

Backfire

November 2007



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

Cover : Pegasus Sprint Castle Combe 2007

Member Kevin Jones in Noble M12 GT03 – Photo Steve Kilvington



Bristol Pegasus Motor Club Events Calendar 2007

Below is the latest update of the 2007 club calendar

Recent Date Changes are shown **BOLD**

DATE		DAY	EVENT	VENUE
Jan	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jan	26th	Fri	Nav Ex	Chepstow
Feb	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Feb	16th	Fri	Nav Scatter	Gordano Services J19 M5
Mar	3rd	Sat	BMC/BPMC Skittles	Hambrook Club, Whiteshill Common
Mar	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Mar	16th	Fri	Nav Ex	Announced in time for the event
Mar	17th	Sat	Marshal's Training Day	Wheatsheaf Inn, Winterbourne, 10am
Fri	23rd	March	Historic Motorsport Show	Stoneleigh – Club trip by Minibus
Apr	15th	Sun	PCT	Lower Grove Farm
Apr	16th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	7th	Mon	Wessex Sprint	Colerne Airfield
May	14th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	21st	Mon	Treasure Hunt	Announced in time for the event
May	28th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
Jun	10th	Sun	ACE Classic Tour	Wiltshire Route starts at BAWA Filton
Jun	11th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jun	18th	Mon	Treasure Hunt	Announced in time for the event
Jun	30th	Sat	BMC CC Sprint	Castle Combe Race Circuit
Jul	9th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jul	23rd	Mon	Treasure Hunt	Announced in time for the event
Aug	13th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Aug	18th	Sat	Castle Combe Test Day	Castle Combe Race Circuit
Aug	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	27th	Mon	2 Club Sprint	Colerne Airfield
Sep	8th	Sat	BPMC Autosolo	Chepstow Race Course
Sep	10th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Sep	29th	Sat	Club Visit	Duttons Bugatti & Heritage Museum
Oct	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Oct	20th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	26th	Fri	Nav Scatter	Announced in time for the event
Oct	27th	Sat	Stroke Association Day	Castle Combe Race Circuit
Nov	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Nov	16th	Fri	Nav Ex/Sc	Announced in time for the event
Nov	22nd	Thur	Karting Challenge	Raceway
Dec	7th	Fri	Nav Ex/Sc	Announced in time for the event
Dec	10th	Mon	BPMC AGM	Wheatsheaf Inn, Winterbourne, 8:30pm



Monday 12th November BPMC Club Night

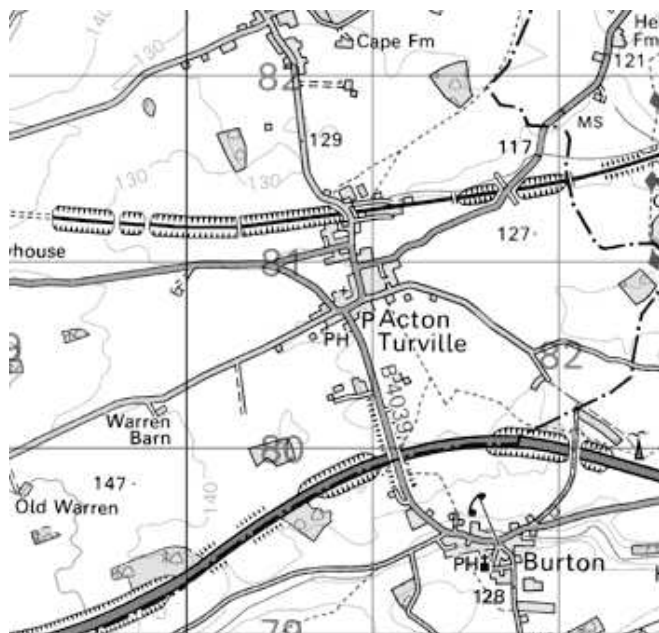
Wheatsheaf Inn, Winterbourne,
8:30pm.
Come along for a drink and a chat.

