

Backfire

March 2008



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

Cover : Martin Baker at Castle Combe in his Seat

Photo : Steve Kilvington



2008 BPMC Events Calendar 2008

Changes shown **BOLD**

February	Friday	8th	Nav Scatter
	Monday	11 th	Club Night
March	Friday	7 th	Nav Ex
	Monday	10 th	Club Night
	Friday	14 th	Stoneleigh Show Visit
	Saturday	29 th	Great Western Sprint
April	Monday	14 th	Club Night
	Sunday	20 th	Production Car Trial
May	Monday	5 th	The Wessex Sprint
	Monday	12 th	Club Night
	Monday	19 th	Treasure Hunt
	Monday	26 th	Bristol Llandow Sprint
June	Sunday	8 th	ACE Classic Tour
	Monday	9 th	Club Night
	Saturday	14 th	AutoSolo
	Monday	23 rd	Treasure Hunt
July	Monday	14 th	Club Night
	Monday	21 st	Treasure Hunt
August	Saturday	9 th	Castle Combe Track Day
	Monday	11 th	Club Night
	Monday	18 th	Treasure Hunt
	Monday	25 th	Bristol Two Club Sprint
September	Monday	8 th	Club Night
	Saturday	20 th	AutoSolo
October	Monday	13 th	Club Night
	Saturday	18 th	The Pegasus Sprint
	Friday	24 th	Nav Scatter
November	Monday	10 th	Club Night
	Friday	14 th	Nav Ex
	Thursday	20 th	Karting Endurance Challenge
December	Friday	5 th	Nav Ex
	Monday	8 th	AGM



Navigation Exercise

Friday 7th March – 7.30pm.

Last Nav-ex of the Winter. The start (and finish venue) for the March Nav-Ex will be the Swan Inn Tytherington MR 172/670882.

The event will all be on map 172

Usual navigation equipment required. Any questions please contact Martin Emsley on 01454 250067 or e-mail martin@emsley.ndo.co.uk.

Club Night

Monday 10th March

Wheatsheaf from 8.30pm. An informal club night at our popular venue.

Stoneleigh Show Visit

Friday 14th March

Club visit to the Historic Motor Sport Show - "Race Retro" - More info later in the magazine.

Marshals' Training Day at Castle Combe

Saturday 15th March

Subjects are Personal Safety, First Aid & Fire Training.

Incident Management with some "real" incidents to train with. Hot drinks and lunch are provided. Places are limited.

Anyone interested please contact Bob Hart - first come first served.

Telephone 0117 9409772 or 07799 056176.

E-Mail bob.hart@blueyonder.co.uk

Great Western Sprint

Saturday 29th March

Our new joint event with Bristol MC at Castle Combe and a round of the British Sprint Championship. The regulations are available to download from the website or they can be sent to you by getting in contact with the Entries Secretary Alan Want at 17 Bristol Road, Portishead, Bristol, BS20 6AQ or by phone on 01275 848736.

Note entries close on the 10th.

Club Night

Monday 14th April

Production Car Trial

Sunday 20th April

Regs are now available from the Website or please contact Andy Moss on 0117 9041841 or e-mail andy@mossdata.co.uk.

Wessex Sprint

Monday 5th May

Regs available from the website or from Carole Morgan. Marshals to contact Bob Hart – details below.

Llandow Sprint

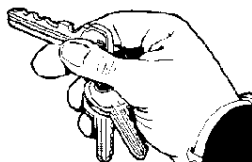
Monday 26th May

Regs available from the website or from Andy Moss – 0117 9041841. Marshals should Bob Hart. Telephone 0117 9409772 or 07799 056176. E Mail bob.hart@blueyonder.co.uk



Chairman's Chat

By Kieron Winter



In last month's Backfire, Alan Spencer wrote an article about his adventures on this year's Exeter Trial. Alan happened to mention in passing that Channel 5 were out filming two of their presenters who had entered in a car. As he was running close to their car he had seen the TV crews out filming. It was a day or two later that I tuned into Fifth Gear and who should appear in several shots, but Alan in the DPS. One of the shots had a very nice close up of the club badge on his car. I hope all this TV fame does not go to his head! In the shots of other cars I spotted Mal and Donny Allen's Marlin, with Mal's elbow hanging over the door. However I did not spot Mark Tooth and Rob Gilmour who went on to win a Gold medal on the event. This also meant that Mark achieved a Triple as this event counted in place of the cancelled 2007 Edinburgh trial - Congratulations Mark. I thought that the TV report was very good and gave a good insight into one of the oldest forms of motorsport for members of the general public. It was also impressive to see the crowds of spectators out on the hills throughout the night.

