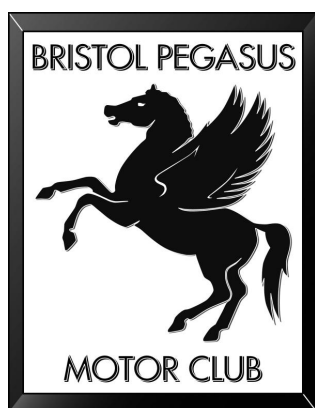

Backfire

November 2006



The Magazine of the

Bristol Pegasus

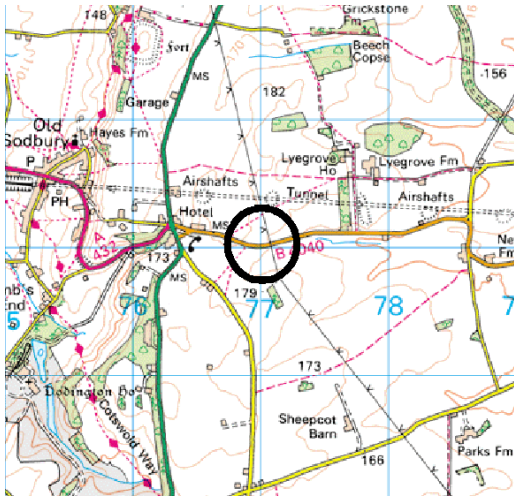
Motor Club

Cover : Club Member Duncan Pitaway driving his Bugatti at this years Goodwood Revival Meeting : Photo Martin Emsley

Events For November

Monday 13th - Club Night – Can Am Night

The November club night is CAN-AM night. We are lucky enough to be joined by David Franklin and Ted Williams who will give us an insight into racing these great cars. More details on the back cover – Wheatsheaf, Winterbourne from 8.30 p.m.



Friday 17th - Nav Ex

Paul Bird Organises the November Navigation Exercise, which will start from map reference 172/770809 which is the lay-by on the B4040 east of the Cross Hands Hotel.

The event will be entirely on map 172 and the start time is the normal 7.30 pm, so competitors should arrive around 7:15pm to allow time for signing on.

The finish will be at a good pub in time for a beer and a chat.

Thursday 23rd Karting Endurance Challenge

Further details later in this Backfire - **remaining places are now on general sale to non members and are sure to go fast – contact Ken Robson to check the current situation.**

Events for December

Friday 1st - Navigation Exercise

No details for the December Navigation Exercise are available at the time of going to press. Hopefully the December Backfire should be reach you before the event, otherwise check the website or phone Andy Moss on 0117 9041841 to get the start details.

Monday 11th AGM & Prize Giving & Buffet - NOTE 8pm START

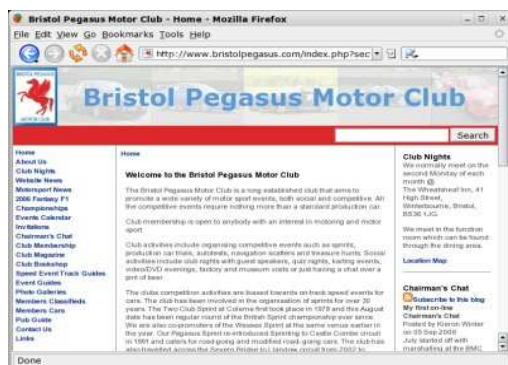
The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 11th December 2006, at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m. (please note that this is 30 minutes earlier than our usual start date for Club Nights). The evening will feature the club prize giving, as well as a free buffet.

Club Trophies

Could all 2005 trophy winners please return them to Tim Murray by the November club night, to allow them to be engraved in time for the Prize Giving in December.

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



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Bristol Pegasus Cloth Badges

High quality embroidered badges, Red Pegasus on a white background, with club name and border in blue. Ideal for adding to Coats, Overalls etc. Size Approx 3" X 4" (10cm X 7.5cm). Cost £4.50 - Send a cheque payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH.

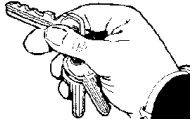


For Sale in aid of St Peters Hospice

Industrial Singer sewing machine table, sturdy, makes a good basis for a small workbench. Yours in exchange for a small donation to St Peter's Hospice. Please contact Martin Emsley 01454 250067.

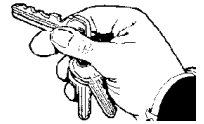
National & International Motorsport Dates November and December 2006

Date	Event	Location
2/5 Nov	MPH 06 Show	Earls Court, London
4 Nov	Porsche Club Day	Castle Combe Circuit
4/5 Nov	London to Brighton Veteran Car Run	London
5 Nov	NASCAR Nextel Cup	Texas, Fort Worth, USA
9/12 Nov	FIA WORLD RALLY CHAMPIONSHIP	Propecia Rally New Zealand
10/12 Nov	A1 Grand Prix Series	Beijing, China
12 Nov	NASCAR Nextel Cup	Phoenix Raceway, USA
14/16 Nov	The Official Beaujolais Run	Goodwood Motor Circuit
16/19 Nov	FIA World Touring Car Championship	Macau, China
17/20 Nov	Roger Albert Clark Rally	Harrogate, North Yorkshire
19 Nov	NASCAR Nextel Cup	Homestead-Miami, USA
24/26 Nov	A1 Grand Prix Series	Sepang, Malaysia
30 Nov/3 Dec	FIA WORLD RALLY CHAMPIONSHIP	Wales Rally GB, Cardiff
2/5 Dec	Le Jog Reliability Trial	Lands End to John O'Groats



Chairman's Chat

By Kieron Winter



The other week I was watching the TV coverage of the Moto GP race from Portugal, apart from the excellent racing at the close of the race (three different race leaders on the last lap); it was also interesting to see the debut of the bike from Ilmor Engineering. It reminded me of the Club visit that we made last year to Brixworth, in Northamptonshire.

