

# Backfire

May 2008



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

**Cover : Ian Hall on the start line at the Great western Sprint at  
Castle Combe**

**Photo : Pete Stowe**



# 2008 BPMC Events Calendar 2008

Changes shown **BOLD**

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



## Production Car Trial

Sunday 11<sup>th</sup> May

Hopefully Backfire will arrive before this event – we have enough people who have entered or promised to come along on the day to ensure the event runs. You can still turn up on the day and any road car should be fine – 1pm start – follow the signs for Dundry from the A38 south of Bristol and look out for the Orange arrows that will guide you into the field. Don't miss out on this fun, low cost event.

Regs are still available from the Website or please contact Andy Moss on 0117 9041841 or e-mail [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk).

## Club Night

Monday 12<sup>th</sup> May

### GUEST SPEAKER

Alan Freke from the Frenchay Historic Society. Alan will be giving a talk on the automotive technical illustrator Frank Simpson.

**Wheatsheaf from 8.30pm**

## TREASURE HUNT

Monday 19<sup>th</sup> May

To Oz. and beyond!



The first treasure hunt of the season is nearly upon us and this time Chris Goodchild has set a route that takes in some beautiful country

lanes around the South Gloucestershire area.

The start location is the Public Playing fields car park (signposted from the B4509) in Wickwar, grid reference 721-884. The route is around 20 miles long and will end at the 'Royal Oak', Leighterton, a traditional country pub with a nice selection of real ales for you to savour!

No previous experience is required, route instructions should be very straightforward and this is intended to be a fun event for everyone. All you need is something to write with, so please come along and have a try, there's even prizes for the three highest scoring teams!

Please aim to arrive at the start location at around 7.15pm for signing on and the questions will be handed out at 7.30pm. If you have any queries or can't find the start point please call Chris on 07875 388483.

## Llandow Sprint

Monday 26<sup>th</sup> May



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

**Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)**



Lots of entries have been arriving for our annual trip across the Severn Bridge, but if you are quick you could still get an entry - Regs available from the website or from Andy Moss - 0117 9041841. Marshals should contact Bob Hart. Telephone 0117 9409772 or 07799 056176. E Mail [bob.hart@blueyonder.co.uk](mailto:bob.hart@blueyonder.co.uk)

## ACE Classic Tour

Sunday 8<sup>th</sup> June



*Photo : Start of the 2007 ACE Classic Tour*

A fun Sunday run starting from BAWA in Southmead Road - what better excuse to get the car out.



Primarily aimed at Classic Vehicles, most interesting vehicles are welcomed on the charity vehicle run - entry form later in the magazine.

## Club Night

Monday 9<sup>th</sup> June

Wheatsheaf Winterbourne from 8.30pm

## Chepstow Auto Solo

Saturday 14<sup>th</sup> June

The club will be returning to Chepstow racecourse on the 14<sup>th</sup> of June for our second Auto Solo event.

This time we will use a different part of the venue, which will be flatter and more open than the stables area we used last September. We will return to the more unusual layout later in the year. More details later in this issue.



## Treasure Hunt

Monday 23<sup>rd</sup> June

More details next month.

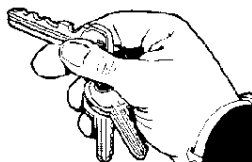
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## Chairman's Chat

By Kieron Winter



The month of May is a busy one for the Club, with two Sprints, the Production Car trial, club night with guest speaker and the first Treasure Hunt of the year.



I am writing this article at the end of April and the entries for the Wessex Sprint have closed and an entry of 121 cars has been received. This is down on the number we have had in recent years as is the entry so far received for the Llandow Sprint at the end of May.

I guess I should not be too surprised at this, as I understand other Speed events run so far this year have also seen reduced entry lists. As we are seeing the price of petrol and food increasing as well as the cost of mortgages, it should be no surprise that some of the entrants are choosing not to enter events. This is a cycle that we have seen before and hopefully will be a temporary blip. On the positive side, 40 of the 121 entrants are doing so under the Bristol Pegasus Motor Club name, probably the highest percentage of members in the entry list for a long time.

The Wessex Sprint has seen some changes in the planned organising team due to work commitments. Bob Hart is stepping up to take over the Clerk of the Course role, wife Lesley will be up in the Control Tower in Course Control and daughter Jennifer steps up to take over as Chief Paddock Marshall. I am also assuming that son Michael will be on the start line – what a great family effort and the club is very lucky to have such commitment from the Hart family. There will also be family rivalry amongst the entrants with father and son Corfield and Devall battling it out for top honours.



If you have not yet entered for the Llandow Sprint, then you will need to get your entries in soon as the closing date is near. We also need some more marshals for the event. If you are able to help marshal then please let our Chief Marshal, Bob Hart know or the Event Secretary, Mal Allen. As well as getting a free lunch at the event, we will also refund the bridge toll.

If you are looking for cheaper motorsport then we have a few events coming up that will cater for your wallet. Firstly we have the Production Car Trial. The event takes place at Dundry and the field we use is non-damaging and so is suitable for any road car, in recent events we



have had Saab estate cars, a Ford C-Max and a Bugatti enter the event! If you are interested in entering or would like more information, then please contact Andy Moss. Andy would also be pleased to hear from you if you are able to marshal.



We then have our first Treasure Hunt of the year, the event is free to enter and all you need is a car, a passenger, a pencil to write down your answers and a sense of humour. The idea of the event is to follow the simple route instructions and answer the cryptic questions you will find (or not find) along the route. We usually finish in a country pub where you can enjoy a drink with the other entrants and discuss the answers that you drove past several times but just could not find.