Talking of spectators, I ventured over to the Forest of Dean to do some spectating myself on the Wye Dean Rally for the first time in several years. It was a lovely day with the sun shining brightly and there were plenty of spectators out enjoying the event. I took in the Serridge 1 stage in the morning, had

time to go back to the car for lunch and then cross over the road in the afternoon to watch the Speech House stage. From memory, Speech House is a fast and flowing stage, and not far into the stage we found a sweeping 90 degree bend to watch at. I soon recognised a few familiar faces amongst the other spectators as Matt Marples and Mark Astin had also chosen to watch at the same corner. It was good to see a wide selection of cars on the event, there were one or two ex-WRC cars, Andy Burton's unique Cosworth powered Peugeot, lots of Evo's and Subaru's and first through the stages, the 1400cc class cars. However much to my delight there were a good number of Mark II Ford Escorts who were very happy to hang the tail out, they were joined by a few Mantas and a Sunbeam from the same era. Also very entertaining were the Land Rover Discovery and Freelander entries. I was expecting them to struggle around corners, but no they looked very stable and were certainly trying.



In February we had our first guest speaker of the year, when David George

came to talk to us about Project Thrust SSC. David gave us a brief history of the Project and some of the struggles they faced with Engineering and financial challenges. David joined up as a Platinum Club member and when the team got out to the Black Rock



desert he was able to take his holiday and go and join them. David described what was involved in preparing the car for a run and I did not appreciate how many people were involved. The Platinum club members were involved in the preparation of the course either marking out the run lines of walking the course to look for stones and other debris that could cause damage to the car's tyres or engines. The Club members also performed perimeter security duties to try and stop people driving onto the desert during the runs. It was when on this duty, that during one of the runs, the parachutes of Thrust SSC failed and the car overshot the end of the course. David happened to be in the location close by and was asked by the team to get to Thrust SSC. So he set off in his Camper Van and was the first to reach the car to offer assistance to Andy Green. David also had the chance to go up in one of the microlights that were used by the team and fly over the desert. David was there the day that Andy Green broke the land speed record which had been set by Richard Noble in Thrust 2, but he had to return home and missed out on the day when the car pushed the record further and broke the sound barrier. It was an excellent talk and David brought along part of his collection of memorabilia which included a lump of Black Rock that gives the desert its name and a sample of the sand from the desert floor.

March is going to be a busy month, especially with an early Easter. We have a Nav Ex, a club night where you can come along and have a Noggin & Natter, a visit to the Race Retro Show at Stoneleigh, the

marshals training day at Castle Combe and we finish off with the Bristol Seat Great Western Sprint. There will also be a race meeting at Castle Combe which features the Classic racing cars from the 1960's, 70's and 80's as well as the first round of the three CCRC championships, this is a race meeting where in the past I have met up with many club members.

Behind the scenes there has been a lot of activity going on. Club members attended a MSA training day for non-licensed officials at Exeter. The Wessex Sprint organising committee has met and the regulations are now available. The Llandow Sprint team have also met and Secretary of the meeting Mal Allen is getting the paperwork sorted and entries Secretary Andy Moss will have the regs out shortly. The team behind the Great Western Sprint have also been finalising the details for the event. Chief Marshal, Nick Wood, has received excellent support in the call for marshals; Clerk of the Course Martin Baker has paid several visits to Castle Combe and with his deputies Mark Chater and Bob Hart the layout of start line, assembly area and Paddock are being confirmed. Entries for the event have been coming in and at the time of writing have passed the 85 mark. As there is a limit of 100 cars, then those who want to enter and have not done so should take action now.





Bristol Pegasus Fantasy F1 2008

The Bristol Pegasus Fantasy Formula One competition is now into its 13th 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 on the 16th of March.

Entries should arrive by Friday 14th March - Good Luck !

The 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 £ 100 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.

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 - 25 points
2nd - 20 points
3rd - 18 points
4th - 15 points
5th - 12 points
6th - 10 points
7th - 8 points
8th - 5 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.

Duplicate teams are inevitable with the number of entries received each season. We therefore ask for a 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. The organisers may ask additional questions if it still looks as though the fantasy championship is heading for a tie towards the end of the season.

Entry is free and open to all club members. Spouses may also submit an entry. Results will be published in Backfire each month and will be available between magazines on the club website.

Prize - A DVD or Video of your choice will be awarded to the winner.