At that time Mario Illen was going to separate from Mercedes who were going to concentrate on the Formula One Grand Prix engines, and was taking the Ilmor name to a new factory across the road. Ilmor had many different projects on their books including preparation of Indy engines for Honda and NASCAR V8 engines. Ilmor were also undertaking different engine design projects. For the new



Moto GP project, Ilmor have developed their own race 800cc V4 high revving engine and this is fitted to a new design chassis. It will be interesting to see how these new boys get on next year against the established factory teams.

Our recent visit to Ariel also came to mind when I read an article that someone in the USA was converting an Atom to electric power. I usually associate electric powered cars with those for use in City driving, so performance is not an issue. However the Ariel Atom is all about performance, so it will be interesting to see how this new development gets on, however I don't think the Honda engine powered cars will be threatened in the short term.

Thanks go to Nick Wood and Tim Murray for organising the Quiz at the October Club Night. The event for teams of two consisted of five rounds of Motorsport questions and five rounds of general knowledge. We also had some pictures to identify in the break. Victory went to John Page and his son, Paul Bird and I were marking their answers and from memory I think they only got one Motorsport question wrong (which Paul and myself got right!). John has a long history of Motorsport quizzes and was one of the Club's team members that took part in the Castrol Quizzes in the early 1970's. Unknown to Nick and Tim we had prepared some questions for them which we sprang on them. Nick has a reputation for motoring trivia, and so the questions concentrated on the trivia. After about four questions which they had failed to answer correctly but members of the audience had managed to, I think they realised they had been stitched up! However if you know the phone number for the Tyrell Brothers Wood Yard or the name of James Hunt's Parrot, then Nick's anorak belongs to you.

The Pegasus Sprint – Keeping it in the Family

Report by Kieron Winter

Photos by Andy Moss

Once again a full entry was received for the Pegasus Sprint and we had to turn away over a dozen entries. As previous Clerks of the Course Martin Baker and Ian Hall had entered the event, it was Bob Hart who took over this year as Clerk. Bob and Assistant Clerk Martin Emsley had assembled the marshalling team, which included several regular Sprint drivers. Some changes were made to the order of the drivers briefing and convoy runs. We had some heavy overnight rain, confirmed by the Timekeeper as he was woken up at 2.00 am by the rain beating on his caravan roof!, which meant that the track very greasy at the start of the day, I understand that Mike McBraida even managed to spin on the convoy run!



The morning practice runs ran very smoothly despite many cars having spins or taking to the grass, but the track dried out and was getting quicker. The afternoon runs started in the dry but soon there was a heavy downpour, which resulted in a brief halt whilst the course was inspected. All was well and the event proceeded. Again it was a case of the wet track drying out during the afternoon and the drivers having the challenge of not knowing how much grip they would find. There were many spins but only one car managed to reach

the barriers, but the Morgan driver was able to drive away and complete his lap.

Class 1 saw Martin Baker as the top BPMC member taking the 2nd place award, Lewis Bird finishing in 5th place with two MG Midgets between Martin and himself. The Mini of Keith and Melanie Sadler taking and 8th and 9th places.

In Class 2 BPMC members took the runner up spots with Paul Rowbottom's Peugeot taking 2nd place, Paul Bird in the Renault 19 getting 3rd and Jonathan Prestidge 4th in his Ford Puma. In Class 3 it was Mike McBraida who took the 2nd place award in his Mitsubishi Evo, ahead of the BMW M3 of Tom Luff and Reg Palmer and Martin Mees Mitsubishi. Also finishing lower down the class was the Seat Ibiza Cupra of Tim Hanlon; this is the car that Tim will be driving next year in the Castle Combe Saloon Car Championship.





We did not have that many drivers in the Sports Car classes, Kevin Jones retired his Noble M12 in class 7, in Class 8 it was Pete Devall that took 1st place driving the Ginetta he shares with dad Richie who took 7th place. New member Mike Smith came down from Whitley Bay and finished 8th in his Sylva Striker and really enjoyed himself in his first Combe Sprint.

In Class 9, John Mearns took the runner up spot in his Westfield SEi, he was hopping for rain to protect his lead from his first run – I

don't think this view was shared by the marshals! In class 10 it was Paul Perkin who lead after the first run, however that Evo of Barry and Jamie Squibb took the top two spots, Paul finishing 4th, Nick Blight took sixth spot in his Fiesta XR2 and John and Martin Corfield XR2 taking 9th and 10th after only taking one run each.

In Class 12 the Lotus Elan of Chris Jones and Triumph TR7 of Steve Small took 11th and 12th places.

In class 13 it was the Darrian T98 of Ian Hall that was FTD after the 1st run, this run was delayed after a bottle of valve lubricant was seen to fall out of Ian's car and spill on the track. After a clean up the marshals, Ian recorded a time of 88.07 seconds. On his second run, with the track now much drier, he recorded a time of 81.65 seconds to keep FTD out of the reach of Barry Squibb.



We were very pleased to welcome Cheryl Lynch from the MSA to the event, and she presented the awards to the Class Winners at the end of the event.

My thanks go to all the marshals and Officials who helped in the smooth running of the event and to Pete Stowe, Jenny Hall and Charlie Emsley for assisting in signing-on and producing the results.

Pegasus Sprint Prize Giving – Photos by Kieron Winter



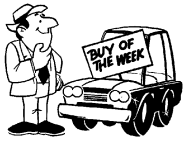
Ian Hall collects FTD



Pete Devall



Mike McBride



Market Place

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

Renault Clio For Sale

Good Bits

1990 Renault Clio 1.4 RT61,000 miles from new - runs sweetly. Some service history. 5 door with glass sunroof, 5 speed, Immaculate velour upholstery, New head gasket, brake pads & discs and suspension mounts. Spare set of 5 wheels.

Bad Bits

Needs floor pan welding where it meets the rear subframe but subframe itself is sound. Lacquer peeling on top or rear tailgate. Rust bubbling through on rear wheel arches. This would make a cheap runabout once through its MoT or the basis for a Sprint Car in the sub 1400cc Class.

Price is £195 but negotiation
will bring this down.

