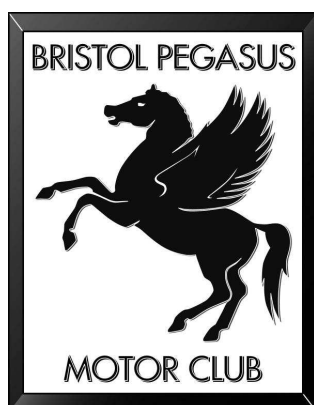

Backfire

May 2006



The Magazine of the

Bristol Pegasus Motor Club

2006 Production Car Trial Action from Lower Grove Farm
The VW Beetle of David and Claire Adams - Photo Andy Moss

Events For May

Monday 8th - Club Night

An informal club night at our normal venue of the Wheatsheaf Inn, High Street, Winterbourne.

We meet in the function room at the rear of the dining area. Come along for a drink and a chat from 8.30pm.

Monday 22nd - Treasure Hunt

Our first Treasure Hunt of 2006 is to be organised by Andy Moss and Martin Emsley. The event will start from the junction of the A38 and the B4227, near Rudgeway (MR 172/626 867). Start time is 7.30 pm.

The event will be of the traditional kind, but there will be a twist in the middle of the event.

Andy and Martin promise a simple event with easy to follow route instructions – the emphasis being a good social night out rather than making things too difficult.

All you need is a pen or pencil to write down your answers. The event will finish at our usual club night venue of the Wheatsheaf in Winterbourne, for those who want to come for a drink at the finish.

Monday 29th - Bristol Llandow Sprint

Regs are now on the club web site. If you need a printed copy contact entries secretary Alan Want - Tel. 01275 848736. E-mail: alan.want@btopenworld.com. Llandow is a small circuit growing in popularity and I'm sure whether you compete or marshal it'll be a good day.

We also need Marshals for the event, if you are able to assist and have not confirmed so on the marshals event list sent out by Paul Monis and Bob Hart, please could you contact the Clerk of the Course, Mark Chater on 01275 849159.

Events for June

Sunday 4th - ACE Classic Tour

Further details later in the newsletter – all interesting vehicles will get a warm welcome at this excellent social event.

Monday 12th - Club Night

Wheatsheaf from 8.30 pm

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

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

The start and finish point is the Crown at Bathford (map reference ST787669). If you take the A4 East from Bath and turn South onto the A363 under a railway bridge then

the pub is a few hundred yards immediately in front of you (it's 15 minutes/10 miles South of the M4 J18). John & Liz will be outside the pub from 7:10pm and will stay outside until 7:50pm in case of latecomers. Hopefully the weather will be nice enough to use the pub terrace as the marking venue.

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

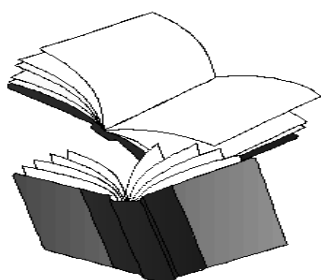
John & Liz look forward to seeing as many of you as possible on the night and the pub has been warned of a probable surge of customers from 9:30! Lastly, please note that John & Liz will be on holiday (in the UK) from 2nd - 17th June so John's mobile number 'in case' is 07717677271.

Chipping Sodbury Caravans Castle Combe Sprint – Saturday 1st July 2006

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

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

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



Visit the bookshop section at

www.bristolpegasus.com

Click on the Amazon link at the top of the page

Anything you then buy on the Amazon site will earn 5% commission which the club will pass on to St Peter Hospice.

The amazon site sells books, videos, CD's, DVD's etc etc !

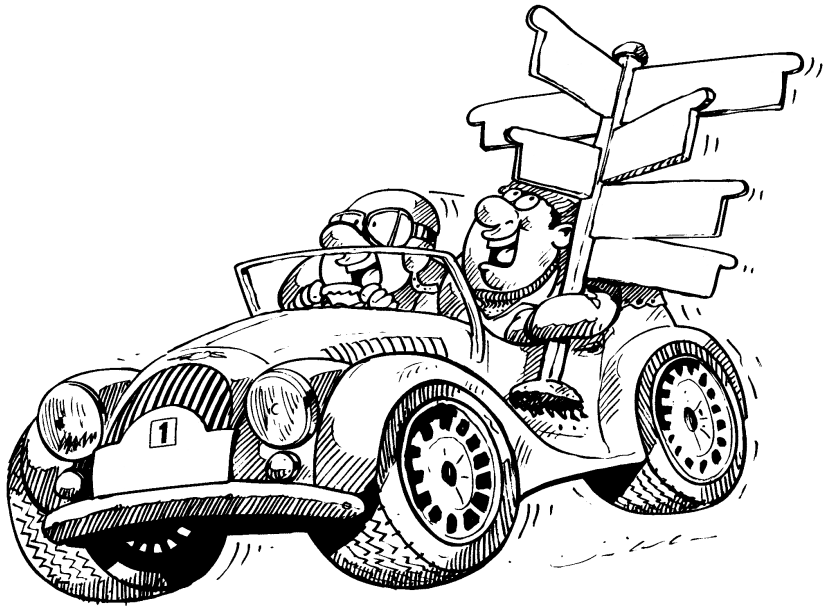
As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP backfire@bristolpegasus.com Fax (0870)139-2108

Website WWW.BRISTOLPEGASUS.COM

March Navigation Exercise

By Tim Murray

Well, this event marked a new first, for me at any rate, on a navigation event. As it was held at the end of March, after the clocks had gone forward, the five crews entering met the organiser in the start layby near Alveston in broad daylight. They were also able to do a lot of their plotting in natural light, but it was pretty dark by the time the first car set off from the layby.