2008 Race Dates

16 March Australia
 23 March Malaysia
 06 April Bahrain
 27 April Spain
 11 May Turkey
 25 May Monaco
 08 June Canada
 22 June France
 06 July Great Britain
 20 July Germany
 03 August Hungary
 24 August Europe
 07 September Belgium
 14 September Italy
 28 September Singapore
 12 October Japan
 19 October China
 02 November Brazil

Teams And Driver Costs

Team	£M	Driver	£M	Engine	£M
Ferrari	60	Kimi Raikkonen	40	Ferrari	30
		Felipe Massa	35		
McLaren	50	Lewis Hamilton	40	Mercedes	25
		Heikki Kovalainen	25		
BMW Saber	30	Nick Heidfeld	18	BMW	14
		Robert Kubica	10		
Renault	30	Fernando Alonso	15	Renault	10
		Nelson Piquet Jnr	13		
Williams	25	Nico Rosberg	12	Toyota 2	8
		Kazuki Nakajima	10		
Red Bull	18	David Coulthard	12	Renault 2	8
		Mark Webber	10		
Toyota	14	Jarno Trulli	8	Toyota	6
		Timo Glock	8		
Honda Racing	12	Rubens Barrichello	8	Honda	6
		Jenson Button	8		
Scuderia Toro Rosso	8	Sebastien Bourdais	3	Ferrari 2	4
		Sebastian Vettel	6		
Super Aguri	6	Takuma Sato	3	Honda 2	4
		Anthony Davidson	3		
Force India	5	Adrian Sutil	3	Ferrari 3	2
		Giancarlo Fisichella	3		



Online entry is now available at <http://bristolpegasus.com/fantasyf1> or Complete the form below – if you do not wish to cut you Backfire send entry on a photo copy or a plain piece of paper to the Backfire address at the front of the Newsletter.

2008 Fantasy F1 Entry Form

Remember : You have £100m 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 :



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Mocal Laminova Oil/Water intercooler
from **£180.65** (inc VAT)



Mocal oil coolers
13 row **£71.67** (inc VAT)
16 row **£84.90** (inc VAT)

Revotec Electronic Fan controller
from **£53.55** (inc VAT)



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Tripac fan
6.5 inch dia **£49.95** (inc VAT)
9 inch dia **£58.70** (inc VAT)

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specially made
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Hose joiner
32mm dia by 76mm
£9.50 (inc VAT)



Call the team for free friendly technical advice, to place an order or request a free catalogue



Visit our Shop & Goodridge technical workshop at the Castle Combe Circuit, Wiltshire, open Mon-Sat



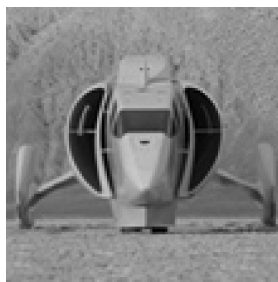
Buy from our online store. See the full extensive range at www.merlinmotorsport.co.uk



New World Land Speed Record Attempts



Many members who enjoyed the story of Thrust SSC at the February club night may be interested to know there are two teams trying to beat the record of 763 mph set in 1997 by Britain's Andy Green.



An American team was formed by world record setting aviator, sailor and balloonist Steve Fossett. Their aim is to take the record through the

800mph barrier.

The project had a major set back when Fossett went missing while flying a light aircraft, and despite an extensive search he has never been found.

Power is from a single, after-burning J-79 turbojet developing 22,650 lbs of thrust (45,200 hp) formerly fitted to a USAF F-4 Phantom fighter-bomber. The car was originally designed and built by five-time land speed record-holder Craig Breedlove for his unsuccessful 1996/97 LSR campaign, and is currently undergoing chassis modifications and aerodynamic development under Fossett's team, led by project

director and aerodynamicist Eric Ahlstrom.

The team remains committed to Steve Fossett's vision and with the successful test firing of the jet engine, the driver evaluation and selection is in full swing. The team recently announced a short list of eight driver candidates.

The driver will be exposed to a combination of G-loads and visual distortion greater than any other person has ever experienced. Assisting project manager Eric Ahlstrom in the process will be an advisory board of notable motorsports and aviation professionals. They include Aviation Speed record holder Lee Behel and current Land Speed record holder Andy Green, as well as former record holder Al Teague.

Meanwhile in Australia the Aussie Invader World Land Speed Challenge team is headed by the 'Fastest Aussie on Earth', Rosco McGlashan – current Australian Speed record holder at 500mph, are building their new Land Speed Record vehicle featuring a 300,000 horse power LOX / JP5 rocket power.

The Aussie Invader 5R (R for rocket) will be a large car - To accommodate the fuel cells required it is being built at over 55 feet in length and almost 10 feet in tail fin height.





Clubman's Championship 2008 Rules

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

Marshall's Championship 2008 Rules

- A. 2 points are awarded to a competitive or non-competitive event organiser. (NB Qualifying events are agreed by the committee).
- B. A maximum of 2 organisers on Treasure Hunts and 3 on Navigation Exercises and Navigation Scatters is permitted.
- C. A Clerk of the Course, Secretary, Assistant Clerk, Entries Secretary, and Chief Marshall are automatically deemed to be "organisers".
- D. 1 point is awarded to a marshall.
- E. 1 point is awarded to those setting out Sprint courses the day before.
- F. An award is given to first place in the end of year standings, but more awards may be made at the Committee's discretion.
- G. Organisers of a Treasure Hunt or Navigational Exercise are also awarded points in the Clubman's Championship equivalent to the first place entrant in the event (for one event only).