Contact Ken Robson who is selling on
behalf of a neighbour

07753 987028 or
kenrobson@btinternet.com



Notice of AGM – Monday 11th December 2006

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 11th December 2006 at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m.

Agenda

- ◆ Propose Minutes of the 2005 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 24th November 2006.

Following the AGM there will be a presentation to the 2006 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.

BPMC Karting Endurance Challenge

The event will be held at The Raceway, Avonmouth, Bristol BS11 9YA. Full details of the track layout and directions how to get there can be found at www.theraceway.co.uk. Or tel. 0800 3766111

Date: Thursday 23rd November 2006

Time: 7.00p.m. start - 10.30p.m. finish

Format: Endurance Race 2.5 hours

Teams: 5 drivers per team – 16 Teams

Cost: £150 per team = £30 per driver



Pictures : Last years event – Photo Allen Harris

This is your chance to be at the sharp end of your own Grand Prix Team, 15 minutes of qualifying will determine the grid for the start of the race with the best lap time taking pole position. Since last year all of the karts have been replaced so lap times should be faster. As with F1 there are a few rule changes for this year: -

- Each driver must drive a minimum of 2 stints.
- Driver changes will be every 15 mins + or – 2 mins.
- The Raceway timing system will be the official clock.
- Most driving penalties will be a 30 second stop/go penalty.
- Driver change outside the pit window, 1 min stop/go penalty.
- T-Bone another driver, 1 min stop/go penalty.
- Missing a driver change completely – **DISQUALIFICATION**

Please organise your team of 5 drivers and come up with a suitable team name. If you would like to enter but don't have enough people for a team of 5 contact Ken who can match up with other people to form a team. Send all of your team details along with a cheque for £150 made payable to **Bristol Pegasus Motor Club** to: -

Ken Robson
201 Juniper Way
Bradley Stoke
Bristol
BS32 0DP
p. 07753 987028 e. kenrobson@btinternet.com



This event will raise around £1000 which will be donated to the chosen charity of BPMC - St. Peters Hospice, Bristol.

**PLACES ARE NOW ON GENERAL SALE TO NON MEMBERS !!!
CONTACT KEN ROBSON TO CHECK AVAILABILITY**



Pegasus Fantasy Formula One 2006

Positions after Japanese GP

Updated By Tim Murray



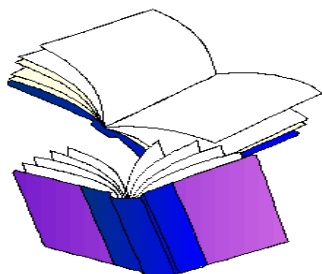
Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Tim Murray	Alonso	Massa	Ferrari	Honda	Ferrari	2008
2=	Sally Elvin	Massa	M Schumacher	Ferrari	Honda	Ferrari	1998
2=	Steve Clark	Massa	M Schumacher	Ferrari	Honda	Ferrari	1998
4	Simon Sweet	Massa	Button	Ferrari	Renault	Renault	1972
5	Joe Robson	Alonso	M Schumacher	Ferrari	Super Aguri	Mercedes	1840
6	Alison Emsley	Massa	Raikkonen	Honda	Renault	Ferrari	1782
7	Tom King	Alonso	Coulthard	Renault	BMW Sauber	Renault	1724
8	Lesley Hart	Montoya	M Schumacher	BMW Sauber	Renault	Ferrari	1721
9	Chris Lewis	Alonso	Button	Midland F1	Renault	Renault	1704
10	Martyn Davies	Alonso	Button	Ferrari	Honda	Honda	1643
11	Charlotte Emsley	Coulthard	Barrichello	Ferrari	McLaren	Renault	1591
12	Helen Davies	Button	M Schumacher	Honda	Renault	Toyota	1550
13	Simon Tidmus	Trulli	M Schumacher	McLaren	Red Bull	Renault	1520
14	Mary Craddy	Alonso	Webber	McLaren	Red Bull	Ferrari	1499
15	Martin Baker	Rosberg	M Schumacher	McLaren	Renault	Ferrari 2	1489
16	Mike Marsden	Barrichello	M Schumacher	Honda	Renault	Toyota	1484
17	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	1480
18=	Donny Allen	Alonso	Montoya	McLaren	Midland F1	Renault	1467
18=	Elisabeth Lewis	Alonso	Montoya	McLaren	Midland F1	Renault	1467
20=	Arthur Tankins	Button	M Schumacher	Renault	Toyota	BMW	1466
20=	Paul Draper	Button	M Schumacher	Honda	Renault	Cosworth	1466
22	Andrew Moss	Massa	Fisichella	McLaren	Renault	Cosworth	1452
23	Mal Allen	Button	M Schumacher	Honda	Renault	Toyota 2	1432
24	Chris Clarke	Button	Raikkonen	McLaren	Red Bull	Ferrari	1419
25	Jonathan Prestidge	Fisichella	Button	Honda	Renault	Honda	1401
26=	Caroline Meaden	Trulli	Button	Honda	McLaren	Renault	1377
26=	Rex Meaden	Trulli	Button	McLaren	Renault	Honda	1377
28	Bill Farrow	Trulli	Barrichello	BMW Sauber	Renault	Renault	1374
29	Alan Spencer	Fisichella	Button	Renault	Toyota	Honda	1334
30=	Ann Farrow	Alonso	Coulthard	Honda	Toyota	Mercedes	1332
30=	John Page	Alonso	Coulthard	Honda	McLaren	Toyota	1332
32	Pete Stowe	Alonso	Montoya	Honda	McLaren	BMW	1306
33	Dick Craddy	Button	Raikkonen	Honda	Renault	Cosworth 2	1260
34	Liz Perkin	Massa	Raikkonen	Red Bull	Williams	Renault	1224
35	Judith Bird	Button	R Schumacher	McLaren	Williams	Renault	1223
36=	Audrey King	Montoya	Barrichello	Renault	BMW Sauber	Mercedes	1220
36=	Kieron Winter	Raikkonen	Webber	Honda	Renault	Toyota	1220
38	Martin Emsley	Montoya	M Schumacher	Red Bull	Renault	Toyota 2	1213
39	Paul Perkin	Alonso	Button	McLaren	Red Bull	Cosworth	1200
40	Louella Williams	Button	M Schumacher	BMW Sauber	Honda	BMW	1187
41	Simon Moss	Alonso	Raikkonen	Honda	Toyota	Toyota 2	1185
42	Paul Bird	Raikkonen	R Schumacher	Honda	Williams	Renault	1180
43	Lewis Bird	Massa	Rosberg	Honda	Williams	Renault	1167
44	Bob Hart	Button	Raikkonen	McLaren	Williams	Honda	1119
45	Mark Elvin	Montoya	Raikkonen	McLaren	Midland F1	Mercedes	1110
46	Ken Robson	Montoya	Raikkonen	Honda	McLaren	Honda 2	990
47	Mark Williams	Button	Raikkonen	McLaren	Williams	Cosworth	968