Chris Goodchild and David Adams arrived at the start a wee bit worried – the Land Rover Freelander had lost a lot of power and the turbo appeared to have ceased to function, but they weren't going to be put off by this minor inconvenience. (The fault was later diagnosed as a loose union leaking fuel, so not too expensive to fix.)

I seem to have a reputation – totally undeserved in my humble opinion! – for setting difficult events, but this time I think I made it a bit too easy. No-one had any real problems with the plotting, and all set off in good time towards Tytherington. Here they had to cope with a road that was not as on the map – the quarry has obviously been expanding southward, and a new loop of road has had to be built to accommodate this.

From Tytherington the route bypassed Cromhall, Wickwar and Yate before heading via Horton and Little Sodbury End to Old Sodbury and thence via Dodington to the finish control south of Westerleigh. I arrived at this control shortly before it was due to open officially to find two of the crews already there waiting for me, and all finished well within time.

It was very close. Three crews cleaned the event, and the other two only got one route question wrong. This necessitated a tie-break question, which only Martin and Dave got right, so they were duly declared the winners. Many thanks to those who took part, but be prepared for something just a little harder next time!

Results:

1.	Dave Cutcliffe/Martin Baker	Seat Leon	200 pts
2=.	Andy Moss/Martin Emsley	Peugeot 106	200 pts
2=.	Howard Johnston/Paul Bird	Renault Clio	200 pts
4=.	Alan Spencer/Kieron Winter	Metro	193 pts
4=.	Chris Goodchild/David Adams	LR Freelander	193 pts

Pegasus Club Fleece

Alan Spencer has arranged a supply of Fleece featuring the club badge. These good quality fleeces are available at the bargain price of just £15. Samples have been on show at the last couple of club nights. They are available in S, M L or XL sizes.

We found our very own club “male model” Mark Elvin hanging around a motorway service area in one and he agreed to pose in the fleece for the publicity shots below (although I did not tell him that is why I wanted to take his picture in it) - However please don't let that put you off of buying one they will look much better on you !!!



To order your Fleece simply send a cheque made payable to the Bristol Pegasus Motor Club for £15 to Alan Spencer 49 CADOGAN RD, HENGROVE, BRISTOL, BS14 9TF.

Please state your name and Telephone Number, along with size S, M, L or XL

Fleecees will be available for collection at club nights (we should also be able to arrange collection at most other club events if you can't make the club night)



A Dictionary of Road Rally Terminology – Part 4

P

passage control n. - NOT the Y reg Sierra with the steamy windows
pirouette n. - "handling" characteristic of rear-engined vehicles. See moment
porta-power n. - hydraulically operated precision adjusting tool for large jobs
poti n. - navigator's essential equipment for fast sections
PR problem n. - Anal-retentive resident of a remote village

Q

quiet zone n. - place where you drive calmly if a driving standards observer is present

R

rabbit n. - See game pie
rally car n. - See scrapper
rally route n. - a series of roads marked with dead rabbits
red line n. - point on the tachometer below which needle should not be allowed to drop
red mist n. - a means to make the car go faster. See ditch
right n. - often confused with left. See navigator
road reading n. - predicting the road ahead from assorted squiggles on the map
rocket fuel n. - a half and half mixture of four star and super unleaded petrol
romer n. - a bit of plastic kicking around the floor of the car

S

sheep n. - game pie target for a larger car
single track n. - road not wide enough car and tractor to pass. See moment, oncoming
skid marks n. - streaks used to judge the quality of a moment, if the driver can be persuaded to part with his/her underwear
squirrel n. - See game pie
straight line v.t. - to take the "racing line" through a roundabout
sulk v.i. - See navigator

T

tantrum n. - See driver
tightens adj. - navigator's euphemism. See moment
time control/TC n. - place where the navigator haggles with a marshal for a minute
toe down adj. - proper driving style

U

understeer n. - a state in which the car tries to ditch itself on the outside of a corner

V

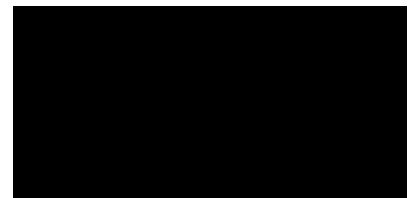
video camera n. - jinx

W

white n. - proper, unsurfaced rally road
wimps n. - people who suffer from common sense while driving a car
work v.i. - something clues occasionally do

Y

yellow n. - tarmac rally road
Yokohama n. - a Japanese company which manufacturers ingenious transfers used to apply rubber to tarmac



Sunday 9th April – Production Car Trial

Report by Andy Moss



We returned to Lower Grove Farm near Dundry for the 2006 Production Car Trial. A good mix of cars signed on with an almost equal split of entrants from BPMC and BMC.