Regional Championships

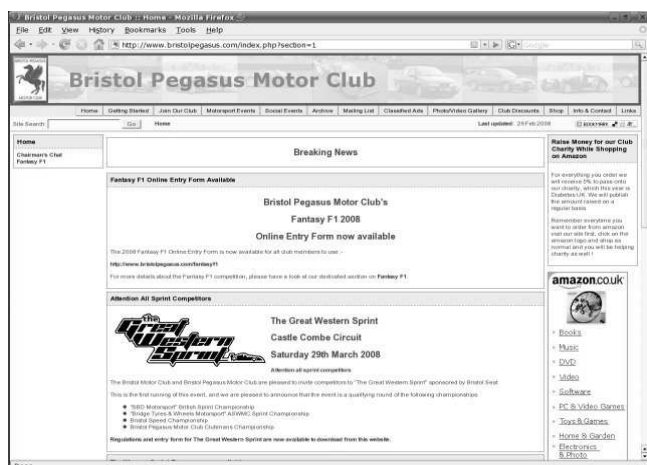
Bristol Pegasus Motor Club is affiliated to several Regional Associations. One reason for doing this is to give members a chance to participate in a regional championship. You register for a championship, and will then receive the supplementary regulations for all the events in that championship.

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.



For all the latest news



Why not visit our website
www.bristolpegasus.com



Club Night Venue The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

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

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



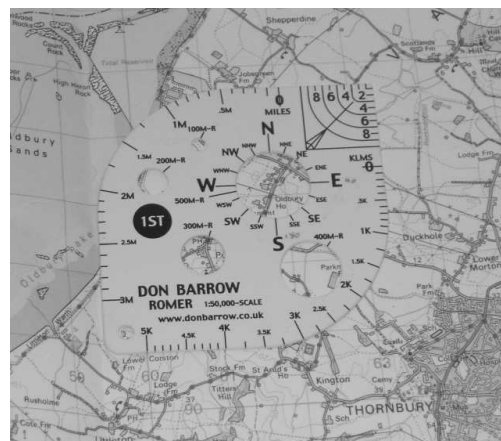


February Navigation Scatter

Friday 8th February 2008

The February Navigation Scatter was a joint event with Bristol Motor Club, and was organised by Paul Parker.

The event was held on Friday 8th February 2008, starting at Gordano Services on the M5. Eight crews took part, with many new to Navigational events.

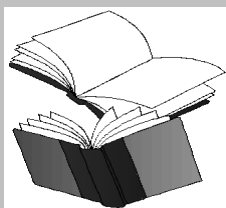


Take up from BPMC members was poor with only Phil Turner, Dave Turner and Alex Messenger entering. The results were as follows:

RESULTS

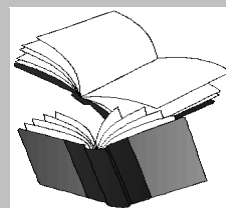
DRIVER	NAVIGATOR(S)	CLUB	PTS	POSN
Dean Hogarth	Matt Claydon	BUMC	350	1
Dave Greenslade	Wendy Crew	BMC	190	2
Phil Turner	Dave Turner			
	Alex Messenger	BPMC	145	3
Brad Snow	Andrew Wood	BMC	120	4
John Loverick	Mark Kiddell	BMC	95	5
Matt Browne	Chris Underwood	BMC	95	5
Allen Harris	Nick Rainbow	BMC	85	7
Scott Collingwood	Mark Gray	BMC	60	8

Congratulations to the winners and runners-up and many thanks to Paul for organising.



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

Visit the bookshop section
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.



Date For Your Diary Future Club Night

Monday 8th September
Club Night

For our September club night our very own Martin Emsley will 'Ramble'

Photo left - Martin attempting Wheelchair Land Speed record after previous attempt ended in failure.

A.C.E. 2008 Charity Classic Vehicle Tour

Sunday 8th June 2008



Photo : Start of the 2007 ACE Classic Tour

Yes it's that time of year again!!.....when the entry form for the ACE tour is published and you have to think about venturing out into the cold to see if your pride and joy is well enough to enter this years' Charity Classic Vehicle Tour'.

Once again BPMC will be joining up with our friends in the ACE vehicle group to bring you an excellent social event.

This Year we take in the wonderful Gloucestershire countryside, as well as 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.

This year is the events 10th Anniversary, so we hope you and your pride and joy can join us for yet another great day out; as well as supporting a local charity, this year Children's Hospice South West.

Please note the Tour is open to any interesting vehicle, and if you have a Classic, Kit or Sports cars will get a warm welcome. If in doubt contact Tony Joiner on 0117 956 4954.

The Entry Form is on the next page or can be Downloaded from the club website www.bristolpegasus.com.



