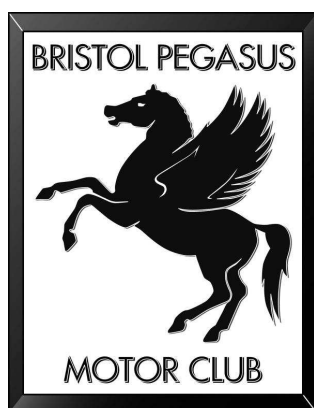

Backfire

November 2005



The Magazine of the

Bristol Pegasus Motor Club

2005 Pegasus Sprint – Cherry Robinson in the Alfasud
Photo Andy Moss

Events for November

Monday 14th November

Club Night Wheatsheaf 8:30pm

The November club Night will feature an informal social evening at our normal venue of the Wheatsheaf in Winterbourne. Come along for a drink and a chat from 8:30 pm

Friday 18th Navigation Exercise

Paul Bird organises the November Nav-Ex.

The start point for the November 18th Nav-Ex is 172 / 671 845½ and is on the B4059 between Latteridge and Iron Acton. The finish for any one to meet up is the Cross Hands Hotel (in the Bar) just by Old Sodbury on the A46.

Contact Paul on 07919 807360 for more details. Usual start time (7:30 pm).

Events for December

Friday 2nd December

Navigation Exercise

Bob Hart Organises

Monday 12th December AGM

& Prize Giving

Wheatsheaf Inn 8:30pm



Pegasus Sprint winner David Jackson receiving his FTD trophy from Dick Craddy
Photo : Kieron Winter

Details of Events on these pages are compiled by Competition Secretary John Corfield.

For further information contact John on
Telephone 0117 9870763 e-mail john_e_f_corfield@hotmail.com

*Download the electronic version of backfire in pdf format at :-
www.bristolpegasus.com/backfire*

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

Pegasus Sprint – Castle Combe

15th October 2005 – Report by Kieron Winter

After the very wet day in 2004, this year's event had fine dry weather which would mean a much more pleasant day for the marshals and hopefully less spins and excursions to the grass for the drivers. The event had a full entry again and all drivers signed-on (we usually lose a few with last minute car problems), so everything was looking set for the day's action. However frustratingly for the Clerk of the Course, the marshals and the drivers in the Convoy queue, there was equipment missing out on the track, which prevented things getting underway. One of the benefits of Castle

Combe over Colerne is that the equipment comes as part of the circuit hire, but at Colerne we have to bring everything up the day before, so we have a bit of time to sort out anything that has gone missing. Steve the circuit foreman hunted high and low for the missing red flags, eventually he had to go to the Kart circuit to borrow some of their equipment. Later that morning he found the missing flags locked in a room where they should not have been!



As usual noise is an issue with Castle Combe and a handful of competitors having to pay a visit to Merlin Motorsport to see what they could do to get inside the 105 dB(A) limit, Brendon Jones visiting the noise judge three times with his Ford Escort RS2000 before getting the OK.

Practice saw Geoff Kershaw in his modified Sierra as the quickest time (and the only car at 100mph across the finish line), closely followed by David Jackson in his Caterham Superlight. Only a few seconds slower and quickest road car was the Mitsubishi Evo 6RS of Barrie and Jamie Squibb, this was probably not a surprise to those who have seen the car in action at other events this year.

The timed runs in the afternoon got underway at 2.00 pm and saw some very close class action. In class 2, Jonathan Milne and Mark Roberts disputed 1st and 2nd places in the venerable Honda Civic. In class 3 Barrie and Jamie Squibb only took one run to get their wining times as the car struck mechanical problems. Barrie's time of 81.38 seconds turned out to be the 3rd fastest time of the day! In class 4 it was the



Lotus Elise branch of Bristol Motor Club who took the top three places. MG's, Morgans and Scimitars battled away in the big sports car classes looking for points in their respective club championships, but RSSOC member Paul Gill took class 7 in his Dodge Viper GTS.

The limited production car classes saw class victories for Simon Clemow in a Lotus Seven and Kevin Jones in the Noble M12 GTO3, Pete Crudgington took another class first with his Mini Marcos in the small-modified class and Paul Perkin took the runner up spot in his Peugeot 205. Paul left a very impressive pair of tyre marks coming out of Camp Corner, showing he was giving it 100% effort.