Clerk of the course Mal Allen set out a number of sections to test the competitors – with one featuring a tricky “mud bath” mid-section. At least this year the weather was a bit better – although we were treated to a quick shower before the start of the event it was largely dry compared to previous years.

Most people seemed to enjoy the event and we hope they will be back having another go next year. Amongst the interesting mix of cars we had everything from the tiny Nissan to Ken Robson's rather large Saab Estate – to my knowledge no cars were damaged, although they may have needed a good wash at the end of the event.

When the results were added up the winner was Duncan Pitaway – who also provided the venue (as well as lending his car to the Spencer's when their Metro suffered problems) – I promise it was not a fix !

Thanks to all those who helped to make the event a success by either organising or competing. As well as myself and Mal we were joined by marshals Kieron Winter, Donny Allen (who Mal gave the muddiest section to run) and John Turner from BMC.

RESULTS

Name	Club	Class	Car	Total	Class Pos	Class Index	Index Score %	O/A Position
Duncan Pittaway	BPMC	1	Peugeot 306	73	1	86.8	84.1	1
Dave Greenslade	BMC	1	Nissan S-Cargo	79	2	86.8	91.01	2
Alan Spencer	BPMC	1	Peugeot 306	101	3	86.8	116.36	6
Ken Robson	BPMC	1	Saab 9-5 Estate	108	4	86.8	124.42	8
Lyndon Baker	BMC	1	Peugeot 205 SR	118	5	86.8	135.94	9
Paul Monis	BMC	1	Renault Clio	121	6	86.8	139.4	10=
Adrian Taylor	BMC	1	Renault Clio	121	7	86.8	139.4	10=
Allen Harris	BMC	1	Nissan S-Cargo	123	8	86.8	141.71	12
Steven Spencer	BPMC	1	Peugeot 306	128	9	86.8	147.47	13
Arthur Jones	BMC	2	Liege	13	1	13	100	4
Kevin Hobbs	BMC	3	Nissan 200 SX	139	1	139	100	5
David Adams	BPMC	4	VW Beatle 1300	110	1	115.2	95.49	3
Claire Adams	BPMC	4	VW Beatle 1300	136	2	115.2	118.06	7

Bristol Pegasus Fantasy Formula One 2006

Positions after Australian GP

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Chris Lewis	Alonso	Button	Midland F1	Renault	Renault	369
2	Tom King	Alonso	Coulthard	Renault	BMW Sauber	Renault	365
3	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	347
4	Simon Sweet	Massa	Button	Ferrari	Renault	Renault	343
5=	Donny Allen	Alonso	Montoya	McLaren	Midland F1	Renault	333
5=	Elisabeth Lewis	Alonso	Montoya	McLaren	Midland F1	Renault	333
7	Alison Emsley	Massa	Raikkonen	Honda	Renault	Ferrari	326
8	Jonathan Prestidge	Fisichella	Button	Honda	Renault	Honda	321
9	Martyn Davies	Alonso	Button	Ferrari	Honda	Honda	320
10	Pete Stowe	Alonso	Montoya	Honda	McLaren	BMW	311
11	Tim Murray	Alonso	Massa	Ferrari	Honda	Ferrari	304
12	Joe Robson	Alonso	M Schumacher	Ferrari	Super Aguri	Mercedes	300
13	Alan Spencer	Fisichella	Button	Renault	Toyota	Honda	299
14=	Helen Davies	Button	M Schumacher	Honda	Renault	Toyota	298
14=	Paul Bird	Raikkonen	R Schumacher	Honda	Williams	Renault	298
16=	Ann Farrow	Alonso	Coulthard	Honda	Toyota	Mercedes	296
16=	John Page	Alonso	Coulthard	Honda	McLaren	Toyota	296
18=	Caroline Meaden	Trulli	Button	Honda	McLaren	Renault	295
18=	Rex Meaden	Trulli	Button	McLaren	Renault	Honda	295
20=	Dick Craddy	Button	Raikkonen	Honda	Renault	Cosworth2	292
20=	Kieron Winter	Raikkonen	Webber	Honda	Renault	Toyota	292
22	Judith Bird	Button	R Schumacher	McLaren	Williams	Renault	289
23=	Andrew Moss	Massa	Fisichella	McLaren	Renault	Cosworth	285
23=	Charlotte Emsley	Coulthard	Barrichello	Ferrari	McLaren	Renault	285
23=	Mike Marsden	Barrichello	M Schumacher	Honda	Renault	Toyota	285
26	Audrey King	Montoya	Barrichello	Renault	BMW Sauber	Mercedes	284
27	Simon Moss	Alonso	Raikkonen	Honda	Toyota	Toyota 2	283
28	Bill Farrow	Trulli	Barrichello	BMW Sauber	Renault	Renault	282
29	Lesley Hart	Montoya	M Schumacher	BMW Sauber	Renault	Ferrari	278
30	Mark Elvin	Montoya	Raikkonen	McLaren	Midland F1	Mercedes	276
31	Paul Draper	Button	M Schumacher	Honda	Renault	Cosworth	273
32	Arthur Tankins	Button	M Schumacher	Renault	Toyota	BMW	272
33=	Bob Hart	Button	Raikkonen	McLaren	Williams	Honda	269
33=	Mal Allen	Button	M Schumacher	Honda	Renault	Toyota 2	269
35	Martin Baker	Rosberg	M Schumacher	McLaren	Renault	Ferrari 2	268
36	Mary Craddy	Alonso	Webber	McLaren	Red Bull	Ferrari	262
37	Chris Clarke	Button	Raikkonen	McLaren	Red Bull	Ferrari	259
38	Ken Robson	Montoya	Raikkonen	Honda	McLaren	Honda 2	257
39	Simon Tidmus	Trulli	M Schumacher	McLaren	Red Bull	Renault	252
40=	Sally Elvin	Massa	M Schumacher	Ferrari	Honda	Ferrari	251
40=	Steve Clark	Massa	M Schumacher	Ferrari	Honda	Ferrari	251
42	Paul Perkin	Alonso	Button	McLaren	Red Bull	Cosworth	249
43	Liz Perkin	Massa	Raikkonen	Red Bull	Williams	Renault	234
44	Lewis Bird	Massa	Rosberg	Honda	Williams	Renault	233
45	Mark Williams	Button	Raikkonen	McLaren	Williams	Cosworth	222
46	Louella Williams	Button	M Schumacher	BMW Sauber	Honda	BMW	221
47	Martin Emsley	Montoya	M Schumacher	Red Bull	Renault	Toyota 2	208