*All Classics Enthusiasts (A.C.E.) Booking Form***Jointly organized by, Bristol Pegasus Motor Club'****The 2008 Classic Vehicle Charity Tour – SUNDAY JUNE 8TH**

This Year we take in the wonderful Gloucestershire countryside, as well as 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 last year, we leave from the **BAWA** pavilion, Southmead Road, Filton, by kind permission of the Management. **(TOILETS ARE AVAILABLE FROM 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 **'Children's Hospice, South West'**; 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: -

Mr A Joiner, 17 Badminton, Penn Drive, Frenchay, Bristol. BS16 1NJ.

Tel: 0117 956 4954

(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.	<input type="checkbox"/>
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BMC Auto Solo Weston Airfield Sunday 24th March 2008 By Kieron Winter

The first Auto Solo of the year was run by BMC at Weston airfield. The event was the first round of the new Cotswold Motorsport Group championship and received a full entry. In fact the event was over-subscribed and many BPMC members were not able to gain a place.

Two members who did get a run were Mike Smith and new member Rob Godwin. Mike first joined the club when he lived in the North East,

but he has now moved down to Calne and hopes to get out on more of our events. Rob ended up sharing Mike's Skoda Fabia VRS as his VW Golf was not completed in time for the event.

The event was won by Kevin Belcher from Oxford Motor Club in his Subaru Impreza. Kevin was one of the Oxford team who were beaten semi-finalists in the Autoglym Quiz. Mike ended up with a fourth in class just missing out on an award.

The photo shows Mike in action, shortly after taking it I heard the clattering of cones! I was given the blame for this as Mike said I put him off, in my defence I was 50 feet away hiding behind a large bush.



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



Rolls-Royce Families Day

Rolls-Royce will be holding an Open Day for the families of the work force on Saturday 14th June. We have been offered the opportunity to have a club display along side the Classic cars from our friends in the ACE club. We are looking to have a display of Competition cars and if you are available on the day, please could you contact Kieron Winter.

Heritage Motor Centre Gaydon - Lectures

The Heritage Motor Centre at Gaydon are organising a series of Spring lectures. The four lectures are as follows:

12th March
The changing face of Industry

26th March
Saving Longbridge Heritage

16th April
The Golden Age of Steam

23rd April
Life at RAF Gaydon

Further details are available on the Centre website.



Bristol Pegasus Visit "Race Retro" - Historic Show – Stoneleigh

Friday 14th March 2008



We will again be running a minibus to the Historic Motor Sport or "Race Retro" as it is now known. This is the fifth show held at Stoneleigh Park and the event continues to grow in popularity.

The cost per person will be £20 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 10th February to allow for ticket ordering.

Correction



The photo of Toby Harris above was incorrectly captioned as being Keith Sadler. Apologies for any confusion.



Discount on Experience Days



Vision Motorsport have offered club members a 10% discount off the retail price for their experience days, great for Christmas presents, birthdays and special occasions.

In order to take advantage of this offer members need to quote a promotional code - This is BPEG10. The company can be contacted on 0870 7504100. For more information see the club website.



Rally driving experiences

Our fleet of Ford Pumas, Subaru Impreza WRX and Vauxhall Astra rally cars are primed and ready to go on our authentic gravel stage, for the ultimate rally driving experience...which one will you choose?

Your course starts with a briefing from our qualified, experienced instructors. You then receive a demo lap, driven slowly around the track being taught the necessary skills you need before taking the wheel. Next it's your turn to put your training into practice with three driving sessions. Your instructor will assess and time

you for a combination score for the 'Driver of the Day' award. Each participant will receive a certificate of achievement and a trophy is awarded to the 'Driver of the Day'.

Castle Combe Race Dates 2008

"The best club racing circuit in Britain" - Autosport magazine

We agree and so do the race fans who turn up in their thousands. If you want value, close exciting racing with some of the largest grids in the country, a race programme often featuring 10 or 11 races crammed into a 4½ hour afternoon, then Castle Combe Circuit is the answer.

Car Race Meetings 2008

Monday March 24	Classic Saloon Raceday
Monday May 05	Husqvarna Springtime Raceday
Monday May 26	Caterham Carnival
Saturday Sunday July 19/20	Dunlop Great and British Motorsport Festival
Saturday Sunday August 02/03	Historic Racing Festival
Monday August 25	A Plant LUX Traffic Controls Sportscar Raceday
Saturday September 13	MG Raceday
Saturday October 04	Melton Concrete Products Formula Ford Carnival



Cotwolds Clouds Classic Trial 2008

STROUD & DISTRICT MC
Sunday 3rd February 2008

Photos By Andy Moss





FINAL CALL

With explanations and thanks to squeeze in, this final article may be something of a mishmash. So nothing new there then.

First, as you will be reminded by the MSA News in this issue, this will be the last 'paper' *Wheels*. The new *eWheels*, as well as going to nominated contacts for clubs registered for 2008, will also be sent to members of MSA Council and Specialist and Advisory Panels who have email. The *eWheels* will be sent to the last email address recorded by the MSA. Contrary to what some people seem to assume, they are not mind readers at Colnbrook so if you change your e-mail address, please tell them.