On the first timed run David Jackson got below 81 seconds with a time of 80.08, whilst Geoff Kershaw managed a time of 81.06. Neither driver improved their times on the second run, so it was David took the honours as Fastest Time of the Day. Geoff had the consolation as being the only driver to get over the 100 mph barrier at the finish line on all of his runs.

Very few drivers retired during the day, but one of those who did was John Marshall in his Lotus Mk6, you knew it had to be serious if Jerry Bath could not fix it! The class runs finished at 5.45 pm, beating the circuit deadline of 6.00 pm. Thirty minutes later Club Vice President Dick Craddy presented the class winners with their awards in the Tavern.

FTD winner David Jackson thanked the Organisers, Marshals and Castle Combe circuit for an excellent event. Clerk of the Course, Martin Baker was very pleased with the marshalling support he received from our Club, Bristol Motor Club and the Castle Combe marshalling team and our thanks go to all of those who helped in the running of the event. It was great to see some single-seater drivers out helping to marshal for their road car colleagues.



Thanks also go to Donny Allen who took on the role of Entries Secretary, Dave Potts who managed to juggle family commitments to act as Deputy Clerk, Martin Emsley who is working his way to getting his Clerks licence, Tony Parker who took over as our Timekeeper and most of all the competitors who made it an excellent way to finish off the 2005 Sprinting season.

***Pegasus Sprint 2005
Photos by Jerry Ree***



The images on this page are kindly provided by Magpie Micros. If you would like to purchase a high resolution version or a print contact jerry.ree@btopenworld.com 01635 254225 If you were at the event and your car is not shown they may still have a picture.

October Club Night

Steve Turvey Talk

Report By Kieron Winter



We were very pleased to welcome Steve Turvey as Guest Speaker to our October Club Night. Many members, who had taken their cars to Interpro, watched the Saloon car racing at Castle Combe or who followed rallying knew Steve. Steve's first introduction to motorsport was through his father who having been a rally navigator became one of the first team co-ordinators. His job was to plan out the event for the Service team, tyre vans and flying mechanics. This was in the 1980's when events ran through the day and night and there was no such thing as centralised service areas. His Dad managed all this as well as a full time job! Steve recalled a time when he and his brother sat with Henri Toivonen during a pre-RAC Rally tyre test in his Sunbeam Lotus.

Steve joined the Navy and did some inter-services rallies, so when he returned to civil street he decided he would like to get more involved. He had a few attempts in the rally navigator's seat and found he got on OK. He decided he would try and get as much experience as he could and take rides wherever he could find them. He did one rally when he replied to an advert in Motoring News asking for a Navigator who would share costs. Steve had no money to contribute to the costs, but as no one else replied to the advert – he got the ride! In these early days he did a rally in Morocco, he had a day's notice he was going and he and the driver drove from Wiltshire to the event!

Steve built up experience with pace notes and his career developed. Very often he found himself in the right place at the right time and was able to take advantage of some great opportunities. Steve told some great tales of some of the scrapes that he and his drivers got up to, the laws of libel stop them being repeated here.

Steve has navigated for Robbie Head, who is now seen on ITV's coverage of the World Rally Championship, multiple British Champion Jonny Milner, Alistair and Jimmy McRae

Steve found himself working for Prodrive where he did the Asian Rally championship, American Rally championship and acted as Gravel crew for Richard Burns and Robert Reid. He brought along the pace notes that Robert Reid used and told us about Richard Burns requirement for detail and the role of the gravel note crew played in helping fine tune these notes. This brought Steve to the sadder side of rallying, where he had lost one of his best friends, Mark Lovell, in an accident in the USA (Steve would have been navigating for Mark had he not had a clash of work commitments) and more recently fellow navigator Michael "Beef" Park in the Rally GB. Steve has also seen the serious illness of Richard Burns, which sadly has ended Richard's career.

Thanks go to Steve's for coming along to the Club, his talk was enjoyed by the audience and he received a very well deserved round of applause.