Looking forward to June we will be running an Auto Solo at Chepstow. This event will take place at the other end of the race course to our event of September 2007, on the large tarmac area by the Grandstands. This event is designed for the club level competitor and you do not need a MSA licence, helmet or race suit. The event is for road-going cars, you must drive it to the event and it must be taxed and have a MOT (if applicable). However this year we have adopted the class

structure used by the Cotswold Motor Sport Group Competitors Club which has classes for historic cars registered before 1st January 1980, saloon/hatchbacks/estate cars, two seat sports cars and specialist sports cars, kit cars and cars ineligible for the other classes. Hopefully this will allow some competitors who could not enter their car last year, enter the event this year. The regulations are in preparation, so to receive a set when they are available, please contact the event Secretary, Chris Thompson.



For our May club night we will welcome Alan Freke from the Frenchay Historic Society. Alan will be giving a talk on the technical illustrator Frank Simpson. As someone whose artistic talent runs to drawing match stick men, I have always been impressed by the work of technical illustrators and artists and always look forward to cut-away drawings whether they are of cars, bikes or planes in magazines. Alan is well known to the club as he is one of the organisers of the Frenchay Motor Show which the club has supported over the past few years. Please come along to the Wheatsheaf to hear Alan and enjoy a drink with other club members.



## Get It Sideways Rally 12<sup>th</sup> April 2008

By Phil Turner



Some club members will know that I re-booted my rally career in July 2007 by entering the Azimghur stages with my old friend Alan as my navigator. After several offs and some mix ups with left and right we finished the rally 64th overall which I was very happy with. It has gone progressively down hill from there starting with the Fat Albert stages where we lost all gears on the 5th stage and had to retire, everyone said that's rallying!

Next came the Patriot stages in Caerwent on the 30th September, this time my son David navigated for me [Alan couldn't because he had slit his wrists at Keevel Airfield]. Everyone said look out for the high kerbs, "I will", I said but it took just two stages before I hit one and tore out the o/s rear swinging arm and had to retire, everyone said that's rallying!

Not deterred I entered the three counties rally at Smeatharpe on the 2nd March with David looking forward to staying in the car longer

than it takes to warm up the engine but alas you've guessed it, second stage complete clutch failure, everyone said that's rallying! By now I was wondering what I had to do to finish an event but what really got me pissed off was everyone saying "THAT'S RALLYING".

So on to the next event the Get It Sideways rally at Down Ampney on the 12th April. David suggested I go on my own and use Sat Nav as I wouldn't be in the car for long, but I persuaded him to come by telling him I had replaced every part likely to give trouble, we can't fail to finish. Now I bet your all thinking they did it, but no, on the second stage a just fitted new Clutch cable snapped, everyone knew that if they dared to say that's rallying they would get a wheel brace around the head, after I calmed down the Clerk of the course said if I got it fixed we could rejoin on the seventh stage, as I had the old cable we were running again in 45 minutes and had a great time on the last four stages.

Despite my growing list of failures I am not put off in the least and I will finish the next event which is the EMCOS rally at Down Ampney on the 24th May.....watch this space!!

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**For all the latest news**  
Why not visit our website



[www.bristolpegasus.com](http://www.bristolpegasus.com)





## The Chepstow Solo

Saturday 14th June

The club will be returning to Chepstow racecourse on the 14th June for its second Auto Solo event. Auto Solo is a new form of sport in the UK and has come across from the USA where it is very popular. It is similar to Autotesting where competitors have to make their way around a route marked out by cones, but there is no reversing or stopping astride a line during the run. In fact the cones are spaced further apart so that it is run at a higher speed, but it is still a test of a driver controlling their car, rather than who has the largest engine.

There are six classes for road-going cars which must be driven to the event, be taxed and have a MOT (if applicable):

A. Historic cars – any car registered or manufactured before 1st January 1980

B. Other saloons, hatchbacks, estates, 4 seat coupes and convertibles up to 1400cc

C. Other saloons, hatchbacks, estates, 4 seat coupes and convertibles up to 1401cc to 2000cc

D. Other saloons, hatchbacks, estates, 4 seat coupes and convertibles over 2000cc

E. Production 2 seat sports cars (open and fixed roof)

F. Specialist sports cars, kit cars suitable for road use and other cars ineligible for classes A to E.

Competitors will have the chance to drive each course three times and

the best two times will count for the results (i.e. you can muck up one of the runs). As in Autotests, you will be given a penalty for striking the cones or taking the wrong route.

The entry list is broken into three groups. One group will be driving, one group preparing to drive and one group will be marshalling. After everyone in the group has taken their three runs, then you swap over and so on. You then move onto the next course. The entry is restricted to 39 cars, so if you are interested in competing, then please make sure that Chris Thompson has your details so that he can send you a copy of the regulations and a booking form. Chris can be contacted as follows:

15 Saxon Way, Bradley Stoke, Bristol, BS32 9AR

Telephone: 01454 615604

Email: [cmtbristol@tiscali.co.uk](mailto:cmtbristol@tiscali.co.uk)

The regulations and entry form will also be available to download from the club website. If you have any questions about the event, please contact Clerk of the Course Kieron Winter or Secretary of the Meeting, Chris Thompson.