Fire-Fighting Exercise

By Kieron Winter

Following the theory-training day held last year, we had the opportunity to do some practical training this year. Bob Hart had arranged for us to receive some fire training from Chris Wilson, who is one of the fire-fighting team based at Colerne to support the flying activity that takes place on the airfield.

Chris started by showing us the fire-fighting video produced by the Motorsport Safety Fund (the club has copies of these videos which cover many different aspects of marshalling – if you would like to borrow a copy, please ask). The video covered the different types of fire extinguisher and what specific situation they are best suited to. We were to use the Dry Powder and Foam extinguishers that are used at our Sprints.

It was now time for the practical, and we headed down to the old Wessex helicopter on the airfield (Colerne veterans will know where it is abandoned) where some training equipment was set up. Chris had an A-frame connected to a big bottle of propane gas. The A-frame was set alight, which then gave us the opportunity to put it out with the dry powder extinguishers. Also attached to the A-frame was a tray of petrol, which could be used to demonstrate how to use the foam extinguishers. This presented Chris with the only problem of the night, there was a strong wind blowing and he could not get the fire started!

This problem was eventually solved and after Chris demonstrated the use of the two extinguishers, we then took it in turns to have a go. After the A-frame, we moved on to an old Mercedes car. Chris set it alight in different places and we were able to work in teams. The first person knocked down the fire with the dry powder, the second person following up with the foam to cool the area and stop re-ignition.

It was an excellent evening, very informative and a good opportunity to put theory into practice, let us hope that all the Sprints this year pass without anyone having to use an extinguisher in anger.



Arthur Tankins



Did you catch Arthur and his wife Joan on Television? They appeared on Points West, in the article when they were speaking to people who had filmed the Queen during her visits to the West Country. Arthur and members of his Cine club were able to get close to do some filming when the Queen visited Bristol.

Does this mean that we can put “By Royal Appointment” on the cover of Arthur’s club DVD?



April Club Night Allard Talk By Kieron Winter

For the April Club Night we were very pleased to welcome Gavin Allard as our guest speaker. Gavin is one of the Grandsons of the Company founder – Sydney Allard.

Gavin told us of the early days of Sydney, the youngest child of a well-off family from London. Sydney's father was in property development and wanted his sons to follow into the same business; however this did not interest Sydney, motorcars being his interest. Being the youngest son he got hold of hand me down bikes and cars from his elder brothers and sister. Sydney was keen to get into Competition and he started with a three-wheeled Morgan. He started with Trials and began to modify this car, and then other cars that he owned. He also had a go at racing at Brooklands. Sydney managed to keep his father happy by becoming a Ford dealer. He became more successful in motorsport in cars that he modified and prepared himself, and soon people were asking to buy these cars. So was born the Allard Motor Car.

During WW2, Sydney's Ford dealership maintained Canadian and US Military vehicles based in the UK. After the war, he started up car production again, but had to export to the USA to enable him to get the materials to build the cars in the first place. The Allards did well in the USA and came firstly with Ford engines and later Cadillac engines. Sydney was keen on getting back into competition, and was soon winning races and then he moved into rallying. He went onto win the



Monte Carlo Rally in one of his own cars. Gavin noted that Sydney saw the Car Company as a way of funding his motorsport activities. However the Car manufacturing business became tougher and tougher and the money was not available to invest in new models. When car manufacturing ceased, the Company kept going in the engine tuning business. Sydney was also involved in Drag Racing, he was one of the founders of the sport in this country, promoting the first UK events and produced a kit for others to build their own cars. To bring us up to date, Gavin's father is running the Allard tuning business today and his brother when not working for the Company, is involved in racing a Golf in the VW Championship.

Gavin has assembled a collection of Allard literature and photos, some of which he brought along to share with us. Gavin has followed in his Great-Grandfathers shoes', being involved in Architecture, but it was clear that he has a great love of motoring and has taken on an unofficial role as the Allard archivist. This enabled him to deliver a passionate talk, full of insight into Sydney Allard and the Allard Company.