BPMC Fantasy F1 2005

Final Positions - By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1=	Elisabeth Lewis	Fisichella	Raikkonen	Renault	McLaren	1783
1=	Helen Davies	Fisichella	Raikkonen	Renault	McLaren	1783
1=	Jonathan Prestidge	Fisichella	Raikkonen	Renault	McLaren	1783
4=	Ken Robson	Alonso	Fisichella	Renault	McLaren	1781
4=	Mark Williams	Alonso	Fisichella	Renault	McLaren	1781
4=	Martyn Davies	Alonso	Fisichella	Renault	McLaren	1781
4=	Mike Marsden	Alonso	Fisichella	Renault	McLaren	1781
4=	Tim Murray	Alonso	Fisichella	Renault	McLaren	1781
9	Andrew/Simon Moss	Alonso	Trulli	Renault	McLaren	1726
10	Pete Stowe	Alonso	Fisichella	Williams	McLaren	1510
11=	Kieron Winter	Fisichella	Webber	Renault	McLaren	1444
11=	Tony Thorp	Fisichella	Webber	Renault	McLaren	1444
13	Dick Craddy	Alonso	Coulthard	Williams	McLaren	1426
14	Paul Wiese	M Schumacher	Albers	Renault	McLaren	1415
15	Simon Tidmus	Button	Trulli	Renault	McLaren	1390
16	Alison Emsley	Barrichello	Massa	Renault	McLaren	1385
17	John Page	Webber	Coulthard	Renault	McLaren	1360
18	Simon Child	Raikkonen	Coulthard	McLaren	Red Bull	1345
19	Audrey King	Webber	Villeneuve	Renault	McLaren	1318
20	Mary Craddy	Webber	Raikkonen	Renault	Red Bull	1267
21	Paul Adams	Alonso	Heidfeld	Renault	Red Bull	1245
22	Bruce Graham	Barrichello	Fisichella	Williams	McLaren	1221
23	Tom King	M Schumacher	Fisichella	McLaren	Sauber	1191
24	Lewis Bird	Barrichello	Button	McLaren	Toyota	1185
25	Paul Draper	Button	Fisichella	Williams	McLaren	1174
26	Mark Elvin	Fisichella	Montoya	Renault	Williams	1173
27	Paul Bird	M Schumacher	Karthikeyan	Williams	McLaren	1153
28	Arthur Tankins	Barrichello	Raikkonen	Williams	Red Bull	1044
29=	Chris Goodchild	Barrichello	Fisichella	Renault	Red Bull	1035
29=	Louella Williams	Barrichello	Fisichella	Renault	Red Bull	1035
31	Bob Hart	Webber	Montoya	Renault	Red Bull	1031
32	Chris Lewis	Barrichello	Karthikeyan	Renault	Williams	989
33	Judith Bird	Button	Fisichella	Renault	Red Bull	988
34	Alan Spencer	Fisichella	Webber	Renault	Red Bull	987
35	Martin Baker	M Schumacher	Karthikeyan	Renault	Red Bull	967
36	Liz Moss	Fisichella	R Schumacher	Ferrari	Jordan	852
37	Fiona Goodchild	M Schumacher	Coulthard	Williams	Toyota	846
38	Martin Emsley	Fisichella	Albers	Ferrari	Red Bull	751
39	Mal Allen	Friesacher	Albers	Ferrari	Williams	668
40	Steven Spencer	Sato	Monteiro	Williams	Toyota	635
41	Maureen Wiese	Coulthard	Friesacher	Ferrari	Sauber	631
42	Donny Allen	Fisichella	Coulthard	BAR	Sauber	607

Notice of AGM

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2005 at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m.

Agenda

- ◆ Propose Minutes of the 2004 AGM
- ◆ Chairman's Report
- ◆ Treasurer's Report
- ◆ Re-appointment of Auditor
- ◆ Changes to Articles of Association
- ◆ Nominations for Board of Directors
- ◆ AOB

Nominations for the Board of Directors should be submitted on the form below, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted on the form below,

Nominations for the Board of Directors

Position	Nominee	Signature	Proposer	Signature	Seconder	Signature

Proposed changes to the Articles of Association

Proposer	Signature	Seconder	Signature

Nominations should be submitted on the forms above (or a photocopy) and sent to the Secretary, Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH, no later than 25th November 2005.

Following the AGM there will be a presentation to the 2005 Award winners (a full list will appear in Backfire). There will be a free buffet during the evening. Please could those who hold perpetual club trophies ensure that they are returned to Tim by the end of November.