# Bristol Pegasus Fantasy Formula One 2008

## Positions after Spanish Grand Prix

Updated By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	David Garnett	Kubica	Kovalainen	BMW	Honda	BMW	316
2	Simon Moss	Kubica	Fisichella	Super Aguri	McLaren	Ferrari	306
3	Julie Farrow	Kubica	Bourdais	Super Aguri	McLaren	Ferrari	304
4	Simon Sweet	Raikkonen	Trulli	Toyota	Toro Rosso	Ferrari	297
5	Chris & Dominic Bennett	Kubica	Alonso	BMW	Renault	BMW	296
6	Toby Harris	Kubica	Hamilton	Toyota	Super Aguri	Ferrari	294
7	Dick Craddy	Raikkonen	Rosberg	Red Bull	Force India	Mercedes	284
8	Rex Meaden	Alonso	Rosberg	BMW	Red Bull	Mercedes	281
9	Gary Tanner	Alonso	Bourdais	BMW	Williams	Mercedes	280
10	Steve Clark	Raikkonen	Rosberg	Toyota	Toro Rosso	Mercedes	279
11	Terry Russell	Heidfeld	Kovalainen	Williams	Super Aguri	Mercedes	277
12=	Andy Baverstock	Kubica	Hamilton	Honda	Super Aguri	Ferrari	276
12=	Charlotte Emsley	Raikkonen	Alonso	Toro Rosso	Super Aguri	Ferrari	276
14=	Donny Allen	Button	Sato	Ferrari	Toyota	BMW	273
14=	John Page	Rosberg	Bourdais	Force India	McLaren	Ferrari	273
16	Pete Stowe	Rosberg	Webber	Honda	McLaren	BMW	267
17	Alison & Sam Bennett	Fisichella	Hamilton	Williams	Red Bull	BMW	266
18	Martin Emsley	Bourdais	Sato	Honda	McLaren	Ferrari	260
19	Mike Marsden	Raikkonen	Alonso	Toro Rosso	Honda	Mercedes	259
20=	Jackie Russell	Alonso	Kovalainen	Red Bull	Toyota	Mercedes	256
20=	Ken Robson	Raikkonen	Hamilton	Super Aguri	Force India	Toyota 2	256
22	Arthur Tankins	Alonso	Kovalainen	Honda	Red Bull	Ferrari	254
23	Lewis Bird	Bourdais	Hamilton	Red Bull	Toro Rosso	Ferrari	253
24	Jonathan Prestidge	Rosberg	Nakajima	Red Bull	McLaren	Toyota 2	251
25	Lisa Selby	Button	Hamilton	Toyota	Toro Rosso	Ferrari	250
26	Bob Hart	Webber	Hamilton	Toro Rosso	Honda	Ferrari	248
27	Joe Robson	Alonso	Hamilton	Red Bull	Honda	BMW	242
28	Ann Farrow	Coulthard	Hamilton	Red Bull	Toyota	BMW	241
29	Kieron Winter	Kubica	Rosberg	Ferrari	Honda	Honda	238
30	Bill Farrow	Raikkonen	Sutil	Force India	McLaren	Ferrari 3	236
31=	Joanna Prestidge	Rosberg	Trulli	Renault	Williams	Mercedes	234
31=	Martin Baker	Heidfeld	Button	Toyota	McLaren	Renault	234
33=	Chris Lewis	Button	Kovalainen	Toyota	McLaren	Ferrari 3	227
33=	Tim Murray	Rosberg	Vettel	Ferrari	Toyota	Toyota 2	227
35=	Alex Wooldridge Smith	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	225
35=	Alyson Marsden	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	225
35=	Greg Parnell	Alonso	Rosberg	Renault	Williams	BMW	225
35=	Tom King	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	225
39	Martin Mees	Kubica	Hamilton	Renault	Honda	Toyota 2	224
40=	George Russell	Alonso	Kovalainen	BMW	Super Aguri	Renault	223
40=	Rob Crossland	Raikkonen	Hamilton	Toro Rosso	Force India	Honda	223
42	Roy Hancock	Raikkonen	Webber	Renault	Honda	Renault 2	222
43	Sharon Reynolds	Fisichella	Hamilton	Force India	McLaren	Ferrari 3	221
44	Jane Tanner	Alonso	Rosberg	Renault	Red Bull	Mercedes	220
45	Audrey King	Webber	Button	Williams	McLaren	Honda	216
46	Mark Elvin	Rosberg	Kovalainen	Renault	Williams	Toyota 2	215
47	Elisabeth Lewis	Massa	Fisichella	BMW	Renault	Ferrari 3	211
48	Andrew Moss	Coulthard	Kovalainen	Renault	Super Aguri	Mercedes	209
49	Paul Bird	Alonso	Bourdais	Ferrari	Honda	Renault	204
50	Judith Bird	Coulthard	Button	Renault	Williams	Mercedes	200
51	Mary Craddy	Webber	Hamilton	Williams	Honda	Renault	198
52	Caroline Meaden	Heidfeld	Hamilton	Honda	Force India	Renault	189
53	Mal Allen	Alonso	Coulthard	Honda	McLaren	Renault	178
54	Richard Reynolds	Alonso	Hamilton	Renault	Super Aguri	Ferrari 2	160



*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.**

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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.**

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## Kyrle Classic Trial – Ross Motor Club Photos By Andy Moss





## Australian Motor Sport and Museums

By Dick Craddy

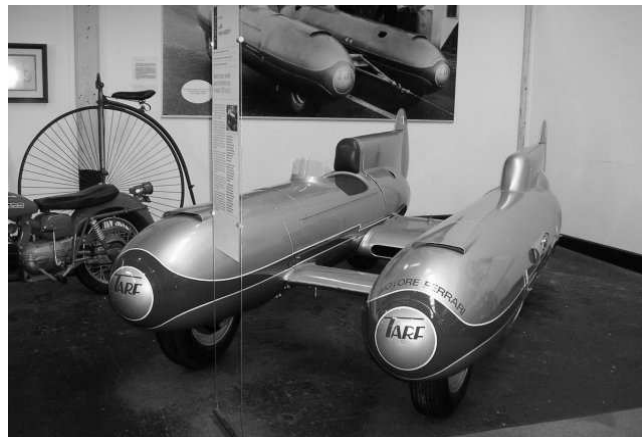
During the whole of last November and the early part of December Mary and I travelled from the west to the east coasts of Australia. Inevitably it was not coincidental that we visited a few places associated with motoring and motor sport!