Friday 16th November Navigation Exercise

Paul Bird Organises the November Navigation Exercise, the start is the Fox & Hounds at Acton Turville MR 173/808½ 806¾.

The event will be entirely on map 173 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 the Fox and Hounds in time for a beer and a chat.



Thursday 22nd November Karting Challenge - Raceway

This years Karting challenge is now completely sold out with Ken having to turn away potential entrants.

However even if you have not entered feel free to come down and have a look at what is going on.

Friday 7th December Navigation Exercise

The December Nav-Ex will start at The Wheatsheaf Inn, Winterbourne High Street.

Organiser Martin Emsley says you will need only the usual navigation tools and the event will all be on map 172.

Monday 10th December AGM & Prize Giving & Buffet - NOTE 8pm START

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 10th December 2007, 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 2006 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.

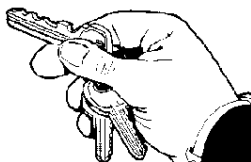
As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP backfire@bristolpegasus.com Fax (0870)139-2108

Website WWW.BRISTOLPEGASUS.COM



Chairman's Chat

By Kieron Winter



Most of my focus for October seemed to be centred on the Pegasus Sprint and as far as I am concerned we had an excellent event this year. As in most of motorsport, it is a team effort that is required to make any event a success and this event was a tremendous team effort. The event saw several firsts, Martin Emsley was taking charge of his first Sprint as Clerk of the Course, following his training and acting as Deputy at several events, he was the 'Boss' for this one. Martin puts a lot of effort into his duties and he was rewarded with a well run event, which ran smoothly and seemed to be enjoyed

by the competitors. Another first was Nick Wood taking on the role of Chief Marshal. Again Nick's efforts were rewarded with an excellent turn out of marshals, many of them being drivers not doing the event, and I know Nick was extremely pleased with the support that he received from all those who volunteered to help. The final first; was the visit of the TVR Car Club and the inclusion of the event in their Speed Championship. We had a good turn out of the cars from Blackpool and their championship coordinator, Steve Cox, told me that his competitors enjoyed the event and they have asked to come back next year.

The evening of the Sprint, saw the Castle Combe Racing Club Marshals supper in the Tavern. I received an invitation to the event and the highlight of the evening was the presentation of the marshal of the year award. There were five nominations for the award; however the winner was John Ford who is the coordinator of the Recovery Crews at Combe. As a spectator of the circuit racing, it has always impressed me how quick and efficient the Recovery crews are. The speed at which the trucks get to the scene of the stranded cars and get them winched up and back into the Paddock is very impressive, so I think the award is very well deserved. The rescue crews were called into action at the last race of the year, when the Saloon car race saw the Mitsubishi saloon of Simon Norris take to the grass on the inside of Camp Corner, drift across the track and clip backmarker Christina Lewis in her Peugeot 106, who was keeping well out of the way. The





Mitsubishi then spun, dug into the grass and launched itself skywards. I was down at Tower Corner but could see it flying through the air. The Mitsubishi took out the starting lights gantry and hit the debris fencing that was installed last winter. The fencing stood up well and the car came down track side. If that fencing was not there, the car would have been in the pit road and would have been heading for the Strawford Centre.

This spectacular event was captured by Simon's on-board camera and we were able to watch it at the October club night on Chris Goodchild's lap top. We also had the opportunity to watch some videos shot by Andy and Simon Moss of club events this year and Toby and Lisa came down and showed us some in-car video from their Ford Puma.

Now that Autumn is here, the Navigational events are starting up and Spence and myself were out on the BMC organised Scatter. One of the clues took us to a Ford, this time it did not take much persuading for him to reverse back and turn around rather than risk finding out how deep it was! November will also see BMC's Sporting and Classic trials taking place, so it will be out with the wellies and waterproof clothing.