One or two clubs mags have questioned why the paper *Wheels* is folding. Well, blame me. When I started the thing as a voluntary exercise back in November '93, it was intended to help bulk out club magazines. Now that more clubs are doing their main communication via email I think it's time to baulk at the bulking. In fact a regular lean e-mag is probably better than a much slower paper one. To say nothing of the cost savings – I now see accounts showing that simply switching to e has moved clubs from loss to profit.

If you need further convincing, consider our need to

reach out better to youngsters (one club has just realised that the average age of its committee is 64) then look at readership figures for national newspapers among youngsters; there soon won't be any.

The rapid march of technology was perhaps best illustrated by the recent story of a music group which asked teenagers in to act as a focus group then invited them to help themselves from a bunch of CDs. They didn't take any, regarding them as things for cave-dwellers. A far cry from the day when I got in a muddle with my wind-up gramophone and let an HMV 78 record overrun so that the needle scratched the dog's backside. (It was *Edgar Jessop Sings Al Jolson* if you must know.)

Now to the thanks. To John Jago and Blenheim Colour for never missing a deadline in over 14 years; I think that's called customer service. To Bob Rae for the great marshalling advice. To Dave Barker for Cross Country and Paul Gladstone for Karting columns. To *Classic Car* for letting us pinch their book reviews. To Cod Fillet for the quiz questions. (Note to club editors: if you want a torrent of readers' letters, make a tiny mistake in a quiz answer as I once did by not proof-reading properly.)

Finally, thanks to Dave Hancock for doing the MSA

page, and to the MSA itself. But why thank them when it's their show? Because of their hands-off approach. Apart from the MSA page, over the years they've seen *Wheels* at exactly the same time as clubs. That doesn't sound like heavy-handed censorship does it? I've had some experience of other national sporting associations and, believe me, we're very well served by the staff at Colnbrook. I know national bodies are all destined to have rocks thrown at them but I wish some of the critical contributors to chat rooms would sometimes think twice before clicking on send. Not surprising that these havens for the verbally incontinent are becoming known as 'prat rooms'.

But whatever the slings and arrows, ours is still a great sport, that's what I always say. What do you always say?

Stuart Turner



COD FILLET QUIZ

1. Who won the first F1 World Championship for drivers in 1950?
2. Who won The 2007 British Rally Championship?
3. Name the last British driver to win the Monte Carlo Rally and when.
4. And finally, who were the founders of the exclusive Ecurie Cod Fillet rally club?

ANSWERS ON PAGE iv

e-Wheels

This is the last paper-based issue of *Wheels*. On 10 March 2008, and monthly thereafter, a page of MSA News only will be emailed to the club contact person for those clubs registered with the MSA for 2008. He or she can then circulate it directly to club members or forward it to the club webmaster or newsletter editor. *e-Wheels*, (as it will be called) will also be posted on the MSA website.

Increased insurance cover for clubs

The level of insurance cover provided to clubs and MSA-licensed officials has been extended. MSA cover has always been in place centrally to cover motor sport events and MSA officials in the course of their duties. However, MSA clubs have then taken out additional Public Liability insurance policies to cover injury to third parties and damage to their property arising from the social activities of the club.

In association with newly appointed insurance broker, JLT Sport, the MSA has been able to extend the existing third party cover to provide £5m of Public Liability insurance for member clubs' social activities with effect from 1 January 2008.

The MSA has written to all member clubs to draw their attention to the improved cover and to ensure that clubs

do not purchase additional insurance cover unnecessarily.

The MSA has also increased the Personal Accident cover for MSA Officials with effect from 1 January 2008, providing enhanced benefits additional to those already existing, as follows:

- Loss of speech: £32,500
- £50 per day hospitalization benefit capped at £500 for any one accident
- £100 convalescence benefit
- £200 for a broken arm or leg and £50 for all other broken bones, capped at £500 for any one accident

JLT Sport has launched a new website at www.jltsport.com/msa to provide all the insurance information required by clubs and organisations, including details of cover, advice on risk management and all the relevant claims and application forms.

Licence processing up

By the middle of January, the MSA licensing department had already processed more than 10,000 competition licences for 2008 – an increase of around 50 per cent on the same time last year – making this the organisation's most efficient year.

Because of the MSA's substantial investment in the process, all licences are being turned around within the stated 15 working days and many competitors are receiving their licences much earlier.

A factor in the improved service has been the large increase in people making their renewal application online, the numbers for which have more

than doubled since last year, as well as the increased use of the online tracking facility set up last year.

"As long as applications are correctly filled in and all the required details and paperwork enclosed, we are getting licences to people well within the regulation 15 working days," said Steve Redhead, MSA Licensing Manager. "But this should not encourage people to leave their application late – people should still get their forms in as soon as possible."