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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 !



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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Ariel Sports Cars and Haynes Visit 16th September 2006 Report By Andy Moss

A good turn out of club members met at the factory of Ariel Sports Cars in Crewkerne, Somerset. On getting to what we thought was the correct location we had to double check we were in the right place as the new developments at the factory made it look more like a modern housing development !

We were met by Simon Saunders from Ariel who had kindly offered to give up his Saturday morning to let us tour the factory and give us a talk on the Ariel car. As we were among the first to arrive we were shown into a very nice showroom area and were able to relax on some comfortable leather settees while waiting for the rest of the group to arrive.

The showroom contained three cars – two used models and one brand new car. Simon allowed us free range to climb in and out of the used cars, and when he realised we might be too tall for the seat position in one of the cars fetched a technician from the workshop area to move the fixed position seat backwards – nothing was too much trouble !!



The first thing that struck us about Ariel was the thought that had gone not just into the design of the car, but the little details in the factory that showed this was a place run by people with real design flair. Once the rest of the BPMC members had arrived Simon started his talk. He first explained that much of Ariel's work was as a design studio, doing work for many major companies. The Atom started life as a design exercise, and was worked on in between assignments for other people.



The original cars had Rover K series engines, and while these had proved good engines, it would be very expensive to tune them to get more power. Simon had already told us that part of the design ethos behind the Atom was to use well proven production parts in order to make a car that was reliable, so a highly tuned engine would not fit in with that approach. The company had therefore switched to Honda Engines, which could provide the additional BHP in a production design. We were told that there was no real profile for an Ariel owner, and

that buyers ranged from people who had saved really hard to own one, through to people who had large collections of much more exotic cars – the Ariel being a lot more practical to run and enjoy than the average Ferrari.

It was explained that one of the major advantages of the Ariel is that it keeps it's resale value. This is partly helped by the fact that there is a waiting list of around six months.



The question was asked if Ariel had considered selling the cars in kit form – the answer was that they felt they would not be able to reduce the price by much as there would be almost as much work creating packages of parts, providing build manuals and supporting builders as there is in building the cars !!

At the end of the talk we were taken into the workshop area where we spent around an hour examining the cars in various stages of build and asking questions. I was impressed by the organisation in the workshop – this was another good example of the quality of the product. Most of the people visiting seemed impressed with the car, and while some of us had the view that the Atom was quite expensive before the visit, most came away with the feeling that car was a quality product, and a step above most of the offerings in kit car

market. Taking into account the resale value, made the Atom look pretty good value for money in the end.

All too soon lunchtime arrived and we left Ariel to make the short trip to the Haslebury Mill for lunch. We were sharing the venue with a wedding party, but that did not stop them providing us with a good meal and quick service.

Next was a short trip of around 25 miles to the Haynes Motor Museum at Sparkford. Many of us had visited the museum before, however this time we had a guided tour lined up, and there was several new developments since the last time I had been there. These included new mechanical and body shop workshop areas, that took outside work as well as maintaining and restoring the Haynes collection. These were housed in two new modern buildings at the rear of the main museum, with a third unit housing exhibits not on show in the main museum. On the other side of this courtyard a new large building had just been completed which would allow a dedicated work area for the many volunteers who also help at the museum. Following a guided tour of these facilities we went back to the main museum and again a guided tour. We then looked round on our own - which would keep us busy until closing time at 5pm.



If you have not visited the museum, it must rate as one of the best in the country and is well worth a day out. An excellent trip, with thanks to all who gave their time to show us around both Haynes and Ariel, and to Ken Robson who organised the whole day for us.

FIRST 5EXi TRACK DAY

Pembrey Circuit – 23rd Sept 2006 – By Ken Robson

Background

Pembrey is a superb circuit some 12 miles from J48 off the M4 just past Swansea. It is promoted as the home of Welsh Motorsport which is hardly surprising as all of the top F3 and BTCC teams test and race there. The circuit is a mixture of flowing curves on one half of the circuit and a long back straight where you can really put the power down on the other half. Overall a superb circuit with a bit of everything and very reasonably priced at £159 for a full days entertainment organised by Motorsport Events.

Morning

The alarm went off at 6:30am to wake me out of a deep sleep, how I laughed. Having had everything prepared the night before it was just a case of getting up, having breakfast and hitting the road. The purpose of buying my 5EXi was to have a car that I could drive to a circuit, abuse on the track all day and drive home again. With the powerful and torquey 1.8 VVC engine in my car coupled with the close ratio gearbox from the Rover 218 BRM donor I knew that the performance was strong on the road, I was about to find out whether this would be the same on the track.