October Navigation Scatter Report By Kieron Winter

The event started at the Severn Bridge Services and I found myself sitting in the passenger seat of Spence's MG Metro. The Scatter was advertised as an ideal novice event, which proved to be so, with the majority of clues being grid references. The Bristol MC organised event attracted four BPMC and one BMC crew. When we plotted the grid references, we found that they took us in a circular route around South Gloucestershire and back to the Services. Spence worked out a few of the more complex clues and we set off to see how we got on. It took a while to get the hang of navigating looking through a potti and when we could not find the clue at the first stop (it was there, but we did not see it) you begin to have doubts. However we soon started picking up clues. I wonder if the GPO sponsored the event, as many of the clues were on post boxes and telephone kiosks! One bit of the route I remember was down Moor Lane, there was long straight which ended in a tight 90 degree left corner. I was worried I would not call the corner in time as Spence was putting his foot down. However the hydrolastic suspension started to get into sync with the road undulations and it felt like we were at sea. Even Spence took his foot off of the gas as he had spotted the deep ditches either side of the road! We made it safely to the end of the road. However Spence had one more treat for me, when we missed a post box (on his side of the road) we went 50 yards down the road and I told him to turn around. Seeing a gateway ahead I expected him to reverse into it and do a three point turn, however I was forgetting his Autotest skills. He put his foot down, pulled on the hand brake and executed a beautiful 180° turn. Back at the Services a nice cup of tea calmed by nerves. It did not take long for Mark Chater to work out the scores, which were read out by fellow organiser Paul Parker. Thanks to the Mark and Paul and fellow competitors for an enjoyable evening.

Results

Pos	Crew	Points
1 =	Howard Johnston / Paul Bird	380
1 =	Matt Marples / Mark Astin	380
3	David Adams / Chris Goodchild	355
4	Alan Spencer / Kieron Winter	300
5	Allen Harris / Nick Rainbow	230

News from the ASWMC

The Executive of the ASWMC have been aware of a few problems over the past two years with the running of the Speed Championships, not all registered contenders have received Regs for events and championship tables have not been produced.

As a one-off gesture in the way of an apology, 2004 and 2005 contenders will receive a letter from the ASWMC offering them a reduced championship registration fee in 2006. Howard West has taken over as the Speed Championship Co-ordinator for 2006 and is looking to improve the promotion of the championships as well as improve the running of them.



Marshals Championship 2005 up to the October Nav-Scatter Prepared by Chris Goodchild			
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
9	John Corfield	1	7
9	Kieron Winter	1	6
8	Martin Baker	3	5
7	Dick Craddy	4	4
7	Mal Allen	4	5
6	Bob Hart	6	4
5	Donny Allen	7	3
5	Lewis Bird	7	4
5	Martin Emsley	7	3
4	Tim Murray	10	3

Clubmans Championship 2005 up to the October Nav-Scatter Prepared by Chris Goodchild				
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
32.60	Matt Marples	1	9	Yes
31.54	Paul Bird	2	9	No
22.95	Alan Spencer	3	7	Yes
20.10	Chris Goodchild	4	5	Yes
19.43	Mark Astin	5	5	No
18.15	Martin Baker	6	5	Yes
17.89	Dave Cutcliffe	7	4	Yes
16.28	Mark Roberts	8	3	Yes
15.75	Andy Moss	9	9	Yes
15.66	Pete Devall	10	4	No
15.44	Paul Perkin	11	3	No
15.34	Johnathan Milne	12	3	Yes
14.29	Kieron Winter	13	4	Yes
12.72	Trevor Hartland	14	3	No
12.62	David Adams	15	3	No
12.17	Paul Rowbottom	16	3	No
11.63	Allen Harris	17	4	Yes
11.06	Mike McBraida	18	3	No
10.45	Nick Wood	19	2	Yes
10.33	Ross Browne	20	2	Yes



STROKE ASSOCIATION DAY
CASTLE COMBE 1st OCTOBER
2005

Report By Ken Robson
Photos Chris Goodchild



The event is now in its 11th year and is gaining increasing popularity as more and more people get to know about it. The format is very simple and all money raised goes to The Stroke Association. A little known fact is that more people in the UK die of heart attacks & strokes every year than anything else. With those statistics the chances are that someone reading this will need the support of this charity one day so it is a very worthy cause. It is also a great opportunity for Motor Racing to put something back into society for the benefit of others.



After the drivers briefing the cars line up in the pit lane for members of the public to pay between £20 and £40 for 5 laps at full racing speed of the famous Castle Combe Motor Racing Circuit. The event was promoted by The Stroke Association with the help of Chris Bradley a volunteer and IT specialist who put together the promotional poster published in the September Backfire.