"We recommend that people use the website to renew their licence. It's a straightforward process and is the fastest way to get your licence."

Unfortunately, not all licence types are suitable for online submission but we shall continue to investigate ways to enable more to be processed online in the future."

Marshal of the Year

Peter Wilson has been voted the winner of the prized JLT Sport/MSA Marshal of the Year Award 2007.

Allan Dean-Lewis, Head of External Affairs at the Motor Sports Association commented: "Team Wilson has shown what can be done by a concerted effort. In association with the Volunteers in Motorsport programme, Peter has had an enormous impact this year, not just in terms of recruitment, but also in terms of raising the profile of the many volunteer heroes who give their time freely to the sport. The Award Panel unanimously agreed that there could be no more deserving recipient of this national award."

KARTING

Confirmation that karting is on the upturn came as the two main national series released their 2008 registrations. With 220 entries the BRDC Stars of Tomorrow series, which includes the MSA British Cadet Championship for 9 to 13 year olds, is massively up on 2007. Most classes are now full with only the ABkC Championship for KZ1 – the premier 125cc gearbox class, having two spaces left. The Super One Series, which includes the MSA British junior and senior kart championships is ten per cent up over 2007, the total entries for the three parallel series nudging 500. The series, celebrating its 26th year, has had a huge endorsement of the new CIK 125cc TAG classes. TAG stands for ‘Touch and Go’, the karts having an electric self-starter and clutch. The junior KF3 class has 55 entries, the ABkC KF2 class 42 and only the premier KF1 class is slightly down. Included in this ‘MSA’ series, sponsored by B4 & Renault, is the ABkC Cadet class. Despite having so many joining in the KF classes, the Rotax Max classes are totalling over two hundred, with only the TKM series for 2 and 4-stroke engines slightly down. Super One Series promoter Neil Hann was delighted, saying: “I am extremely pleased to see this year’s registrations holding up so well considering the poor state of the economy. It proves once again that we are giving the drivers what they want and it is also encouraging for the sport as a whole.” For more information

www.brdcstars.com and
www.s1series.co.uk

AUTOSCENE



REVIEWS FROM



SHELBY THE MAN, THE CARS. THE LEGEND

ISBN 978 1 58388 182 8

**Wallace A Wyss,
Iconografix, \$19.95**

First published in 1977, this new paperback edition of Wyss’ biography brings Carroll Shelby’s eventful life story bang up to date. From his days as a WW2 pilot to his racing exploits, the birth of the Cobra and his role as a consultant to the ‘Big Three’, Shelby’s lifelong fixation with power and speed is revealed. Each chapter gets added context by opening with a light-hearted recollection (such as when Ford couriered its GTs straight from Nassau for Shelby to develop them). There are some amusing anecdotes too, such as his arbitrary naming of the GT-350 (350 being the distance between him and the ‘shop when he needed a name). The only shortfall is Wyss’ frequent references to other books and the limited black-and-white photography, a shame given how colourful ‘60s racing was (literally and figuratively).

GREAT SMALL FIATS

ISBN 978 1 84584 133 1

Phil Ward, Veloce, £16.99

Baby Fiats are the heart and soul of Italian motoring, thanks to the marque’s long history of small cars that ooze character, and Ward’s book takes a chronological look at how they came to make such an endearing mark. From the earliest 569cc Topolino of 1936 to the phenomenally successful Nuova 500 and its under-appreciated 126 replacement, the 170page book goes on to include the later

and less-documented Panda, Uno and Cinquecento models. The mostly colour photos are a mixture of press and club shots and work well enough, although the lack of variety can give a somewhat monotonous look. The text also feels as though it’s been beefed-up, with an over-emphasis on modern Fiats, but it’s still worth a read for the chapters on the pretty coachbuilt Etceterini and Autobianchi – not to mention the coveted Abarth-tuned specials that have spiced up many an Italian’s automotive life.

RILEY – THE LEGENDARY RMS. ISBN 1 86126 761 4

**John Price Williams,
Crowood, £19.95**

Aided by RM Club Registrar Nigel Trotman as well as other Riley historians and specialists, Williams’ fine new book covers all aspects of the quality RM cars that fulfilled Lord Nuffield’s pledge that the blue diamond badge would continue with a worthy design. As well as RMA and RMB saloons, there are chapters on all other models including woodies and curious specials. The export market and sporting successes, including the Le Mans Roadster that recorded 110mph on the Mulsanne straight, are also covered in depth. The main text is broken up with highlighted panels including key figures, the factory, pool petrol, the Healey connection and famous owners who included Clark Gable and Ian Fleming. Following Crowood’s style for this series, it features useful sections on buying, restoring, clubs and specialists.

MARSHALS POST

by the BMMC



Marshalling is all about safety – and safety starts even before you leave for an event.

Make sure you've got everything with you that you will need.

