian Joseph 01454 313984 or e-mail ianjoseph@blueyonder.co.uk. The closing for entries date is 25th May 2007.

NO ROCK AND ROLL

The Motorsport Safety Fund launched a new film at the Autosport Show called *Motorsport First Aid* as it replaces one made only a few years ago I suppose it's reasonable to wonder why a new film is necessary because, after all, the human body has been around for ages (mine certainly feels as if it has) so what can be new? Well, nothing major – our hearts are roughly still in the right places – but methods of treatment change in the light of experience.

The European Resuscitation Council, which coordinates activities in this field, produces revised guidelines from time to time and the latest have been built into the new film; in some cases the changes may follow because statistics show that a different method is better. It used to be the practice to sing 'Nellie The Elephant' in order to get the right rhythm when doing resuscitation but I believe other methods are now used. I'm not sorry because I hate the song and anyway very few doctors or paramedics can carry a tune.

At the same time as incorporating new ideas, *Motorsport First Aid* now deals with more advanced things like removing helmets and HANS devices. And it also includes a key section on rolled cars.

In the main, human instincts are usually roughly right. Meet

a member of the MSA Council, you bow; meet someone who is an F1 entrant, you admire their helicopter; meet someone who is a politician, you fall about laughing. All perfectly healthy human responses.

Much the same applies to first aid. Someone is bleeding, try to staunch the flow; someone is cold, warm them; someone is dehydrated, apply thirst aid (but not alcohol because that could delay treatment); someone is distressed, comfort them (approaching from the front so that they don't have to turn what may be a damaged neck). And so on. Again, all perfectly sound responses.

But our instincts stink when it comes to two areas, perhaps because of the fear of fire. People can be too anxious to haul a driver out of a crashed car before checking for injury. The hauling out itself, if not done properly, may exacerbate an injury or even cause one.

And if a car has ended on its roof or side, the instinctive reaction is for people to rush and, with much rocking and rolling, hurl the car back onto its wheels. **WRONG!!** First check the condition of the driver and then put someone inside the car to support their neck before **SLOWLY** righting the car with **ONE** person calling the shots. There's a sequence in the film

which illustrates the process well. I watched it being made and it went so smoothly – in one take and with people who hadn't worked together before – that I regretted I hadn't got trays of eggs to put under the wheels as they came down; I don't think many would have been broken.

Sorry if I'm banging on about this. But not very sorry. I've been rolled four times on rallies and only suffered a cut head and broken ribs – seeing the film has made me grateful I'm still able to line-dance competitively. But last month I heard of a road accident which left a car on its roof. Helpful bystanders rushed to fling it back on its wheels... the driver is now in a wheelchair.

Please watch the film.

Stuart Turner



COD FILLET QUIZ

1. What is the nationality of World Rally Champion Sebastien Loeb's co-driver Daniel Elena?
2. In which years did Nigel Mansell drive for Ferrari?
3. In which major event does Bluehills Mine feature?
4. In 1952 British driver Sydney Allard won the Monte Carlo Rally. Who came second by just 4 seconds?

ANSWERS ON PAGE iv

Whole sport plan

Under the direction and coordination of Motorsport Development UK (MDUK – see www.motorsportdevelopment.co.uk) and Sport England (www.sportengland.org), the MSA and Auto Cycle Union (ACU – see www.acu.org.uk) are conducting a consultation survey, entitled *Widening Participation in Motorsport*. The MSA and ACU are working to develop a new 'whole sport plan' for the next five years, aimed at getting more people involved in motor sport at every level – competing, spectating or volunteering.

MSA newcomers

Ten new members of MSA specialist committees have been appointed, they are:
David Kirkham (from Middlesex) – *Historic Committee*, Lee Carter (from Staffordshire) – *Rallies Committee*, Nathan Crewe (from Worcestershire) – *Rallies Committee*, Andrew Kellitt (from Herefordshire) – *Rallies Committee*, Robert Reid (from Perthshire) – *Rallies Committee*, David Bellerby (from North Yorkshire) – *Autocross & Rallycross Sub Committee*, Dave Wellden (from Tyne & Wear) – *Autocross & Rallycross Sub Committee*, Phil Short (from West Yorkshire) – *Sprint & Hill Climb Sub Committee*, Tim Thomson (from North Yorkshire) – *Sprint & Hill Climb Sub Committee*, Rob Walker (from West Midlands) – *Timekeeping Advisory Panel*.

Helmet approval

Crash helmets to ECE 22-05 are not approved by the MSA and should *not* have an MSA sticker applied by a scrutineer (unless the helmet meets an alternative standard as listed in *Competitors' Yearbook* regulation Q10).

Training seminars

Although these are organised primarily for MSA licensed scrutineers (Car and Kart), club scrutineers may wish to attend. If so, please contact the MSA Technical Department (telephone 01753 765000).