The gates opened at 10am and soon rides were being taken thick and fast. Naturally some cars had more showroom appeal than others so the Porsches, Ultimas, Westfields and Marlins were in great demand. Driver of the day though was Nick Davies in his Radical who literally did not stop all day and at one point had customers waiting over 2 hours for a ride.

For those who wanted to try a different avenue of Motorsport a professional Autotest team set up in the paddock to show everyone what this is all about and entertain the crowds. The public were welcome to try and beat the professionals in their cars around the course and win a prize – some chance. To see the professionals going around the course demonstrating their superb car control skills really is a sight to behold and great fun for those who had a go.

At lunchtime the public have a chance to drive their own cars on this famous circuit for a donation to charity while the drivers have a well earned break. During the lunchtime break Kate and Chloe from STAR107.2FM arrived to drive





on the track in their VW Beetle STARBUG. Track tuition was provided by David Cooper of Track Developments a former F3 racer and qualified race engineer. They then experienced the action first hand in the super fast Radical followed by a race spec Porsche 911. They were both taken by the retro look of the Marlin Sportster and had a ride in Mike Coombes car with it's Rover V8 power. Then it was back to the studio with a big smile on their faces to broadcast their experience over the airwaves and encourage more people to enjoy the experience in the afternoon. It certainly worked as it was very busy in the afternoon until the closing time of 4pm.

The close of the day came all too soon and it was time to work out how successful the event had been. Total takings on the day and generous donations for the event totalled around £8000. When the circuit hire and operating expenses are taken out this netted down to a figure of around £4000.00 raised for charity on the day.

Next year the organisers are hoping to attract an event sponsor and discussions are already in place with STAR 107.2 FM about having a full roadshow with live broadcasts on the day. If you missed the event this year, put a date in your diary for early October next year and come and join in the fun. You are guaranteed to leave with a smile on your face and content in the knowledge that you have helped a charity that one day you may need to call on, The Stroke Association.





AGM Raffle
St Peter's Hospice
By Martin Emsley

For the last few years we have had a raffle and autojumble table at the club AGM in December raising funds for St Peter's Hospice.

We plan to do it again this year, hopefully with even more success.

We need your support, if you have any items for the raffle or table please could you contact: Martin Emsley 01454 250067.

Thank you for your support.

Trials in the Local Area
By Alan Spencer

There are two local Trials in November organised by Bristol MC.

The Fiddle Stick Sporting Trial is on the 12th of November near the Tog Hill Picnic Site.

The 26th of November is the **Allen Trial** – A classic long distance reliability trial and a round of the ACTC championship. This event uses many locations around Bristol –

if you are interested in helping out we normally run a section and volunteer marshals are always needed.



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.

Included in this edition of Backfire is a copy of the Club's statutory accounts for the year ended 31st October 2005. We are required by law to submit these documents to Company's House and to circulate them to the membership ahead of the AGM. As usual, detailed accounts including an income and expenditure report will be presented for scrutiny at the AGM on December 12th

**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
BALANCE SHEET AS AT 31 OCTOBER 2005**

	Note	2005 £	2004 £
<u>FIXED ASSETS</u>			
Tangible Assets	1	<u>8872</u>	<u>2337</u>
<u>CURRENT ASSETS</u>			
Stock for resale		168	170
Prepayments		786	137
Investment Account		9555	9223
Cash at Bank and in Hand		<u>7235</u>	<u>5366</u>
		17744	14896
<u>CREDITORS</u>			
Amounts falling due within one year -			
Sundry		-	-
Accruals and Deferred Income		<u>2508</u>	<u>378</u>
		2508	378
<u>NET CURRENT ASSETS</u>		15236	14518
<u>TOTAL ASSETS LESS CURRENT LIABILITIES</u>		<u><u>24108</u></u>	<u><u>16855</u></u>
Represented by:			
<u>CAPITAL AND RESERVES</u>			
Balance brought forward		16855	15409
Revaluation Reserve		6780	-
Net Surplus/(Deficit) for the year		473	1446
		<u><u>24108</u></u>	<u><u>16855</u></u>

I certify that this is a true copy of the balance sheet approved by the board. The directors have taken advantage of the exemptions conferred by section 246 of the Companies Act 1985 on the basis that the company qualifies as a small company. For the year ended 31 October 2005 the company was entitled to the exemption under sub-section (1) of section 249A of the Companies Act 1985. No notice from members requiring an audit has been deposited under section 249B(2) of the Companies Act 1985.