I arrived at the circuit a little late and missed the first drivers briefing which was at 8:30am. Thankfully I was not alone and joined about 6 others for the second briefing at 9:00am although it did mean that I missed the familiarisation laps behind the pace car. There were a total of 40 cars at the event which ranged from the usual 7 type cars, a Cobra and a good mix of high performance production cars. The track was wet from overnight rain but was drying rapidly as the combination of cars on the track and a good breeze took its effect. Although the day was "Open Pit Lane" the first outings were done in 3 sessions, due to my late arrival I was in the third session but was glad of this as it meant that other cars would help to dry out the track to create a racing line. I had not driven Pembrey before and this was my first track day since buying the 5EXi, these two factors combined meant that I had to ease myself in gently. I went out behind a Sierra XR4x4 whilst the track was still damp. After a few laps I had the feel of the circuit and started to drive faster and soon caught up with the Sierra which I overtook on the straight. After that I began to get faster and after that began chasing a Supra twin turbo which the owner later told me had been tuned to 380BHP. I was quicker than the Supra and soon started to reel him in and passing him 4 laps later – boy that felt good. The session ended with the usual chequered flag then it was open pit lane for unlimited action. I came in to allow the car to cool down and have a drink before going out for the next session.





By the time I went out for the second session the track was now dry so I decided to push harder and what fun I had. By the end of the session I had got significantly faster and overtaken a Vauxhall Monaro V8, Porsche 928, Audi TT 3.2 with 4WD and some of the 7 type cars. I could not however live with the motorbike powered orange colour RAW Striker at this time. My third and final session before the lunchtime break was more of the same and I stopped for lunch with a grin as wide as the car itself.

Afternoon

During the lunchtime session Mark Matthews arrived having driven for 3 hours from Crediton to spend the afternoon with me and impart some of his racing experience.

Mark asked me to go out again so that he could watch how the car was behaving on the track. I came in earlier than expected as I was starting to run out of fuel and actually ran out completely about 100 yards from the paddock. Mark identified that the car was too loose and set about lowering the tyre pressures and increasing the damper stiffness all around. The chap next to me in the paddock a real gentleman called John donated his fuel to me so that I was able to go out again without having to leave the circuit to get fuel some 5 miles away. Mark then imparted his racing knowledge of the circuit to me telling me where to push, which corner could be taken without lifting and where to leave the braking to the last moment to carry maximum speed through the corner. I went out again with the new settings, some extra bravery and set out to set and improve my lap time. The orange Striker that I could not live with in the morning suddenly came into view. With the "bit between my teeth" I started to reel him in then caught and passed him – Brilliant! Not only that but as I accelerated along the straight I started to pull away with the acceleration clearly stronger than his bike engine, another satisfying moment. Mark was now timing my laps and gave me a lap time of 1:25 as I came back to the pit lane.

The weather was now very warm and I desperately needed a drink before going out again as I had started to loose concentration and had twice out braked myself at the end of the straight before the hairpin. Suitably refreshed I had time for one more session before the end of the day. I arranged to go out with Gentleman John as he had 220BHP in his Caterham and sticky Yokohama 048R tyres. Mark felt that I could run him close despite my 145BHP and TOYO T1-R tyres due to similar torque outputs of the engines although it would mean driving the wheels off of the car to stay with him. They let us out about 200 yards apart and I immediately set off in pursuit. On the first lap I pushed too hard on one of the fast corners, ran out of grip and had to take to the escape road. I turned the car around and rejoined the circuit only to be black flagged to come in for a ticking off. As I had not spun they let me out again quite quickly and

fortunately I came out behind John. I set off in pursuit again pushing as hard as I could. My speed increased, lap times came down and I started to reel him in, within 5 laps I was on his tail and he pulled over on the straight to let me pass. I then proceeded to pull away slightly and we both went past a Lotus Elise with ease. The Supra then came into view and I set off in pursuit knowing that this was my last run off the day. The Supra was certainly much quicker than it had been in the morning session but I was slowly reeling him in. In my desire to finish the day passing a 380BHP car again I took too much speed through the same corner as earlier, ran out of road and took an excursion across the grass. As the session was nearly over I took the infield roads back to the pits where the organisers were waiting to have a "chat" with me with Mark hiding his concern behind a big smile. Examination of the tyres back in the paddock showed that the surface of the tyres had bobbled up like small marbles where I had been sliding the car around the corners. That is my excuse which I am sticking too despite what anyone says. The good news was that my lap time had come down by 7 seconds and I was now lapping at 1:18, very pleasing for a first attempt at a circuit I had never driven before.

Conclusion

As you can probably tell I had an absolutely fantastic day. The car performed brilliantly, humbling some much more expensive machinery and proved totally reliable despite the abuse I had given it all day on the track. My sincere thanks go to all of those at Motorsport Events who organised and ran a superb day at an excellent circuit. I then ran out of fuel again between leaving the circuit and getting to the filling station. Mark drove to the garage, bought a can, filled it with fuel and came back to rescue me. Thankfully that was the last eventful thing to happen on the day and I drove home safely.

By the time you read this I will have also driven at Brands Hatch for Marlin Sports Cars at Total Kit Car Live with a final track day planned for 2006 at Castle Combe for the Stroke Association Day on the 28th of October.

See you there!



AGM Raffle - St Peter's Hospice By Martin Emsley



For the last few years we have had a raffle and auto jumble 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.

RALLY ISLE OF MAN 2006

By Alan Spencer



As my brother is now a Manx resident the opportunity to visit him and see the rally came round this year. I have always wanted to do this event but as the years rolled on it got further away from us – but since the inclusion of the “Historic Rally” in the event it has become “yet again” within my scope. So off I went to visit the island and see what it was all about.

I took the Triumph T90 that I had purchased from Arthur Tankins as the Ferry fee was ½ the price of a motor car, but I had to go a day early and return a day later as no room on the Wednesday ferry or the Sunday one.

Long way to Liverpool on a bike – worrying about getting to Liverpool on time – not a problem 194 miles and when the boat was approx ¾ hour late made it in time. The boat has had a broken engine/gearbox for some 3 months now and they don't seem to be able to repair it. Arrived on the island at 11.30 pm. A very long way in one day.

Wednesday had a problem and spent the day in hospital – a very good hospital on the island its what I would like over here – wishful thinking that it!