Thanks once again to Gavin for an excellent evening.



Castle Combe Racing Club

Report By Kieron Winter

The new club started its first event on 25th March, the MSA relaxing its rules and allowing members of the public to attend. It was the honour of the long established Castle Combe Formula Ford Championship to be the first race away, with Howard Stawford starting it. However Howard could not control the weather and the rain started to fall as the cars took to the track. The first race

victory went to Pat Blakeney, who when he got past early leader Steven Jensen, managed to pull out a comfortable lead in the very greasy and slippery conditions.

The Saloon Car race was lead by former member and Pegasus Sprint winner, Keith Murray in his Audi Quattro. He was joined at the front by the four-wheel drive Subaru of Steve Turvey, who visited us last year to give a talk on his days as a rally navigator. Steve got overtaken by Gary Prebble, who then went into the lead when Keith retired the Audi.

The Special GT race was held in appalling conditions and in the spray and mist was Bristol MC Member Rob Clarke who for the past few years has sprinted a Lotus Elise. Rob was making his debut in his new Radical. He got delayed at the start, but managed to work his way up to 9th place. Two other past local Sprinters were in this race also, Tony Michael, the winner of the first Pegasus Sprint in a Nemesis and Tom Richardson driving a Westfield.

Bank Holiday Easter Monday saw the second race of the season and a visit from the Top Hat Racing organisation. One week after winning our Production Car Trial, Duncan Pittaway was out driving his Daimler Sovereign in the Groovy Baby 70's Saloon Race. Duncan was sharing the drive with Tim Dutton and finished half way down the field. However it was the sponsorship logos on the car that attracted the attention of the Commentary team – they were very careful not to mention the name, but one of them could not resist cracking the old joke – “Buy Me and Stop One”. The race was won by local engine builder Nick Stagg who was co-driving Kerry Michaels Ford RS2000.

The other Top Hat races were won by a Ford GT40, a Ford Mustang and Nick Mason's daughter Holly, co-driving in her Dad's AC Ruddspeed Ace.

The Formula Ford boys had two races, both won by Matt Rivett. The first race saw a great dice between Rivett and Ed Moore, but Moore's engine died and Rivett took the win. Rivett was not challenged in the second race and had a comfortable victory.

The Saloon race was won by Russell Humphrey in his Mitsubishi Lancer Evo with Gary Prebble finishing second and Keith Murray finishing third after he suffered technical problems during race.

The Special GT race saw Tony Sinclair take victory in his Jade.

Track Days 2006 By Ken Robson

Track days are an activity that continue to grow in popularity as a good value fun day out. Ken Robson has put together a list of dates that may be of interest to club members – if you are interested in any of these events please talk to Ken as he is also arranging for members of the Marlin Racing club to attend some of these events.

Mon 15th May - Keevil, Wiltshire

This event is run by Motorsport Events who have many years experience in running track days. Keevil is a former RAF airfield coned off to provide an exciting and challenging track layout. This is recommended for someone new to track days as there are huge run off areas with nothing to hit. Also recommended for those who wish to find the very limits of their cars grip level. We have 5 reserved spaces which must be booked by 14th April to secure your space.

The noise limit is 100dB and the cost is £99 per car and £20 per extra driver.

To Book call Natasha at Motorsport Events on 0870 7872116 or see their website at www.motorsport-events.co.uk and let me know if you are going.

Sat 3rd June – Llandow nr. Bridgend South Wales

Llandow is a great compact circuit which is fast and flowing and used by Mark Matthews for his racing test sessions. Superb fun with open pit lane and plenty of track time for lots of action. Run off is limited in places so best not to push to the limits until you are comfortable with the flow of the circuit.

The noise limit is 105dB and the cost is £90 per car, £20 per extra driver and £10 per passenger.

To book call Tony or Sharon Evans on 01446 796460 and let me know.

Fri 28th July – Hullavington, Wiltshire

Another great airfield track day with plenty of run off. By now you should be more experienced and wishing to find the limits of both your car and your driving. A great chance to see how your skills are developing with nothing to hit apart from a cone if you get it wrong.

The noise limit is 100dB and the cost is £109 per car and £20 per extra driver.

To Book call Natasha at Motorsport Events on 0870 7872116 or see their website at www.motorsport-events.co.uk and let me know if you are going.

Sat 12th August – Castle Combe Circuit

Our own track day at Castle Combe. This is a fabulous day around this famous circuit where all of the motor racing legends have cut their teeth before progressing onto F1. A fast and demanding circuit especially Quarry Corner and also Camp Corner which

leads onto the main straight. Track time is in sessions of which you are guaranteed 4 but usually runs to 5 or 6.

The noise limit is strictly 100dB and the cost is £110 per car and £20 per extra driver.

Sat 23rd Sept – Pembrey Circuit, South Wales

Pembrey is a great circuit with plenty of run off and is used for testing by all of the F3 and BTCC teams. This is one of the top circuits to drive on and with its status is available to you at a very reasonable price. Mark Matthews has raced here many times as part of his assault on the 750MC Kit Car Championship.