The directors acknowledge their responsibility for ensuring the company keeps accounting records which comply with section 221, and for preparing accounts which give a true and fair view of the state of the company at the end of the financial year, and of its profit or loss for the financial year, in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Companies Act relating to accounts, so far as applicable to the company.

Martin Baker
8 November 2005

Director



Market Place

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

For Sale

Mini "25" 1275 Engine, Lowered 1", Alloys, Roll Cage.

1984 "B" Reg £750 O.N.O

Includes spare new boot lid and doors.

Contact Alan Spencer 0117 9712587

For Sale

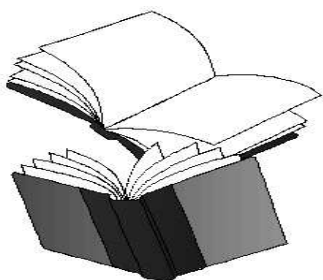
Pete Goodmans famous Subaru
Impreza STI5 Type R V Ltd is for sale.

Any one interested;
pete@goodmanbs15.fsnet.co.uk
or 0117 9605367



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

Visit the bookshop section at
www.bristolpegasus.co.uk



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 ideal for Xmas Shopping !

SNAP HAPPY

I think there's one area where we may be missing easy opportunities to promote ourselves better. And by 'ourselves' I mean individuals as well as clubs.

The area? Photography. With everything from mobile phones to hearing aids and kettles now able to take pictures, we just take them for granted. Much the same applies to video, with even police dogs now equipped with cameras – presumably burglars are encouraged to smile in case they're on Canine Camera.

But consider: newspapers are now generally so tight on staff that it's very unlikely they will send one of their photographers to cover your events, whether races, rallies or dinners. So why not turn that apparent problem into an opportunity and arrange to supply papers yourself? It's not difficult – most modern digital cameras are OK for newspapers if you use the higher resolution setting.

Most newspapers will prefer you to e-mail digital pictures. Don't send computer printouts – they may look fine to you but they won't when they're scanned in. And don't embed pictures in documents either – it can be a struggle, even impossible, to get them into a newspaper's picture system and, again, the results are not very good.

Don't clog up their in-boxes or waste journalists' time by making them wade through umpteen

pictures. Choose just the best one or two and send those off.

If it's a club awards presentation, it may pay to get as many trophy winners as possible onto the same shot – most picture editors will avoid a whole series of pictures of just two people shaking hands, holding a trophy or certificate.

You will try to get the club badge or banner in shot won't you? But don't do it so crudely that it's off-putting.

Give some thought to what will make a picture look attractive – get people to stand as close together as possible, for example. We all like our 'personal space' but what we like in real life may look enormous on a picture. So snuggle up. Force yourself.

See if you can get a car into the picture and – ye gods, delicate ground here, folks – perhaps a pretty girl. Stop groaning (or cheering of course) and just recognise that some male sports and sub editors (who are still in the majority) can be, shall we say, a shade politically incorrect.

Skip this next bit if you like a jargon-free life but...check the minimum size and resolution the publication needs for decent reproduction. Make the resolution 72 dots per inch and the longest edge of the picture 2000 pixels long. That creates a pic of about 9 Megabytes which should be saved as a jpeg of

'good' or better quality, which will be about 300 Kilobytes in size. That will be good enough for a newspaper although a glossy publication will want something much bigger.

Resuming normal service, be clear on the copyright situation – newspapers aren't exactly fighting to cover our activities and they'll hit the 'delete' button if there's any doubt.

Finally, provide clear captions listing the first and surnames of everyone in the picture, where they are stood and, if appropriate, what their position is in the club.

It helps if there is something in the photograph that stops it being reversed by mistake, making a nonsense of your captioning. Back to the badge in the background?

Finally, I hope there's space to squeeze in a mention that this issue sees the start of the thirteenth year of *Wheels* production so sincere thanks to the many people who have helped in the process over the years.

Stuart Turner



COD FILLET QUIZ

1. Who made the M45 Rapide?
2. At which British circuit is there a full sized SPITFIRE on display?
3. When did the first post WW2 1948 Monte Carlo Rally take place?
4. Which engine was used in the MGTB in 1939?