Thursday the rally starts in the late afternoon and they take in 5 stages in the North and mid areas and around the Harbour and Castletown in the south, with two stages. I decided to go out to stage 2 as it was up the road from where I was staying – we had driven most of the stages during Thursday morning in my brothers Jeep - it filled the lanes a bit. Great lanes narrow, bumpy and yes just like Wales and the motoring news events that I and many others have competed in over the road rally years.

The international cars came through until about mid twenties then nothing – one of the Stobart Fiestas, Roman Kresta or Barry Clark had put it off on the very first stage – just 800 yards from the start – one of my brothers mates had taken pictures of it – well not much left – loads of money and no idea? The second stage was cancelled and all the cars went on to stage 3 and 4 at Castletown.

Then the Historics came through - this was why I had come to the Island. David Stokes from Dursley was running car 102 “2nd” on the road in his RS1600 Escort a nicely prepared car , another car for brother Andy is nearing completion for next years Historic events. The Gloucestershire brothers will be a force to reckon with next year.

The Porsches with their “Tails” down drive hard into the bends brake hard and accelerate quickly away – fabulous. The Escorts and Cortinas hard into the bend - lifting the front wheel and sideways out of the bend. The Minis steaming and just taking the bends as if on tails, then drifting sliding sideways out of the bend - great stuff this Historic. This stage was also cancelled after a Cortina went off the blocked the first stage. Back to the pub ready for next day's stages.

Day two - 12 stages the longest day, the rally went all over the island so I went to the North of the island and watched stage 7 - great stuff – the Historics. First on the road was the Porsche of Jimmy McRae, then David Stokes Escort MKI, Gareth Lloyd in a

MII RS all driving to perfection – Fords both Cortinas and Escorts, Minis Coopers and Cooper “S”, a lone Hillman Imp. An Avenger – TR7 V8 – 240Z Datsun, a Sunbeam Tiger and a lone MG Midget were all trying on Day 2.



The Afternoon stage was North of Ramsey and it had started to rain – they were very short of marshals so I signed on as one to help out. The point I was assigned was a hairpin bend and all the cars were to try and use the handbrake to turn them – some were not that good at it, Autotest practice needed I think. The cars were reseeded after lunch and then the Historics came through - David Stokes was no 1 on the road, followed by Gary Lloyd, the McRae Porsches - he was having trouble with oil pressure. All this information is relayed to you by Manx Radio who donate a channel to update the listeners to the events progress throughout the rally. When you sign on you get a small radio to listen – just like the events at Goodwood.

Being a marshal I had to wait to the end this time and at the end are the Land Rovers. Lex Armed forces Rally team have rallying Land Rovers and the forces supply crews to rally them – all Land Rovers are basically the same and the crews come from the Army, Air force, Navy and all the various different regiments etc. Six crews contested the Manx and they were most entertaining cornering on two wheels and bouncing off the walls.

Day 3 Saturday 6th August - 7 stages around the island with the last stage coming over the mountain from Ballaugh on the west side and finishing in Douglas along the TT finish. It was also run before lunch halt.

I went down to the North of the island to see a re-run of the notorious stage 1 with the water splash. There the crews had to be very careful after the offs of the first day. The rally had been boosted by the one day event of their own Rally Championships - The Isle of Man Trophy and the Man Stars Rally. Many local crews, crews from Ireland and some from England in all sorts of cars.

The Historics had Lloyd in his RS1800 MII, David Stokes only 3 seconds behind and No McRae – he had dropped out after the Porsche had developed a major oil leak on day 2. I stayed for the Land Rovers again as they were most entertaining the day before – 6 had been whittled down to 5. At the water splash all Land Rovers had taken off with all four wheels in the air - the crew that hit the wall were really trying and hit the bank where all the TV and photo crews were standing – they scattered – this Land Rover then balanced on two wheels, if it fell over it would block the stage. Big mouth, as I am, shouted “lean to left” and the crew did this and the Land Rover landed on to its wheels, scattering mud everywhere as it shot off up the stage. The last Land Rover crew came hurtling down the stage flat out there was an almighty crash – over revving engine then silence – we all ran up to assist and found the Land Rover 30 feet down in the stream - the navigator had got out of sequence with his pace notes - one very squashed river bank – a power pole down and a Land Rover well off with a punctured front tyre, the crew were all OK. I left them with the recovery trying to work out how to recover the Rover.

The Afternoon stage was south of Douglas and I was amazed how the crews could not get pace notes right and follow the stage arrows even after 3 days of Rallying. Must be getting tired, many wrong slots on this stage.

It was the stage after lunch, so all had been reseeded, first historic car through and it is David Stokes, Gareth Lloyds Escort came next and the engine sounds sick, it's not running right. The Trophy Rally crews seemed to be on the ball and some seemed very quick compared to the international crews.

Land Rovers as usual trying very hard. On the way back I stopped in Douglas to watch the Historics finish – sat on the wall of the TT finish. Dave Stokes comes through and he has won by 9 seconds from Garth Lloyd. I went over after to congratulate him and his crew – great stuff this Historic event, Andy Stokes tells me he is looking for a navigator for next year - great party after the event.

The next day Sunday, I take the Triumph around the course as the only Ferry I can get is on Monday afternoon being full on the Sunday. The TT Course is a lot longer than you think and as you come up the mountain you can sense the atmosphere change – they say the racing bikes have trouble with the carburetion due to the atmospheric change on the mountain so they set them up to be in-between, very strange.

So will I return ? – yes next time I take the rally car and have a go myself – next year maybe – must get a job to pay for it. You will see me on the island again most definitely.



Picture : Alan Spencer on the Isle of Man - stood next to the Joe Dunlope Memorial at the top of the mountain.

TABLE PLAN

Maybe we don't shout enough about the skills you hone by organising motor events. This applies to running an annual dinner as much as to competitive events, in fact the experience is perhaps even more relevant to mainstream business life.