There is no noise limit and the cost is £159 per driver and £20 per extra driver.

To Book call Natasha at Motorsport Events on 0870 7872116 or see their website at www.motorsport-events.co.uk and let me know if you are going.

Sat 28th Oct – Castle Combe Circuit – Stroke Association Day

For me as part of the organising committee and with the all money going to charity this is the big one of the year. This year we will have Vicki Butler Henderson as a celebrity driver, an Autotest team in the paddock, STAR FM Radio Roadshow and hopefully Bob Dance, Chief Mechanic from Lotus F1 to give a talk at lunchtime. Bob was with Lotus from the days of Jim Clark and Graham Hill all the way through until the doors closed including the late great Ayrton Senna. I will especially look forward to his talk. The track format is that invited drivers drive a member of the public round for 5 laps with all money going to charity. We are hoping to finish off with a dinner in the evening.

The noise limit is strictly 100dB and the event is FREE to invited drivers.

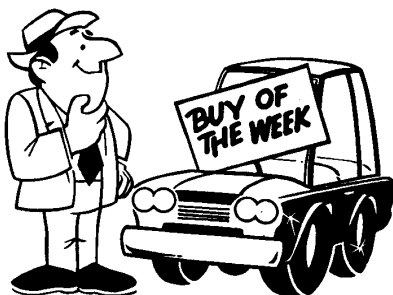
If you would like to drive please let me know as I look after the driver list.

Thursday Evening 23rd Nov – The Raceway, Avonmouth, Bristol

Although your cars may be tucked up for the winter the drivers can still have some fun and raise money for charity at the same time. Last year this event raised over £1200 for St. Peters Hospice. The format is very simple, 16 teams of 5 drivers, ½ hour of qualifying then 2½ hours of endurance racing with the team covering the most laps being the winners. A great way to finish the year and your chance to do a better lap time than Mark Matthews.

The cost is yet to be finalised but budget on £35 per driver – worth every penny!

If you have any questions on any of the events please contact me on 07753 987028 or email me kenrobson@btinternet.com Remember not to leave it until the last minute as you will almost certainly lose out.



Market Place

Motoring related items advertised free for club members

Send to Backfire Address

For Sale - 1984 Maserati Biturbo coupe

All ready to go as a stunning sprint car (Goodwood sub 107 sec. standing lap) or road car.

Bought by me from Bill.McGrath Maserati 4 years ago and has had thousands spent on all the important areas.

Approx. figures are 220 BHP - 240 ft/lbs Torque and 0-60 6 seconds.

A well sorted car and fantastic to drive. I am moving on to develop my saloon example so an opportunity for someone at around 2.5K.

Reg.Palmer - 01278 760023 or email ssuepalmer@aol.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, approximately 400m from the turning.

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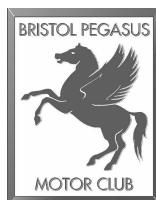
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All Classics Enthusiasts (A.C.E.) Booking Form
Organised by the Bristol Pegasus Motor Club
The 2006 Classic Vehicle Charity Tour – SUNDAY JUNE 4TH

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

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

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

Please retain the above section for your information.

Return the lower section with your entry fee.

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

DECLARATION

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

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

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

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

Signature _____ **Date** _____

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

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

If a receipt is required, please tick box and enclose a stamped self-addressed envelope.	
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PROMOTING THE CAUSE

Try an experiment. Look at the football results.

Ignore the scores, just study the attendance figures. Teams in towns you've barely heard of pull in crowds weekly that race circuits would be glad to see quarterly. And they do so at prices double ours, for entertainment lasting less than two hours even allowing time for a meat pie in the interval.

Now another experiment. The Monday after the next WRC round, grab a handful of newspapers and measure the rally coverage. It will probably be less than that for a management change in some tiddlywinks team, and far less than for a new Beckham hairstyle.

My point? That outside F1 we're something of a minority sport, confirmed if you look at circulation figures which show publications like *Practical Morris Dancing* (don't knock it if you've never tried it) outselling 'our' mags.

Even the great god TV doesn't always do us favours – I know drivers less than keen on in-car cameras because they make their jobs look unexciting, whilst although new spectators may be encouraged to attend by edited highlights of races, they may then find the real thing lasts twice as long but is only half as exciting.

Curiously, even the computer may not help – I've heard a psychologist at a conference for a different sport say that anyone

who plays a computer game for several hours feels that they've 'done' that particular sport and therefore don't really need to try the real thing. Sounded an extreme theory to me but the comment went unchallenged.

But we still have a great sport, one in which we can be proud – other sports have 'issues' between entrants and governing bodies which make any squabbles we have from time to time seem trivial. And how many sports can claim to provide such a flagship for our engineering skills? None.

I'm not naïve enough to think our sport will ever get back to the days when a Moss or Hawthorn story would literally be a page one lead in national newspapers, but I do think we could do more to project ourselves, not least to stop us becoming even more marginalised.

At a national level even small things like brightening our nomenclature might help – 'National A' and 'National B' hardly set hearts racing as category names do they?

At a local level I think we need to forge closer links with any other 'powered' sports, even lawn mower racing, because to ministers we're probably all seen as one anyway. And as more clubs celebrate 75th and 100th anniversaries, having started as motor cycle and light car clubs, maybe we should re-forge those links, not least because anyone

used to motorcycling must surely have the masochistic tendencies essential for marshalling.