All sessions will assemble for arrival and registration at 19:00, for a prompt 19:30 start and are due to finish by 22:00 (with the exception of Scotland, NI, Channel islands and IOM where they will take place over weekends).

Car scrutineer training seminars

Thursday 1 March, Buckmore Park, Chatham
Saturday 3 March, Civil Defence HQ, Douglas, IOM
Sunday 4 March, Park Plaza Hotel, Belfast International Airport
Monday 5 March, Castle Combe race circuit
Tuesday 6 March, Plymouth (venue tbc)
Wednesday 7 March, Swansea Institute for Higher Education, Swansea
Saturday 10 March, Aberdeen, Scotland
Sunday 11 March, Queens Ferry, Edinburgh
Monday 12 March, De Lacy MC House, Brotherton
Tuesday 13 March, Hexham (venue tbc)
Wednesday 14 March, White Horse, Silverstone

Thursday 15 March, Snetterton race circuit
Monday 26 March, Donington Park race circuit
Tuesday 27 March, Oulton Park race circuit
Tuesday 24 April, Guernsey (venue tbc)
Wednesday 25 April, Jersey (venue tbc)

Kart scrutineer training seminars

Thursday 1 March, Buckmore Park, Chatham
Saturday 3 March, Civil Defence HQ, Douglas, IOM
Sunday 4 March, Park Plaza Hotel, Belfast International Airport
Wednesday 7 March, Swansea Institute for Higher Education, Swansea
Saturday 10 March, Aberdeen, Scotland
Sunday 11 March, Queens Ferry, Edinburgh
Wednesday 14 March, Sherington kart circuit, Oxon
Thursday 15 March, Snetterton race circuit
Wednesday 21 March, De Lacy MC House, Brotherton

National Motorsport Week

The next National Motorsport Week will be 11-19 August 2007. For more information go to www.nationalmotorsportweek.co.uk

STOP PRESS

A DVD copy of the new film "*Motorsport First Aid*" will shortly be sent to all clubs by the MSA together with an outline quiz which clubs may wish to use at a club night.

KARTING

MSA British Kart
Championship / MSA Junior
British Kart Championship

The Super One Series in its 25th year has a record registration for modern times of forty-one drivers entering the MSA Junior British Kart Championship. British Junior Champion Jack Harvey, recently signed up for the Italian Maranello factory team, joining World Champion Davide Fore, will have his work cut out to retain his title. There are twenty-three Formula A drivers registered for the MSA British Kart Championship, a few down on 2006. Registrations are still open. British Champion Mark Litchfield will be all out for an unprecedented fourth title on his British made Octane kart. Super One co-ordinator Sonja Game said: "There are phone calls coming in all the time from drivers asking if they still have time to register for the 2007 series." Promoter Neil Hann said: "It is very encouraging to see so many youngsters coming into the premier junior class, and this must be a reflection of the popularity of our series. I suspect the lower number in Formula A is influenced by the transition in international karting from the traditional 100cc motors to the new 125cc electric start engines, which are not yet freely available. However we are not introducing these new engines until 2008." Supported again by Renault, Elf, ATOL, the B4 insurance group, Dunlop and Bridgestone, the British karting championships kick off on 17/18th March at Three Sisters, near Wigan.

AUTOSCENE

Motorsport
News

REVIEWS FROM



TRIUMPH - SPORT AND ELEGANCE

**ISBN 1 85960 969 4,
Bill Piggott, Haynes
Publishing, £19.99**

An archivist for the TR Register, Piggott is an acknowledged marque expert and this 170-odd page hardback – the latest in Haynes' Classic Makes series – is packed with information. Well-presented and nicely illustrated, the book's main copy is superbly complemented by detailed panels on key players and models directly relevant to the tale of the long-defunct Coventry great such as Sir John Black and Standard Vanguard. It is perhaps a little thin on the pre-WW2 and Razoredge years, but from Herald on and whether it be saloons, sports cars or other variants, this is an impressively comprehensive effort considering its slenderness. An invaluable marque companion or introduction.

THE WORST CARS EVER SOLD

**ISBN 0 7509 4714 4,
Giles Chapman, Sutton
Publishing, £9.99**

The former *Classic & Sports Car* editor's latest softback pot-boiler is a 150-page trawl through some of the major (and not so major) manufacturers' most red-faced moments. Apart from a ready wit that will keep readers amused, Chapman brings to it a wonderful personal perspective. Anyone can list cars that are universally recognised as simply awful, but the author's knowledge and

experience adds another dimension to the genre: after all, who, growing up in the late 1970s and early '80s, didn't just lust after a Lancia Beta HPE Hi-fi just a little bit? Yes it gets the same humorous assassination here as the far more obvious Lonsdale 2.6. All in all it's great fun amusingly presented and properly priced.