We travelled out via Hong Kong. As you may already know it is a place where wealth is flaunted. So perhaps it was not surprising to see a red and black Bugatti Veyron sitting in the Bentley showroom. It did not look out of place in the surroundings but there was no price on display. The epitome of the saying 'if you have to ask the price you can't afford it!' I didn't ask. The Peninsula Hotel at Kowloon is well known for opulence and parked outside on a regular basis were five current model Rolls Royce Phantoms which, a reliable source tells me, are available as courtesy cars.

The next stop was West Australia which provided a chance to visit the Freemantle Motor Museum. First opened in 2002 it contains the personal collection of Cars and Bikes collected by local entrepreneur Peter Briggs. The earliest car being a 1886 Benz motorised tricycle replica with, it is claimed a 0.95 litre engine giving 0.9 HP and an 8 mph top speed!

Cars of particular interest included Piero Taruffi's second twin boom record breaker – Tarf 2. Powered by a 2000cc Maserati racing engine this car broke 2 litre class record when it achieved 180.55 mph in March

1951. One year later it achieved the 50, 100 and 200km records. Steering was by two 'joy stick' type levers there being no room for a steering wheel.



The mention of local Aussie hero Rosco McGlashan in the March Backfire prompts me to report on his Hydrogen Peroxide powered Rocket Kart also on display. In 1980 it achieved a maximum speed of 253mph, covering a standing ¼ mile in 5.97 seconds! However because the US government did not allow the export of this fuel the speed was reached on a track in the USA! Also on display is Aussie Invader 2 which is a Thrust 2 look-alike but, I suspect, somewhat smaller. In use between 1989 and 1997 this car gained the Australian LSR by achieving 802 km/hr at Lake Gairdner South Australia. It is displayed in an 'as used' condition together with a spare SNECMA 18,000 lbs thrust engine.



The cars are displayed in a somewhat random fashion and a few errors exist in the descriptions that anoraks will easily pick up. For example adjacent to an early 1960's Mini Cooper S the text claims the John Cooper was a well known rally driver! In those days perhaps Australian Rallies and Races were not dissimilar. No doubt Tom King can correct me! The Museum features a number of Formula One cars but you begin to realise that the British car industry dominated the Australian Market in the 1960's and 1970's.



A return to the Australian National Museum at Birdwood north of Adelaide confirmed this view. The majority of cars on display from that era are British. I wrote a report for Backfire some 12 years ago when my work took me to Australia on a regular basis. At that time the exhibition of cars and bikes was housed in a selection of sheds, in a



somewhat untidy and unkempt manner. Now with Holden backing a new museum building has been constructed somewhat on the lines of Gaydon in Warwickshire. The cars displayed here are mainly road going and all in really good condition. Of note was perhaps the best E Type Jaguar I have seen in many years. It is simply delightful. Examples of local single seat Elfins and Holdens were on display but probably the nicest racer was a Lotus 12.



While in Melbourne we also visited the Philip Island race circuit. During our visit the local press was promoting the idea that it could be adapted to host the Australian GP if a new agreement is not forthcoming for Albert Park. By European values this circuit is somewhat remote but, in Australia, everywhere is remote! When we visited there was a Bike test day in progress in advance of an imminent Moto GP race day.



As many of you know motoring down under is somewhat different. At April 2008 prices and exchange rates a litre of petrol costs 66 pence! While many European engine size cars are available the local Ford or Holdens are plentiful with 3.5 litre engines! A different world.

## Date For Your Diary

### Future Club Night

Monday 8<sup>th</sup> September

### Club Night



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

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



### 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.







## The Triumph Spitfire ("The Hair Lip Spit")

By Alan Spencer

My swimming coach at the time, the late sixties, had many new Triumphs including Vitesses, a Bond and a very quick GT6, she allowed me to drive these and was more than happy to sit with me as I would drive them very quickly.

I had to have one, so soon after I obtained a very nice red Spitfire, year 1963, 1100cc with works metal hard top and all the fittings. It ran well for over 6 months but a fast trip from Gloucester after a late night water polo match destroyed the engine on the A38, "no motorway in those days". It had not done that many miles, why does it happen?

I had an association with MWM motors on Fishponds road. Mike was Old Ma Morris' son - she owned a shop at Forrest Road, Staple Hill, that had all sorts of new old stock items for sale on shelves that reached the ceiling - for cars, cycles and motorcycles, and if she was awake it was open. The garage had in its workshops an engine for a Spitfire, that had been prepared for a customer by "Springel Tuning" in London. He had ordered it but failed to collect

or pay for it. I purchased the unit and the garage fitted and tuned it at cost, what a difference only 1100cc but it flew, it was quick!!

At this time I had started hill climbing and sprinting and had got interested in 12 car rallying with Tavern Motor club. The Spitfire was very good in the lanes, it had some quirky steering and its rear suspension could prove odd sometimes.

Late in 1969 I travelled down to Wiscombe Park to compete in the Hill Climb, I was sharing a drive with a Race team based in Portsmouth, through a friend in my rugby club. We were running an Anglia with a Lotus Twin Cam engine fitted. This had been built from the previous car - a Ford Cortina Twin Cam - after an accident at Gurston Down. Another story maybe? - Just outside of Honiton I was hit by a driver of a Vauxhall Viva who had lost control driving very fast down hill, the Spitfire had been hit on its off side even though I was right up the bank







on my side, it was the Viva drivers fault but I could not get them to pay for the damage to my car - this was to give the car its "Hair Lip" appearance.



With the car laid up for some minor "get it going" repairs, you will never guess, I bought a Vauxhall Viva MK1 for just £25. It had been a workmates run about, and had developed a problem with its carb. An easy repair to the slow idle set - don't get this with modern cars.