I won't go into the things clubs could do to project our sport (and at the same time help their recruitment and venue-seeking) because there'll shortly be a revised Guideline on this for the *Motor Club Manual*. Should be worth reading because it includes ideas from clubs on what has or hasn't worked for them.

There's an added incentive to look at the promotional side this year because the Motor Industry Association has announced a *National Motorsport Week* from August 12 to 20. If we can have National Cheese Weeks or, if you're on a diet, maybe even National Cheesed-off Weeks, I don't see why such an idea shouldn't help raise our profile too.

Stuart Turner



COD FILLET QUIZ

1. Can you name the 'Rallying Reverends' who finished 3rd in the group 3 GT class in the Monte Carlo Rally?
2. When Carlsson and Turner won the RAC rally 1960 what tune was played at the **Talk of the Town** instead of the Swedish National Anthem?
3. Which Grand Prix was run over the shortest distance.
4. Which driver won his first three F1 races including a Grand Prix.

ANSWERS ON PAGE iv

Eight join Academy

From more than fifty entrants, eight participants have been chosen for the first MSA British Rally Academy. The scheme aims to take British National B and single-make rally competitors to British Rally Championship level competition and beyond. It runs alongside the MSA British Rally Elite programme (see www.msabritishrallyelite.co.uk).

The five chosen drivers are: Bobby Mitchell, 19, from Dunbar, East Lothian. George Thomas, 19, from Bromyard, Herefordshire. Kevin Davies, 21, from Pencader, Carmarthenshire. Simon Hughes, 23, from Deganwy, Conwy. Tom Walster, 19, from Papplewick, Nottinghamshire.

The three chosen co-drivers are: Robbie Durant, 24, from Bicester, Oxfordshire. Sebastian Marshall, 17, from Keighley, Yorkshire. Shelley Rogerson, 20, from Morecambe, Lancashire.

Stand out

As mentioned briefly in the April issue of *Wheels*, Volunteers in Motorsport has four professional Nomadic display stands for MSA-recognised motor clubs to use at events. When attending an event in any motor sport

discipline with the intention of promoting volunteering in motor sport, these stands will help clubs attract attention and look professional. They are free of charge (except a small return delivery cost) and can be personalised (contact Ellie Barber at Nomadic on 0121 333 4956 for extra panels – at your cost).

Download a stand order form from www.volunteersinmotorsport.co.uk or request one by calling Richard Nunn, Project Administrator, on 08450 940094, or email: nationaltraining@msauk.org

Volunteers in Motorsport can also supply quantities of brochures and leaflets free of charge.

For more information about Volunteers in Motorsport, visit www.volunteersinmotorsport.co.uk

Dates for your diary

The 2006 Foster's British Grand Prix takes place on 9/10/11 June at Silverstone. More information at www.silverstone.co.uk

The Wales Rally GB runs from 1 to 3 December 2006 and will be the final round of the WRC. More information at www.walesrallygb.com

New rally championships

Following the restructuring of the major rally championships, four new series have commenced. They are the MSA English Rally Championship, the Pacenotes MSA Northern Ireland Rally Championship, the County Saab MSA Scottish Rally

Championship and the OSG Motorsport & Dutton Tyres MSA Welsh Rally Championship. The latest results for these and all MSA championships, as well as links to dedicated championship websites, can be found at www.msauk.org

CASC reminder

Motor sports clubs can apply for the Community Amateur Sport Club Scheme (CASC) and some have already. Generally, the scheme only applies to clubs with premises (where they can get rate relief etc) and is limited to non-commercial clubs. More information is on the CCPR (the representative body for National Sports Organisations) website www.ccpr.org.uk

Getting press coverage

Two recent stories illustrate that motor clubs can gain column inches in their local newspapers if they apply a bit of initiative. The election of Karen Spencer as the first woman president of Slaithwaite Motor Club yielded a good story about the club and a photograph of her with some club members.

When young Lia Norman won a drawing competition for her depiction of Chipping Norton Old Post Office (headquarters of the Vintage Sports Car Club), she wondered if the owners of the building would like it. The story of VSCC Club President, Martin Grant Peterkin, receiving the picture from Lia and giving her a year's junior membership in return, yielded a photograph and a short story in the local newspaper.

KARTING

The karting season is in full swing, or almost so. The Super One Series claims to be Europe's if not the world's biggest kart national championship, attracting 550 registrations with a prize fund of some £70,000. There are three concurrent six round series, one for traditional 100cc 2-stroke classes plus Comer Cadets – the 'MSA' series, one for all Rotax classes and one for all TKM classes, 2 and 4-stroke. All except the Formula A and JICA are ABkC's national championships. The MSA series saw a highly competitive start in mid-March. Many drivers also race internationally in the FIA/CIK championships but also in the Italian, French or Belgium open series. The MSA Junior British championship finals were the highlight of the meeting. But the Rotax series received a knockback with cancellation of the first round due to fog in Dorset. A dozen Honda Cadets joined in the economical TKM classes for the first time. The BRDC Stars of Tomorrow has a completely new 6-weekend, 12 round format from May this year, with optional Friday practice and weekend double headers, including a visit to Belgium. In 2005 three scholarships into car racing were awarded. It boasts the MSA Cadet British championship, the ABkC national championship for Super ICC, the UK's premier gearbox class, series for JICA, Rotax junior and mini. These are the main stand-alone championships. The Northern Karting Federation hold the remaining gearbox national series for the ABkC.