That includes additional warm and heavy duty waterproof clothing, hats or hoods – you can get a nice line in frost hoods from some safety equipment suppliers – gloves, stout boots and plenty of food and drink – preferably warm.

It's best to have a decent torch and spare batteries, along with a fire extinguisher in your car and if you are going rallying, get an "ABC" dry powder extinguisher that will be capable of coping with wood as well as petrol fires.

You should have some form of hearing protection with if you are going to a circuit and it's always

worth packing some toilet paper, too.

When you get to an event and sign on, make sure you know where to go, where you can park safely and what you are expected to do. If you don't know, ask.

When you get to your post, check any equipment that has been supplied and check where you are marshalling for obstructions, trip hazards and bolt holes, in case you have to get out of the way fast.

All common sense stuff, but, at the start of a new season, all too easy to forget, particularly if you haven't taken your marshalling kit out of the bag since your last meeting.

It's worth repeating the marshal's safety mantra, too. Look after yourself first and foremost – if you get hurt you are no longer able to help others and someone will have to be diverted from what they were doing to look after you.

Looking after yourself means keeping an eye on the traffic as

much as you possibly can, not turning your back on the action if at all possible and making sure that if you do have to turn your back, someone is watching it for you.

If anything happens, protect the scene – with flags on a circuit and a warning triangle on a rally – and use crashed vehicles as much as possible for protection.

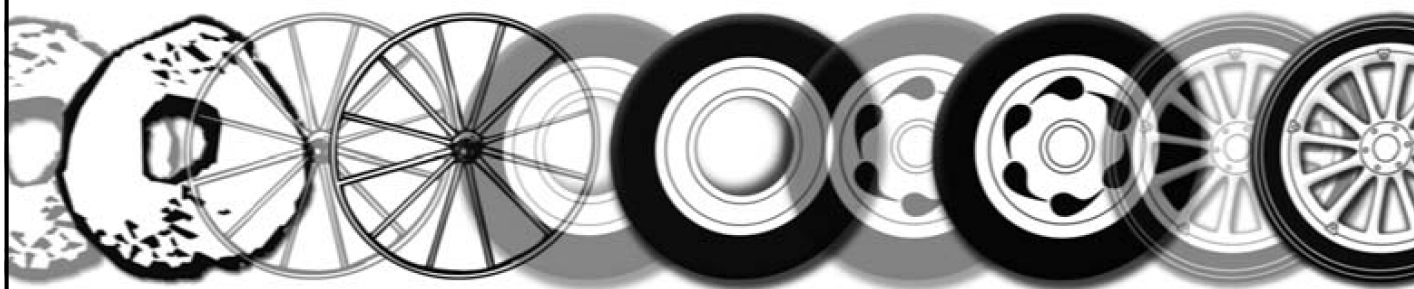
The next priority is to look after your colleagues – for much the same reason as looking after yourself. Only then can you think about helping the competitors. Don't forget spectators and, last of all, any cars.

Keep all that in mind and you should have a safe and enjoyable season – which is what it's all about.

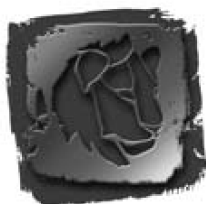
QUIZ ANSWERS

1. Giuseppe Farina (Alfa Romeo)
2. Guy Wilks/Phil Pugh (Mitsubishi Lancer Evo)
3. Vic Elford with David Stone in 1968 (Porsche 911T)
4. Roy Fidler and John Hopwood

Wheels continue to revolve



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



EVENTS FOR MARCH

Navigation Exercise

Friday 7th March

Last Nav-ex of the Winter. The start (and finish venue) for the March Nav-Ex will be the Swan Inn Tytherington MR 172/670882.

The event will all be on map 172

Usual navigation equipment required. Any questions please contact Martin Emsley on 01454 250067 or e-mail martin@emsley.ndo.co.uk.



Club Night

Monday 10th March

Wheatsheaf from 8.30pm. An informal club night at our popular venue.

Stoneleigh Show Visit

Friday 14th March

Club visit to the Historic Motor Sport Show - "Race Retro".

Marshals' Training Day at Castle Combe

Saturday 15th March

Subjects are Personal Safety, First Aid & Fire Training.

Incident Management with some "real" incidents to train with. Hot drinks and lunch are provided. Places are limited.

Anyone interested please contact Bob Hart - first come first served.

Telephone 0117 9409772 or 07799 056176.

E-Mail bob.hart@blueyonder.co.uk

Great Western Sprint

Saturday 29th March

Our new joint event with Bristol MC at Castle Combe and a round of the British Sprint Championship.

The regulations are available to download from the website or they can be sent to you by getting in contact with the Entries Secretary Alan Want at 17 Bristol Road, Portishead, Bristol, BS20 6AQ or by phone on 01275 848736.

Note entries close on the 10th.