CLASSIC BRITISH SPORTS CARS

**ISBN 1 84425 309 0,
Jon Pressnell, Haynes
Publishing, £15.99**

"They're not sports cars because most have roofs," said C&SC senior contributor Pressnell when berated for excluding TVR and Marcos from this 130-page hardback when he found space for the Rover-based Marauder. Fair enough, he maintains that it's a personal view – explaining in the intro how he defined the field – and it is written as such. The downside is that some of your favourites will be missing, the upside that the resulting book is not only a lot more engaging and entertaining, but far more likely to spark debate. A nicely presented appetiser to a vast subject.

LANDIES LISTED

Eric Dymock's latest compendium focuses on Britain's most famous off-roader. *The Land Rover File* (Dove Publishing, ISBN 0 9534142 80) spans 1947 Jeep-based prototype to Freelander 2, including specials. Each gets a spread with spec and pictures.

MARSHALS POST

by the BMMC

The danger doesn't stop when the racing is over. Tidying up has hazards of its own – particularly when there are vehicles to recover – so it's worth considering a few key issues if you are asked to help with a recovery.

First of all, make use of the protective equipment you have brought with you.

Jagged metal and broken glass are the most obvious hazards when recovering a car that has crashed. The exhaust, engine and brake discs may still be hot enough to cause serious burns. Spilt fluids – battery acid, fuel and hydraulic fluid – are also a hazard and, there are unseen dangers if a vehicle has been on fire.

The fire could re-ignite, the vehicle still be hot and some rubber compounds used in cars can break down in a fire and produce a dangerous acid, which will burn through flesh and bone, so keep your gloves and overalls on, even if it is a hot day, and have an extinguisher nearby during any sort of recovery.

Remember, the recovery operator is in charge. Be prepared to help and to warn them if you see problems that they can't, but find something else to do if your assistance isn't required.

Recovery equipment should be checked and certified regularly, but cranes, straps, ropes and winch cables can still break and competition towing eyes can be ripped off if they are poorly attached, so no one, apart from a trained recovery operator should ever get

between a recovery vehicle and a vehicle that is being winched out of a gravel trap or a ditch.

The safest place to be is behind the recovery truck. If the car being recovered is on the flat and you can provide some assistance in manoeuvring it, then it may be safe to be behind the car itself, but err on the side of caution.

Last, but not least, neither you nor anyone else should ever go beneath a vehicle that is being lifted or sit on a car to balance it while it is being lifted.

QUIZ ANSWERS

1. Monegasque
2. 1989 and 1990
3. Lands End Trial
4. Stirling Moss
(Sunbeam Talbot 90)

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Online ticketing : www.historicmotorsportshow.com or Hotline 08701 262121

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



**Monday March 12th
BPMC Club Night**

**Guest Speaker
Duncan Pittaway
1904 F.I.A.T Racer**

We are lucky enough to have a guest speaker for the March Club Night. Club Member Duncan Pittaway has agreed to come and tell us the fascinating story of his 1904 Fiat, which he has been rebuilding. The car was designed with Land Speed record breaking in mind, and the Duncan has been scouring Europe to find the parts to re-assemble this historic car.



Friday March 16th Navigation Exercise

The start will be at the layby at the junction of the A38 and B4227 near Rudgeway (MR 172/626867) at 7-30 pm. The finish pub will be the Swan at Tytherington. Only map 172 will be needed.



**Sunday Afternoon
15th April 2007
Production Car Trial**



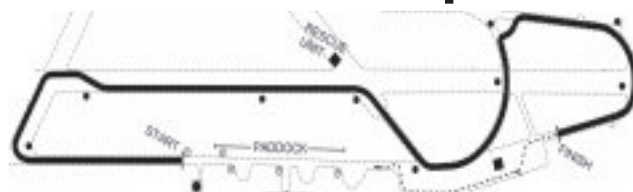
Any road car is suitable

**Lower Grove Farm, Dundry,
Near Bristol.**

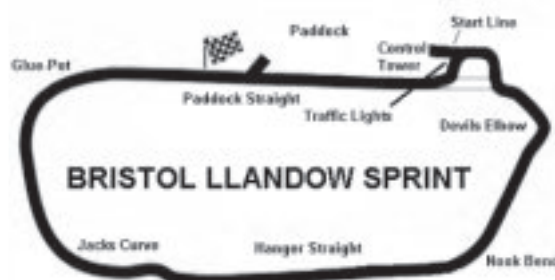
**Entry on the club website or
Contact Andy Moss
0117 9041841**

May Sprints

**Monday 7th May
The Wessex Sprint**



**Monday 28th May
Llandow Sprint**



Entry Details inside