Weblinks: Association of British Kart Club (ABkC):

www.abkc.org.uk

Super One Series:

www.s1series.co.uk

BRDC Stars: www.brdcstars.com

AUTOSCENE



REVIEWS FROM



CYRIL KIEFT AND HIS RACING CARS 1949-1955
ISBN 0 9546391 1 1 Des Hammill and Brian VM Jenkins, Asson Publishing
(tel: 01395 273990 or see www.assonpublishing.com), £19.99

From the author of the excellent *Coventry Climax Racing Engines* comes an authorised biography of '50s race car constructor Cyril Kieft. Over the last three years of Kieft's life, Hammill interviewed at length this ingenious and stimulating Welshman who sadly didn't see the finished work. The bulk of this highly readable 258-page book highlights Kieft's racing business after the early years in the steel industry producing jelly moulds and kettles to little-known scooter, motorcycle and tool production. All the models including the stillborn 1954 F1 project and the Erwin Goldschmidt V8 sports car are covered in depth while Don Parker, the greatest exponent of the swing-axle F3 racers, gets a full chapter. Non-racing details include a list of Kieft's personal road cars of which a '73 Lincoln Continental was his favourite. Picture reproduction is poor but this entertaining biography complements Peter Tutthill's earlier histories.

RILEY COUNTY
ISBN 0 9549028 0 7,
available from the author/publisher, price £10 plus £2.50 p&p at The Old Vicarage, Station Road, Wootton Bassett, Wilts SN4 7DY or e-mail reeves33@tiscali.co.uk

Simon Reeves' book covers 67 car histories ranging from a stylish 1923 Redwing to a 1939 16hp 'airline coupé' special. Each gets a page with colour photo and description.

MASERATI TIPO 151 - THE LAST MONSTER FROM MODENA
ISBN 2 9513642 61 Michel Bollée and William Ossthoek, Michel Bollée, £49.99. From Motorbooks; tel 020 7386 5376

Just three of these spectacular machines were built from 1962-'65; the authors comprehensively cover development and every race the Tipo 151 competed in up to Lucky Casner's tragic smash at La Sarthe at the '65 test day. All the key figures from engineers Guerrino Bertocchi, who claimed to have done 315kph on public roads in testing, and Giulio Alfieri to team owners get biographies, plus 14 drivers who braved the beast. The car's post-race career explores the survivors, including Philip Marcq's ambitious plans to reconstruct a Tipo 151 around a surviving bodyshell. The 184 pages are packed with historic photographs including a good section of period colour. Complementing the race shots is a wealth of previously unpublished workshop and testing pictures. As with all Bollée's books, the text has been translated by David Waldron and the high-quality printing makes the most of the rare photographs. A lesson to bigger publishers on how to profile historic race cars and highly recommended for fans of '60s sports cars.

MARSHALS POST

by the BMMC |

There's a classic piece of Formula 1 video footage that used to be shown at some fire training sessions.

It's from the turbo era and shows a flag marshal who is on his own. With no other marshals near him.

Suddenly, a car that is well ablaze pulls off and stops a yard after his post. What follows is a bit of a farce. The hazard obviously needs a yellow flag.

The car is stationary, well off the track, but there's plenty of smoke and the driver is only just unbuckling his belts and getting out, so, erring on the side of caution, it probably should be waved quite vigorously.

But, the car is on fire and there is an extinguisher near by, a plumbed in system in the car

and a driver who is getting hot under the collar – literally.

It all ends happily, but we always have a smile as we see the flag marshal tries to make up his mind whether to flag, fight the fire, or flag and fight the fire at the same time. Fortunately – but embarrassingly for the marshal, the driver gets out, takes the extinguisher and puts the blazing turbo out.

There are two lessons to be learnt from this story.

One is that you need to set priorities for every incident. What is the main danger to life and limb? – the fire. Who is primarily at risk? The driver – and the flag marshal. The smoke from the burning car acts as its own warning – and one that's far more effective than a waved piece of yellow cloth.

The other lesson is that you have to be prepared to be versatile. If that was true in the turbo era of Formula 1, it's even

more true now, at a “clubbie” where marshals are thin on the ground.

Only the other week at a British circuit, one flag marshal had to fight a brake fire.

Whatever job you are doing as a motorsport volunteer, you need to be prepared to use an extinguisher and know how to turn off a car's electrics – and you need to be able to get your head around the fact that although you may have signed on to do this, in extreme cases. You may need to do a bit of the other.

QUIZ ANSWERS

1. Rupert Jones and Phillip Morgan
2. Mendelsonn's Spring Song.
Only 5 people knew that!!
3. 1975 Spanish GP (Montjuich)
because of an accident.
4. Giancarlo Baghetti (1961 Syracuse, Naples and the French GP at Reims).

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Bristol Pegasus Motor Club

2006 EVENTS CALENDAR

Note : Recent changes are shown Bold

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