ANSWERS ON PAGE iv

Regional Committee review by Bob Milloy

The second 2005 meeting commenced with updates on the MSA review of child protection policy and procedures and the DEFRA Single Payment land management scheme guidance notes.

Colin Hilton covered a wide range of topics in his report including the Motorsport Development Board and the National Motor Sport Training Plan, talent development and the Rally Elite initiative, the British Grand Prix, judicial changes and anti-doping regulations, changes to the British Rally Championship, the Rallystar Project, Wales Rally GB, the MSA website and insurance business trading arrangements.

Roger Lindley from Alexander Forbes gave a brief verbal presentation. This was followed by updates on Rally Ireland and potential changes affecting the World Rally Championship.

Allan Dean-Lewis reported on the current series of club workshops, 2006 Seminars, Alexander Forbes Club and Marshal of the Year award schemes and recent Club Development Fund grants – taking the total project value of grant requests, since the inception of the scheme in 1995, past £2million.

The three Specialist Committee delegates gave resumes of recent meetings,

covering off-road tyres and the performance of fire extinguishants. A considerable amount of time was given to discussion on the Rallies Committee's proposals to change certain stage rally vehicle use and classification. The three delegates were re-appointed for 2006.

The current and future Inter-Association events were reviewed and discussed. Recent winners were congratulated and appropriately awarded.

Ronnie Sandham (ANECCC) drew attention to the existence of local authority Safety Advisory Committees. John Symes noted that these bodies did not appear to have a nationwide spread.

A paper, *Grassroots Motor Sport*, prepared by the Chairman of the Council, and guidelines *Dealing with a Major Incident* were distributed for future comment and information respectively.

The meeting highlight was a special presentation to the retiring Regional Committee Chairman, Bill Troughear by Nicky Moffitt, his elected successor. John Arnold (AWMMC) was appointed as Vice-Chairman for 2006.

Rallying pyramid

The MSA's Rally Championship Control Panel has awarded championship permits for the 2006 season. The MSA's new structure now features a recognisable pyramid of activity culminating in the completely revised British Rally Championship.

In 2006, the emphasis will be on providing competitors with attractive and affordable events.

The BRC will feature six rounds, all of international status, offering a combination of gravel and asphalt events and finishing with the prestigious Wales Rally GB in November (subject to FIA World Council ratification of the date of the UK's WRC round). Drivers will count their best five results from the year.

At National A level, the MSA Asphalt, MSA Gravel and MSA British Historic Rally Championships will continue to be organised by the BTRDA, ANCRO and the HRCR respectively.

Below this, at National B level, the English (BTRDA), Scottish (Machars), Welsh (WAMC) and Northern Ireland (ANICC) Rally Championships will ensure that excellent opportunities for competitive participation are available across the country.

Remaining workshop dates

As detailed in previous issues, the series of nationwide workshops to help clubs and associations promote themselves continues through November as below.

Each starts promptly at 20.00 and will be finished around 22.00.

There is no need to book – just turn up.

Tue 1 November
Quality Hotel, M4 Jct32,
Tongwynlais, Cardiff
CF15 7LD

Wed 2 November
Gipsy Hill Hotel,
Gipsy Hill Lane,
Exeter EX1 3RN

Thu 3 November
Jersey

KARTING

History was made in the month of September when British drivers secured the World Karting Championship and a European title, each using British made chassis.

Racing at the Portuguese Braga circuit, Oliver Oakes looked after his tyres and placed a handy sixth in the pre-final, behind compatriots Riki Christodoulou and Mark Litchfield. It was Litchfield who hit the front first in the final, then Oakes came past, the duo drawing clear by the length of the straight. But four laps from the end Litchfield's engine cried enough and Oakes was left to claim world honours on his Gillard kart.

Jon Lancaster had been ninth in the pre-final, and it was he who followed Oakes over the line. Christodoulou, who had dominated the heats the previous day, was also betrayed by his engine. Much further north, at the Mantorp race circuit in Sweden, the 150mph Superkarts battled for European honours supporting the Swedish Touring Car Championship final. John Riley's two second places were enough to keep him clear of the Frenchman Damien Payart, despite the latter's two wins. Riley is also on a British manufactured kart, this time an Anderson. It should be noted that the FIA sanction only four World titles, F1, Rallying, Touring Cars and Karting.

Many congratulations to our two new heroes.