As with most cars it was pressed into Motor Sport, and the first outing for the Viva showed up its other problem, a rusty leaky petrol tank that could only be half filled, so the event was done with a few gallon cans strapped in the boot, not good when you had to make time to fill the tank half way around the first section. Still we did finish all be it last overall.

With the spitfire repaired, really it was just tidied up and the bonnet repainted matt black. We all had matt black bonnets in those days didn't we? The car was rallied for

many years after this even doing some Motoring News events in Wales, driving through hedges and up banks and all sorts - still learning in those days.

In 1976 the RAC Rally came to the Southwest and we went out for the week to follow it as we did most years. Driving out of Honiton on another road I was hit from behind by an Austin Cambridge that could not stop, and then buy another bloody Viva, yes yet again, this shortened the car by its boot lid and wrote the car off. Believe it or not 4 years later I was to buy an Austin Cambridge Estate, should have been hit by a 911S Porsche, have always wanted one of those.

It was a difficult car to drive and get the best from its weird rear suspension and odd steering had to be mastered - we did get there in the end and I have had a strange affection for triumphs ever since.

Well, I am a bit odd - yes?





## BPMC Track Day Castle Combe Saturday 9th August 2008

Once again the Club will be making its annual visit to Castle Combe circuit for the Track Day. This event is always very popular and receives a full entry list. You will have the opportunity to drive your own road car on the famous Wiltshire circuit. There will be six cars on the track at any one time which means that you will have plenty of space to perfect your lines around the track. We will also have the services of one of the Castle Combe Instructors. They will give a briefing before you take to the track and they will also be available to give you one-to-one tuition by driving your car around the course.

The booking forms for the event will be available at the May Club Night (Monday 12th May). If you are not able to make the club night, then please contact Kieron Winter (email: [kpwinter@ukgateway.net](mailto:kpwinter@ukgateway.net) or 01275 373363) who will forward you a form. The booking form will also be available to download from the club website.





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# Clubmans Championship 2008

## Up to the Great Western Sprint

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
5.96	Alex Messenger	1	2	No
5.96	Dave Turner	1	2	No
5.96	Phil Turner	1	2	No
5.44	Pete Goodman	4	1	No
5.17	Andy Rigler	5	1	Yes
5.17	Chris Goodchild	5	1	Yes
5.17	Dick Craddy	5	1	Yes
5.17	Martin Baker	5	1	Yes
4.89	Toby Harris	9	1	No
4.75	Ian Hall	10	1	Yes
4.57	Mike McBraida	11	1	No
4.33	Andy Baverstock	12	1	No
4.33	Andy Moss	12	1	Yes
4.33	James Spear	12	1	No
4.33	Martin Emsley	12	1	Yes
4.33	Steve Suckling	12	1	No
4.00	Danny Gosling	17	1	No
3.86	Martyn Mees	18	1	No
3.50	Paul Bird	19	1	No
3.50	Pete Devall	19	1	No
3.00	Andrew Langley	21	1	No
2.67	Alan Spencer	22	1	Yes
2.67	Kieron Winter	22	1	Yes
2.67	Martyn Hill	22	1	No
2.67	Matthew Johnson	22	1	No
2.43	Kevin Jones	26	1	No
1.00	Chris Bennett	27	1	No
1.00	Lewis Bird	27	1	No
1.00	Peter Rigby	27	1	No
1.00	Stephen Dummett	27	1	No

## Marshals Championship 2008

### Up to the February Nav-Scatter

Prepared by Chris Goodchild

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



## 12th Abingdon Motor Sport CAR-nival

Marshals Needed

Saturday & Sunday 7<sup>th</sup> / 8<sup>th</sup> June

A two day charity fund raising event based at Dalton Barracks just off the A34, (the old Abingdon airfield) south of Oxford. Saturday we have an Auto solo, an off road course and two sprints on two courses with 130 cars. They all run at the same time on different parts of the airfield. Sunday we run a 100 car 80 mile stage rally.

Both days we have a big bar b q, Hog roast and beer tent, with a lot of people staying on site from the Friday to the Monday. Tents, caravans, motorhomes, vans, cars or even golf brollies are used to sleep in or under. Fresh water is available, and lots of porta loo's. Although basic the people who stop over are very friendly, for some of us this will be the 12th time we have done it!

Contact details are  
Dave & Carla chief marshals.  
farnborough2@aol.com  
Home phone 01428 648711  
Mobile 07799886632.

If you plan on coming can you please let us know, it helps with forward planning, although NO marshals will be turned away. MSA marshals registration is not required for this event. A big marshals draw is being sorted as well.

Sign on details will be sent to those who contact us, plus on the event web site. Any updates will also appear on the web site, as in draw prize details.

[www.abingdoncarnival.com](http://www.abingdoncarnival.com)

## Charity Track Day, Llandow, Wednesday 4th June 2008

By Andy Coogan

Last year I attended a Charity track day at Llandow which was great fun. I have wind of something similar that will be happening on 4th June. There are a few places left and the organiser would be happy to have Bristol Pegasus members along if they would like to come.

The events are not so formal as some I have attended. They are really friendly and great fun. Noise level 105dBs static, up to 10 cars on track (although I plan 7 initially). I am looking for a maximum of 24 cars in total. Usual rules of engagement. Llandow normally charges £1200, but if we support the charity set up by the owner's son who died last year of a brain tumour, the charge will be only £300.

Furthermore, Phil Edgar has agreed to sponsor the whole day – so all the takings (I like to think we will raise £2000) will be shared between the two charities. These will be The Ed Evans Foundation and Combat Stress.