A successful dinner means relaxed guests no matter what panic there is behind the scenes, and this in turn means attention to detail with, preferably, just one person masterminding things. Then you need a clear timetable listing when to book the venue (establish who will be your contact on the day – and if the venue seems vague, look elsewhere), when and how to sell tickets, invite guests and so on. We ought to make an effort to get MPs to our events – if the Stop Motorcar Use Group (aka the 'Smugs') invite them and we don't we may miss a trick or two on the lobbying front.

Preplanning should include a financial breakdown; I've been to a dinner recently which had even got puddings sponsored with due acknowledgement on the menus. As for the Big Day, the timetable should highlight points where time can slip away, never to be recovered. Biggest danger is at the start so shepherd people to their tables in good time. Cattle prods may be useful.

Ideally, guests should be standing for grace but if half are

already seated, don't get them up again because with the advancing years of some clubs, the clicking joints may sound as if you've booked a flamenco dance group as a cabaret.

I may just have been unlucky this year but there often seems to be a long lull between main course and pud – keep an eye on this and chase the venue if necessary. If you have a comfort break, asking people to be back at a specific time, 9.45 or whatever will get a better result than a vaguer in "ten minutes".

If you have two or three speeches (You've got four? Care you don't get reported to the RSPCA, where the A stands for Audiences) but only one mike, seat speakers so that it can be passed along without a tangle of wires. Absolutely vital that serving staff are out of the room before speeches start; I've been at events where I think the staff were on sponsored walks.

Awards? If people have won things they deserve their moment in the sun but keep things flowing, and don't let raffles become a major saga – incidentally several clubs now ask you to put ticket stubs into a tankard by the particular prize you hope to win, then each tankard is drawn in turn. At least you may avoid the car rug left over from last year.

Auctions? Leave them until the wine has flowed but take

care – it's embarrassing for all concerned if a star lot fetches only a fraction of what it's really worth.

All quite minor points? Agreed, but attention to detail can make the difference between a memorable or mediocre event.

I nearly forgot, if it's a long rectangular room, place any top table and speechmakers in the centre of one of the long sides with their backs to a wall. This is to help eye contact not to make it easier for people to throw things. I refute the suggestion that it was at a motor club dinner where a guest threw a bottle at a boring speaker. By mistake, he hit the chairman who staggered to his feet crying "Hit me again, I can still hear him".

Stuart Turner



COD FILLET QUIZ

1. In which rally did Vic Elford first drive a Porsche 911?
2. Which company won the Ferodo Trophy for 1959?
3. Who is the only woman to win a Formula One Race?
4. Who was Britain's first European F2 Champion?

ANSWERS ON PAGE iv

Licence renewal

Motor club webmasters may wish to put a link on their websites to make it easy for members to renew their MSA competition licence. A suggested form of words is:

Competitors - renewed your licence? Download the application form from www.msauk.org

Automatic updates

Here's another one for motor club webmasters. If you have the appropriate weblink, visitors to your club website can opt for free automatic email updates when a selected page changes (eg What's On or News). It's an excellent way to keep members and non-members informed about what is happening in the club. It's called a web page change detection service and two examples can be found at:

www.changedetection.com/
<http://changealarm.businessmatter.com/>

Club night talks

With winter approaching, club night talks, advertised widely, can be a good way to attract new members. Few clubs have access to 'A list' motor sport celebrities, so the subject of the talk has to be the attraction. Try to describe it succinctly but in a way that will attract a broad audience. "How to go motor racing for under £500" is probably

better than: "My first season as a novice competitor by A Unknown."

The pack sent to all clubs for National Motorsport Week contained useful motor sport images and guidelines for speeches – (short) extracts can be used to set the scene and promote your club's message to the audience ahead of a guest speaker. And don't forget that information display boards can be borrowed from Volunteers in Motorsport (www.volunteersinmotorsport.co.uk) to add interest to a venue.

Get yourself a web page

Many motor clubs have web pages. However, it need not stop there. The MSA knows of at least one chief marshal and one flag marshal who have their own websites. They are packed with useful information about what they do, what equipment is needed, the events they attend and so on. The subliminal messages are that marshalling is interesting and rewarding.

Further funding

Volunteers in Motorsport (ViM) was set up to address the issues of recruitment, retention, training and development among the motor sport volunteer community (marshals).

Funding has been extended (beyond the original 12 months) to the end of March 2007. This will allow many of the initiatives developed in the first phase to be put into action.

For example, a number of orange overalls have been supplied to clubs to be lent to trainee marshals – so that they don't look out of place.

More information at www.volunteersinmotorsport.co.uk

Awards for young talent

The MSA is inviting submissions for the fifth Renault MSA Young Motor Sport Journalist and Photographer of the Year awards. The winners not only receive recognition but also cheques for £1,000.

Candidates must have been aged 25 or under on the 1 January 2006 and be able to demonstrate published work involving UK motor sport. They can come from local, regional, specialist or electronic media and are required to submit a minimum of three published articles or photographs from the UK media this year. Entries must be submitted by 1 December 2006.

Application forms are available by email from: msapressoffice@fingal.co.uk

2007 race championships

The MSA's Race Championship Control Panel considered 116 applications for championship race permits in 2007. One hundred and eight were accepted. As new applicants, the existing series comprising the European Endurance Racing Club's (EERC) BritSports, Production S1 and BritCar Endurance were all granted championship status.

KARTING

LONDON KART SHOW ON TRACK

The organisers of the London Kart Show – which this year runs in conjunction with the newly launched London Motorsport Show – are confident that their first show at ExCeL London (9-10 December 2006) will exceed all their expectations, with interest high and stand space selling strongly.

The show represents affordable motorsport. Apart from being the major showcase for European karting, visitors can also expect to see exhibitors from all the entry-level disciplines including single-seaters, racing saloons and rallying as well as some exotic race machinery.

The London Show also offers a 'one-stop' shopping experience for competitors and teams preparing for the 2007 season, with a complete range of parts, accessories and clothing on sale, many of them at bargain prices.

For lovers of live action, there will be an 'arrive and drive' kart track, where anyone can have a go and compare lap times with some of the world's top drivers, plus an opportunity to experience rally driving.