AUTOSCENE



REVIEWS FROM



ALEC ISSIGONIS - THE MAN WHO MADE THE MINI ISBN 1 85983 449 3 Jonathan Wood, Breedon Books, £19.99

Jonathan Wood's biography of Issigonis explores the man rather than delving into the minutiae of his designs. Strong on perspective, it draws together existing material and fresh research, and with all sources indicated by footnotes. Although the amount of new material is perhaps less than it could be, Wood provides illuminating testimony from people such as former BMC finance men Geoffrey Rose and Ron Lucas, both of whom indicate the company's fatal lack of financial discipline and how this was so intimately linked to the dominance of Issigonis. Errors of dating and the hamfisted treatment of direct speech indicate poor editing, but do not detract from a fascinating and punchily written narrative. Highly recommended.

FORMULA 1 IN CAMERA 1980-89 ISBN 1 84425 109 8 Rainer Schlegelmilch with Quentin Spurring, Haynes Publishing, £30

There's been a flood of picture books recently, and this is the second from Haynes focusing on the GP photography of Rainer Schlegelmilch. His work has already featured in the exquisite and expensive four-part Great Challenge Collection, but this more affordable series opens up

to a wider audience. Former Autosport editor Quentin Spurring has written authoritative captions to the wealth of full colour pictures featured. If you're nostalgic for the era of Prost, Piquet and Senna, you'll love this book. Stand-out shots include de Cesaris' Brabham BT56 showering Johansson's McLaren with sparks at the Osterreichring in 1987 and Andretti's Alfa Romeo flying over the kerbs at Long Beach in '81.

THE LOTUS ELISE AND DERIVATIVES - AN ENTHUSIAST'S GUIDE & PICTORIAL REVIEW ISBN 0 9528086 4 1 Paul Robinshaw, RB Publications, £15.95

Don't be fooled by the self-published look and feel; Robinshaw is a renowned Lotus expert and, if you are after hard information, this is just the ticket. It's just 140 pages, short on words and with barely any colour pictures, but it is packed with good stuff and boasts a wealth of technical data and specifications, plus press comments and more. The author's enthusiasm comes across in the text and in some of the tangents he takes which could only be made by someone with a deep-rooted love of the model and the marque. It is terrifically parochial in places, focusing on friends and local events rather than the Elise across the world – or even outside the Midlands – but that is a large part of its charm.

MARSHALS POST

by the BMMC

Unlike coppers – who are always getting younger – Rescue Crew members seem to be getting older – and fewer.

It's a growing problem and it is likely to get worse as the number of volunteers declines, the number of clashing events rises and demand for Rescue licensed personnel to man KED and FIV units and Medical Cars – never mind Rescue Units – increases.

What skills do you need to become a Rescue Crew member? A couple of years' experience as a marshal and a recognised First Aid certificate is the norm.

You need to be willing to learn and having some sympathy with things mechanical is an advantage.

You'll need to be able to get on with people and they will

have to be able to get on with you – you'll be spending some time together in the close proximity of a van.

And, you need to find a unit chief and crew willing to take you on as a trainee.

Crew have two key jobs: using cutting and other equipment to create enough space to release a driver – and maybe also a co-driver – and to assist a doctor or paramedic.

It's the second job that most people find the most daunting – not least because, while the Airway, Breathing, Circulation priorities remain the same, what you do bears little resemblance to what you learnt to gain your First Aid certificate.

But, if you look on the medical equipment as little more than another set of tools, handing a doctor an 8mm ET tube is not much different than fitting the right sized socket to an air wrench.

How do you become a Rescue Crew member? Find out who

runs the unit at your local circuit or, if rallying is your main sport, find out who runs the nearest unit.

These days there is no distinction between Race and Rally units. That said, there are some units that are predominantly seen at Rallies, speed events and the like and others that tend to be affiliated to racing clubs which are mostly seen at circuits.

The chances are, crew members will be more than happy to show you their "toys" and talk you through what's involved. They may even offer you the chance to spend a day on a unit to see if you like it.

Why not give it a try?

QUIZ ANSWERS

1. Lagonda
2. Donington Park
3. January 1949
4. Morris derived XPAG to 1250cc



Christmas cards

From a painting by Max Hamblen depicting Ken Wharton driving E.R.A. R4D at the "Bottom Ess" at Shelsley Walsh in 1954.

The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:

Motorsport Safety Fund,

PO Box 200, Sevenoaks TN15 8WZ, United Kingdom



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

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