Club Night Venue The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

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

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





A Big 'Thank You' to Bristol Pegasus MC

By Kieron Winter

I had the pleasure of attending the Castle Combe Racing Club Annual Prize Giving Evening at Swindon on 27th October. Over 230 people attended the event and it saw the award of the championship trophies for the three Castle Combe Championships – Special GT, Saloon Cars and Formula Ford.

The Racing Club Chairman, Adrian Fawdington, in his speech acknowledged the help that Bristol Pegasus Motor Club had given to the new Club in offering to hold the Championship permits. On behalf of the Racing Club, Adrian thanked Bristol Pegasus Motor Club and we received a round of applause from the audience.

The Racing Club has now run the races for two year, and under the MSA rules they are now able to apply to run the Championship themselves. So in 2008, having served their apprenticeship, they are able to hold the permits themselves.



Pegasus Sprint

Steve Kilvington captured the Midget of John Turner going off at Quarry in his MG Midget. John was OK, but the car was rather battered.





Notice of AGM

Monday 10th December 2007

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 10th December 2007 at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m.

Agenda

- ◆ Propose Minutes of the 2006 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 2007.

Following the AGM there will be a presentation to the 2007 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.



Special GT Championship Castle Combe Circuit

We continue to follow the exploits of our friends at Marlin Sportscars in the Castle Combe Special GT series.

15th July 2007 - Race



Following heavy rain in Qualifying, the weather improved a little bit for the race.. This does not mean that it was sunny and dry - it just meant light rain and a wet but not soaked race track..

I had a pretty decent start and managed to warm up the slick tyres enough to find some grip on the wet track.. The new engine felt fantastic and I soon realised that I was on the same pace at the bigger boys - for the first time I was able to keep up with the Ferraris :-)

About half way into the race, following an accident, the safety car came out which meant that we were all bunched up together - me running in 7th place.

After the restart I went for it and managed to overtake a turbo charged MR2 and soon after outbrake a Ferrari 360 to claim the 5th place (which is where I finished).

All things considered we felt that it was quite a good result in quite difficult racing conditions. Hopefully we'll have better luck with the weather for the next race so that we can really test the new engine power and hopefully get some silverware.

4th August 2007 – Race

Beautiful sunshine - so no more excuses. It was time to put the pedal to the metal and see what the car could do against 6 shiny 360s - total value of approx £1m! The little green monster, in 'capable' hands of myself, had a unbelievable start and managed to overtake 4 cars in the first few seconds!

From then on, after the first few scary corners, we all settled into a rhythm. To my big surprise though, I was able to stay with the 'fast' pack fighting hard with a Ferrari trying to overtake me. Unfortunately the green monster has a weak point at a specific part of the circuit where it is necessary to slam on the brakes at over 130mph over an uneven



surface - this is where Ferrari's ABS, traction control and all the other computer gadgets come in very handy.

I got overtaken twice at this very spot but twice managed to reclaim the space at the next corner!



Sadly, on lap 9 I suffered a mechanical failure - broken drive shaft which forced me to retire.

However, even with the undesired retirement, we were still very pleased with the car and my driving - as this was the first race where we felt equal and competitive in company of cars costing 10 times more! (all the hard work on the car seems to have paid off!)

27th August 2007



Qualifying - In a nutshell – disaster.. My car only held up for 2 laps before I snapped the drive shaft (again!) Mark's engine was still not running well so he wasn't able to set any good times either..

Having only done 1 flying lap (slowly) I qualified pretty much last in class and Mark decided not to race at all (which was handy as I could pinch his driveshaft for the race).

Onto the Race and with nothing to lose I thought it was only appropriate to do my usual trick and overtake one or two cars right from the start. I didn't quite expect to overtake 7 cars in the first 10 seconds of the race though!

Sadly, after several laps my tyres started getting a bit too hot and I started sliding around which allowed

a couple of cars to catch up and go past me.

Comforting fact is that I finished ahead of two Ferrari 360s

15th September 2007

Race A trophy at last!