See [www.edevansfoundation.co.uk](http://www.edevansfoundation.co.uk)  
and [www.combatstress.org.uk](http://www.combatstress.org.uk)

Signing on from 0900, briefing at 0930, on track 1000-1300, lunch break 1300-1400, then 1400-1700 with a tea break 1515-1530. Cost for the day is £95 per car and second drivers are free.

*If you are interested please contact Andy initially - [acoogan@dow.com](mailto:acoogan@dow.com) or 07836 594324*



## Great Western Sprint 2008





Photos by Steve Kilvington  
<http://stevekilvington.fotopic.net>





# Great Western Sprint Castle Combe 29<sup>th</sup> March 2008 - BPMC Entrants Results



31	Lewis Bird	Ford Fiesta zetec	1388cc	Practice 1	84.19		175.91
				Practice 2	96		203.03
				Event	102.32		213.9
35	Danny Gosling	Toyota MR2 Mk1	1600cc	Practice 1	56.42		202.12
				Practice 2	86.62		184.68
				Event	99.46		199.7
42	Matthew Johnson	Toyota MR2	1998cc	Practice 1	92.85		195.44
				Practice 2	97.89		220.66
				Event	102.83		213.47
43	Pete Goodman	Renault Cilo	1993cc	Practice 1	81.21		169.29
				Practice 2	94.48		195.3
				Event	NTR		188.97
49	Toby Harris	Ford Puma	1676cc	Practice 1	76.74		161.34
				Practice 2	87.12		184.56
				Event	126.94		FLAG
50	Robert Hughes	Ford Puma	1700cc	Event	91.68		195.52
				Practice 1	86.91		183.53
				Practice 2	97.03		201.71
749	Lisa Selby	Ford Puma	1676cc	Event	147.45		FLAG
				Practice 1	87.92		187.21
				Practice 2	103.67		217.43
750	Clarie Weaver	Ford Puma	1700cc	Event	104.89		221.01
				Practice 1	90.2		189.66
				Practice 2	93.67		198.01
55	Kevin Jones	Noble M12 GT03	3000cc	Event	98.6		210.22
				Practice 1	73.48		152
				Practice 2	91.68		197.93
60	Mike McBraid	Mitsubishi EVO VI GSR	1998cc	Event	94.18		199.05
				Practice 1	79.85		168.52
				Practice 2	88.16		187.99
61	Paul Scapens	Audi S4	2771cc	Event	87.64		FLAG
				Event	86.47		186.93
				Practice 1	78.77		164
64	Pete Devall	Ginetta G27R	1800cc	Practice 2	94.82		198.62
				Event	DNS		DNS
				Practice 1	79.54		167.28
764	Richie Devall	Ginetta G27R	1800cc	Practice 2	98.16		203.16
				Event	96.65		202.46
				Practice 1	84.74		176.68
70	James Spear	Lotus Exige S	1800cc	Event	DNS		DNS
				Practice 1	77.98		161.51
				Practice 2	88.64		192.55
73	Martyn Hill	TVR 400SE	3995cc	Event	93.94		196.25
				Practice 1	88.93		184.67
				Practice 2	102.41		243.57
96	Richard Evans	Westfield Megabus	1300cc	Event	109.59		230.69
				Practice 1	82.83		171.23
				Event	DNS		DNS





# Great Western Sprint Castle Combe 29<sup>th</sup> March 2008 - BPMC Entrants Results

75	Stephen Dunnett	Austin Mini	1380cc	Practice 1	84.92		NTR
				Practice 2	127.06		NO TIME
				Event	NTR		FLAG
				Event	108.4		230.46
76	Brian Davage	Rover Cooper	1380cc	Practice 1	81.51		170.06
				Practice 2	NTR		BAULKED
				Practice 3	90.15		195.65
				Practice 4	NTR		FAIL
				Event	DNS		DNS
83	Carlo Caccaviello	Fiat X1/9	1600cc	Practice 1	96.13		194.88
86	Paul Draper	Citroen Saxo VTS	1600cc	Event	DNS		DNS
				Practice 1	89.86		187.42
				Practice 2	112.11		233.91
786	Paul Bird	Citroen Saxo VTS	1600cc	Event	DNS		DNS
				Practice 1	81.99		171.47
				Practice 2	92.46		BAULKED
				Practice 3	88.95		186.35
93	Mike Smith	Sliva Striker	1700cc	Event	90.67		191.16
				Practice 1	79.8		170.42
				Practice 2	96.84		216.42
				Event	101.43		FLAG
94	Grahame Harden	Westfield Mega	815cc	Event	112.15		234.88
				Practice 1	72.09		151.45
				Practice 2	NTR		FLAG
97	Ian Hall	Darrian T98-GTR	5200cc	Event	155.43		FLAG
				Practice 1	75.82		fail
				Practice 2	NTR		BAULKED
101	Ian Cameron	Radical Club sport	1100cc	Event	81.93		171.18
				Practice	68.91		146.09
				Event	DNS		DNS
106	Peter Rigby	Abarth Osella PA2	2000cc	Practice 1	157.44		flag
				Practice 2	89.25		189.69
				Practice 3	94.24		FAIL
				Event	107.95		232.51
112	Andy Langley	Jedi Mk4	998cc	Event	107.95		232.51
				Practice 1	77.58		NTR
15	Neil Haughton	Lotus type 51	1598cc	Event	95.65		204.33
				Practice 1	NTR		FLAG
				Practice 2	81.69		171.66
710	Graham Porrett	Lola Tegra Judd	3500CC	Event	DNS		DNS
				Practice	63.9		134.38
				Practice	NTR		FAIL
				Event	86.5		FLAG
				Event	95.75		208.66
				Event	92.34		FLAG
				Event	98.33		209.84
727	Peter Howgate	Ralt RT30	1800CC	Event	86.22		183.61
				Practice	71.31		150.33
				Practice	92.35		192.98
				Event	NTR		FLAG
				Event	NTR		192.98
				Event 1	DNS		DNS
Event 2	87.74		188.33				



## NEWS FROM CASTLE COMBE CIRCUIT



This week we start on a serious note. The local Police have informed us

that on event days here, even mid-week track days, they will be setting up speed cameras on the approach roads around the local villages. Therefore in your own interests please, when visiting us, respect our neighbours and ensure that you drive within the local speed limits. We want your visit to Castle Combe Circuit to be an enjoyable one and not starting or finishing with a fine and points on your licence.