The organisers plan to include workshops for both karts and cars at the show, designed to inform those already participating, but created specifically with the newcomer in mind. Representatives from the MSA, ABkC and BKIA will be on hand to give advice. The London Kart Show and the London Motorsport Show are supported by the Motor Sports Association, *RacecarsDirect.com* and the British Kart Industry Association.

AUTOSCENE



REVIEWS FROM



A TO Z BRITISH CARS 1945-1980

ISBN 0954106393

Graham Robson, Herridge & Sons, £27.50

This bumper 500-plus-page hardback is a handy update to all those old A-Zs that seem to have fallen off the radar of late. Considering it is such an immense topic, it is refreshingly free from factual errors though eagle-eyed enthusiasts will find a few. Then again, how much of a crime is it to caption an Allegro 1750 SS as a 'Sport'? Or to miss out Jensen's single lhd manual early Interceptor to give a total of 23 instead of 24? Or to refer to the Vauxhall Cresta E-series as E-type? There may be more to be found, but those examples give an idea of how rare – and generally piffling in nature – the errors are.

As for format, each marque is given a useful introduction before the models are dealt with individually – meaning a full text run-down and useful panels with basic specifications. We couldn't find anything of significance that is missing and Robson has found space for all sorts of wonderfully obscure Brits such as Heron, the 1960 Lynx sports car and Russon. It is nicely produced, the layout is simple, there is a vast amount of – largely correct – information in an easy-to-read-and-stow format and at £27.50, it is phenomenal value for money for an essential reference work.

BRITISH AT LE MANS – 85 YEARS OF ENDEAVOUR

ISBN 1 899870806

Ian Wagstaff, MRP, £40

A wonderfully parochial look at the event once described as the world's biggest British club meet, Wagstaff's charity effort (hence the adverts)

catalogues the lure of Le Mans with superb archive, great anecdotes and a sense of irreverence that epitomises the British attitude to the event.

The format is simple: a largely chronological run-through with emphasis on the glory years, but never losing sight of the sideshows, the race itself and the key players, many of whom get their own chapters. There are entertaining panels and expert views from various devotees, all rounded off with fascinating appendices on the British drivers and cars that have competed. Funny, superbly illustrated, fiercely outspoken in places and hugely informative, the only question mark is over whether the whole thing is a little patronising towards the gracious hosts.

1½-LITRE GRAND PRIX RACING 1961-65 – LOW POWER, HIGH TECH

ISBN 1 84584 016X

Mark Whitelock, Veloce Publishing, £39.99

This impressive work is the result of Whitelock's frustration with 1990s Grand Prix racing. Since his father took him to Goodwood on Easter Monday 1957, he has followed motor sport's premier league and the 1½-litre years are his specialist subject.

This extensive book covers every year in depth from 1961-'65, highlighting races, drivers, circuits and car design development. Packed with pictures and a superb selection of contemporary cutaways, it's an enjoyable and insightful review of a golden age. Typical sidebars include a points review listing every driver's results with Jim Clark heading Graham Hill and, intriguingly, with Richie Ginther coming in fifth. A superb achievement for Whitelock's first book.

MARSHALS POST

by the BMMC

More new fuels are coming into motorsport and may provide different challenges for marshals.

Petrol was replaced for a time by methanol, which is still used in some top flight hill climb cars, and we have recently seen cars fuelled by LPG (Liquid Petroleum Gas) diesel, bio-diesel and bioethanol.

Each produces a different type of hazard, but, in general, none is as dangerous as petrol.

Methanol originally became popular in the UK because it could be supercharged into an engine without risk of pre-ignition.

In Britain, we see Methanol as dangerous because it burns with a clear flame, but the Americans introduced it into Indycar racing because they reckoned it was

safer than petrol as its Flash Point – the temperature at which it can be ignited – and its Auto Ignition Point – the temperature at which it will spontaneously ignite – are far higher than petrol.

And, although methanol will dissolve the foam from a standard foam extinguisher, unlike petrol it mixes with water, so plenty of water will easily put a methanol fire out.

Since bioethanol is just another alcohol, it behaves similar to methanol – and actually has higher Flash and Auto Ignition points.

Diesel and biodiesel have higher Flash Points, but lower Auto Ignition Points than methanol and bioethanol, so, again, present a far lower fire risk.

LPG is a different matter. To begin with, it's a liquified gas – a mixture of propane and butane which has a lower Flash Point, but a higher Auto Ignition Point than petrol.

But, an LPG tank is many times stronger than a conventional liquid fuel tank, will retain its structural integrity if it comes free from its mountings in a crash and has shut off valves which protect against a ruptured fuel or filler pipe.

Unlike conventional fuel tanks, an LPG tank has a safety valve designed to release gas well below the pressure at which a tank would explode. The venting gas will probably produce a jet of flame, but in one, clearly visible, direction.

QUIZ ANSWERS

1. *Tour of Corsica 1966*
2. *Coventry Climax for the FPF engine*
3. *Desire Wilson – Brands Hatch in TheodoreWolf WR3 1980*
4. *The late Mike Hailwood 1972 Surtees*



Christmas cards

From an oil painting by Matt Bruce RI (1915–2000) of the Mk II Ford Escort of Hannu Mikkola/Arne Hertz en route to victory in the 1979 RAC Rally.

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



Bristol Pegasus Motor Club

2006 EVENTS CALENDAR

Note : Recent changes are shown Bold

November	Monday	13th	Club Night – Can Am Night
	Friday	17th	Nav Ex
	Thursday	23rd	Karting Endurance Challenge
December	Friday	1st	Nav Ex
	Monday	11th	AGM

Club Night - Monday 13th November 2006

CAN-AM NIGHT



Club night Monday 13th November is CAN-AM themed.
Bring your books, pictures, models, memorabilia, etc.

Some great DVD's direct from California showing

Special Guests For the Evening

David Franklin & Ted Williams

who have raced these great cars

For more details: Martin Emsley 01454 250067
8.30 at The Wheatsheaf, Winterbourne.