### CIRCUIT USE

The circuit is used for many purposes but one of the more unusual has seen much of the paddock area taken over for the last week by a film production company. The village of Castle Combe was being used for the making of a major new film starring Sir Anthony Hopkins. Needing somewhere to park a number of trailer motorhomes for the actors, a huge marquee for costumes and catering and a large range of equipment, we were approached. Each morning around 100 extras would arrive, enter the marquee at one end in trainers, jeans and an assortment of clothing and then re-emerge the other end of the marquee dressed in nineteenth century period clothing ready for filming.

### EVENTS IN MAY

Our second race meeting of the year, the Husqvarna Race Meeting will take place on Monday 5th May with a complete contrast just a few days later with the famous and interesting Castle Combe Steam Rally.

### SEASON TICKETS

If you are thinking of attending several events this year then season tickets are available, they provide admission and all day paddock access to all remaining race meeting with 11 days of races to enjoy plus, new for 2008, admission to our 4 Action Days. The cost is £90.00.

### CASTLE COMBE RACING SCHOOL

Extra day announted – With increased demand for our entry level Super Saloon Course, we have an extra day – Friday 11th July, so if you are looking to treat yourself or a friend or relative then book now. Remember we are now running the latest 2008 edition Subaru Impreza STi, much praised recently by Tiff Needell on Fifth Gear.

### AVON TYRES LAUNCH

Avon chose Castle Combe for the UK launch to the tyre trade of their all new ZV5 performance car range. The new range has made significant improvement in handling, fuel efficiency and road noise thanks to its latest silica compounds and computer aided design techniques.

The new tyres will be used on the Castle Combe Racing School Ford Focuses, Formula Ford 1600's and Subaru's.

### MOTORCYCLE PICTURES



Next time you are at the circuit take a look in The Tavern Clubhouse. Local motorcycle enthusiast Mike Newman who has been attending meetings at Castle Combe Circuit for around 50 years has provided a great range of photographs from the sixties featuring riders such as John Cooper, Derek Minter and many of the other short circuit specialists. The photographs are a great reminder of that era when British motorcycles ruled the roost and with barely a two stroke in sight.

### **CASTLE COMBE CIRCUIT REVS UP FOR ITS CLASSIC CALENDAR**

For classic car clubs and owners, the spring and summer months at Castle Combe Circuit offer some great opportunities for your car, both on and off the circuit.

Sunday 8 June sees the first-ever Castle Combe Classic Drive-In for classic cars. On the basis that there is nothing wrong with copying a good idea, the circuit will invite owners of classic cars to drive down, display their cars, talk cars and enjoy breakfast in the Tavern Clubhouse.

"Circuit Driver" Magazine last year reported that the Tavern served the best breakfast at any circuit in the country, so come and try it yourself. Admission is just a £1 donation per car to a local good cause. The gates open from 08.30 to 12.30.

Just one week later, there is a chance to take your classic or sports car onto the circuit for just £30, at the famous (and now re-named) Retro & Sportscar Action Day.

Castle Combe probably invented club driving days almost 25 years ago. An Action Day is a blend of club displays

and all-out track action. Clubs can apply for space within the race day paddock and members can drive their cars on the track. There are separate sessions for genuine classics, sportscars, modern classics and classic sportscars.

New for 2008 will be our "60 Plus" session: the car and driver combination must add up to over 60 years. All club members can enjoy our giant classic cruise at lunchtime. Club secretaries can download a club application form from our website, so do apply now.

Our first Action Day of the season, the recent Performance Car Action Day, was a sell-out, with over 100 clubs attending, so club secretaries are advised to apply early.

The circuit's first-ever two-day classic meeting takes place on the weekend of 2/3 August, with the popular Masters Top Hat Championships racing on Saturday and various races on Sunday organized by the Historic Sports Car Club for classic saloons and sports and racing cars, with the Guards Trophy highlighting the weekend. Genuine classic clubs can apply for display space and reduced admission charges to attend what is sure to be one of the highlights of the Castle Combe racing season.

For full details on all Castle Combe Circuit events, please telephone 01249 782417 or visit the circuit website at <http://www.castlecombecircuit.co.uk>,

where you can register for more information and receive a free ticket to the circuit's final meeting of the year on Saturday 4 October.



# e-Wheels

Issued: 10 April 2008

adean-lewis@msauk.org

## Signing-on forms

Clubs and Event Officials are reminded to always download the latest edition of signing-on forms from the MSA website ahead of each event – there may be small wording changes even during the course of a calendar year. There are separate signing on forms for competitors, marshals and the media, and a different form for officials under-18. See [www.msauk.org](http://www.msauk.org) > MSA Forms > Clubs > Signing On Sheets

## Relief for clubs

Registration as Community Amateur Sports Clubs (CASC) can entitle sports clubs to benefit from 80 per cent mandatory rate relief and to reclaim Gift Aid on any donations. There are also exemptions available from some levels of Corporation Tax under certain circumstances. For further details, see [www.cascinfo.co.uk](http://www.cascinfo.co.uk)

## Female toilets

Following the receipt of an enquiry from a rally driver about the lack of toilets for his female co-driver at events, Allan Dean-Lewis, Head of External Affairs at the MSA, advised that legislation UK-wide on the provision of toilets at temporary sporting venues tends to be driven by Local Authority Units rather than by central regulation, and it would seem wrong, therefore, for the MSA to regulate in such a field.

However, event organisers should ensure that adequate toilet provision should be made for the number of people expected to attend events, to include competitors, officials, marshals and spectators, and that the provision of separate male and female toilets is recommended wherever possible. Past MSA surveys among women in motor sport have consistently identified the provision of proper toilet facilities as a high priority to encourage continued participation.

## Next generation and women in motor sport panels

A report from the brainstorming meetings of the Next Generation Forum and the Women in Motorsport Group during Autumn 2007 was presented to the Motor Sports Council at its meeting in March. Council members believed the points raised merited further study and recommended that a small representative panel should be formed in each case and should meet periodically.

## Go Motorsport

The MSA is to launch a nationwide marketing campaign to attract thousands of new people to motor sport. Go Motorsport is the first ever centrally co-ordinated campaign to raise the profile of motor sport among the general population and will encourage people to get involved with the sport, whether as a spectator, participant or volunteer. Go Motorsport will be launched officially with a high-profile media event later this year.

## Awards

Colin Rossborough, who has dedicated over 30 years to motor sport in Northern Ireland, has been presented with the MSA's Prince Michael Award of Merit.

Peter Cooper, Chief Executive of the MSA from 1982 to 1987 and a long-term member of the Motor Sports Council, has been given the MSA's Lifetime Achievement award.

## New Committee members

The following people have joined MSA Committees or Advisory Panels.



Autotest Committee: Steve Johnson from Lancashire. Cross Country Committee: Andrew Flanders from Hertfordshire. Historic Committee: Grahame White. Rallies Committee: Mike Taylor from Warwickshire and Chrys Worboys from Leeds. Trials Committee: Simon Kingsley from North Yorkshire. Dragster Sub Committee: Paul Satchell from Worcestershire and Glenn Stockton from Nottingham.

#### Volunteer Awards Scheme

The MSA is pleased to announce additional awards to support the existing JLT MSA Marshal of the Year award – a prestigious award presented each year at the MSA Night of Champions.

During 2008, the MSA will provide an opportunity for clubs to nominate members of their club or association for a number of awards. Each award will consist of a trophy (to be held by the recipient for twelve months), with a replica or other supplementary award to recognise their achievements.

Application forms and further information can be downloaded from the MSA website ([www.msauk.org](http://www.msauk.org)> MSA Forms> Marshals or Officials) or obtained from Richard Nunn at the MSA (Tel: 01753 765071).

Information about the Volunteer Awards Scheme is also on the Volunteers in Motorsport (ViM) website, which is linked from the MSA website.

#### Disabled marshals

Many people with disabilities compete in motor sport while others are marshals, timekeepers and officials. The Motorsport Endeavour Club involves people with a wide range of disabilities in a programme of motor sport events and experiences. There is more information at [www.motorsportendeavour.com](http://www.motorsportendeavour.com)

#### Banner scheme

ViM now has promotional banners available on free loan to clubs. They are 1m high by 3m long and come with an easy-to-assemble frame. They are ideal for use at rallies, autotests, PCTs and other events.

For further details call Richard Nunn at the MSA or email him on [richard.nunn@msauk.org](mailto:richard.nunn@msauk.org)

#### Marshals Working Group and Volunteer Officials Group

These two groups met for the first time during March and will be meeting again in June and September. Working parties linked to these groups will also meet during the year. All marshals and officials are encouraged to contribute their ideas and comments to the appropriate group.

Email items for discussion to Richard Nunn (MSA Secretariat for both groups):  
[richard.nunn@msauk.org](mailto:richard.nunn@msauk.org)

Chris Hobson, Chairman, Marshals Working Group: [chris.hobsonfbcs@btopenworld.com](mailto:chris.hobsonfbcs@btopenworld.com)

Sue Sanders, Chairman, Volunteer Officials Group: [sue@summerfieldsanders.com](mailto:sue@summerfieldsanders.com)

#### First on scene leaflet

ViM has produced a new credit card size leaflet, which provides basic information for the first person on scene at an incident, and is therefore ideal for marshals and officials. Further details of availability from Richard Nunn at the MSA [richard.nunn@msauk.org](mailto:richard.nunn@msauk.org). (MSA stocks awaited at time of going to press).

#### Insurance on Public Highway events

The MSA is aware that some event organisers are reviewing (and possibly querying) the validity of insurance certificates produced by competitors as proof they have insurance cover valid for sections of the event on the public highway.

Please note it is *not* the responsibility of organisers to undertake this task. Instead, organisers need only receive from competitors a signed self-declaration to the effect that the competitor has valid insurance to meet the legal requirements for any vehicle being driven on the public highway.

#### British Championships

For the latest positions, qualifying events and links to Championship websites, visit:  
[www.msauk.org](http://www.msauk.org)



# EVENTS FOR MAY 2008



## Production Car Trial - Any road car is suitable

**Sunday 11<sup>th</sup> May**

Come along from 1pm

Entry £10 on the day

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

## Monday 12<sup>th</sup> Club Night – GUEST SPEAKER

Alan Freke from the Frenchay Historic Society. Alan will be giving a talk on the automotive technical illustrator Frank Simpson.

Wheatsheaf from 8.30pm



## Monday 19<sup>th</sup> Treasure Hunt

The start location is the Public Playing fields car park (signposted from the B4509) in Wickwar, grid reference 721-884. The route is around 20 miles long and will end at the 'Royal Oak', Leighterton, a traditional country pub with a nice selection of real ales for you to savour!

## Llandow Sprint Monday 26<sup>th</sup> 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](mailto:bob.hart@blueyonder.co.uk)