At the start of the race two of the Ferrari 360's decided to take each other out leaving their stranded cars and lots of debris in the middle of the pit straight which meant the race had to be red flagged and restarted. Dylan got a blistering start and was very quickly dicing with the remaining Ferraris, this continued the entire race and going into the last lap he was 2nd in class D with a Ferrari right on his tail. The Ferrari made a do or die overtaking manoeuvre up Avon Rise into Quarry with everything locked up but it was enough to get past and push Dylan down to 3rd place.

Dylan was on his tail all the way to the chequered flag and almost outdragged him down the pit straight with a better run out of Camp but it was not to be. The first 3 were covered by 0.937 of a second which represented a very creditable performance for Marlin with a Ferrari F430 in 4th another 1.3 seconds behind Dylan. Mark was not so lucky running wide at Camp whilst trying to overtake a Caterham and ending up in the barriers.

In summary a first ever trophy to celebrate beating with Ferraris costing more than 10 times as much and a broken car to repair for the last race of the season on the 6th October.

That's Racing for you!



Bristol Pegasus Fantasy Formula One 2007

Positions after Positions after Chinese GP

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1=	Alex Wooldridge-Smith	Hamilton	Massa	Ferrari	McLaren	Ferrari	2337
1=	Jonathan Prestidge	Hamilton	Massa	Ferrari	McLaren	Ferrari	2337
1=	Rex Meaden	Hamilton	Massa	Ferrari	McLaren	Ferrari	2337
4	Bruce Graham	Alonso	Hamilton	BMW	Ferrari	Ferrari	2059
5=	Dick Craddy	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	2025
5=	Helen Davies	Hamilton	Raikkonen	Ferrari	McLaren	BMW	2025
5=	Mark Elvin	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	2025
8	Kieron Winter	Hamilton	Massa	McLaren	Renault	Ferrari	1984
9	Rizwan Ishaq	Hamilton	Massa	Ferrari	Red Bull	Ferrari	1925
10=	Lynn & Mark Lewis	Alonso	Hamilton	Ferrari	Toyota	Ferrari	1889
10=	Martyn Davies	Massa	Raikkonen	Ferrari	Super Aguri	Ferrari	1889
10=	Rob Crossland	Massa	Raikkonen	Ferrari	Toro Rosso	Ferrari	1889
13	David Bray	Alonso	Kubica	BMW	Ferrari	Ferrari	1806
14	Tim Murray	Alonso	Kubica	Ferrari	McLaren	BMW	1766
15	Andrew Moss	Coulthard	Hamilton	Ferrari	Renault	Ferrari	1741
16	Ken Robson	Alonso	Massa	BMW	Ferrari	BMW	1730
17	Paul Bird	Alonso	Kubica	BMW	McLaren	Mercedes	1726
18	Mary Craddy	Alonso	Rosberg	BMW	McLaren	Ferrari	1709
19	Arthur Tankins	Button	Raikkonen	Ferrari	Williams	Ferrari	1668
20	Ann Farrow	Alonso	Kubica	Honda	McLaren	Ferrari	1611
21	Chris Lewis	Alonso	Button	Ferrari	Red Bull	Ferrari	1600
22	Tom King	Button	Massa	Ferrari	Toyota	Ferrari	1570
23	Mike Marsden	Alonso	Massa	BMW	Ferrari	Toyota	1560
24	Kathleen Bray	Alonso	Raikkonen	McLaren	Red Bull	BMW	1556
25	Simon Moss	Alonso	Hamilton	Ferrari	Renault	Honda 2	1544
26	Joanna Prestidge	Hamilton	Raikkonen	Ferrari	Toyota	Renault	1542
27	John Page	Heidfeld	Wurz	Ferrari	Renault	Mercedes	1538
28	Joe Robson	Alonso	Raikkonen	Ferrari	Red Bull	Renault 2	1459
29	Lewis Bird	Hamilton	Kovalainen	BMW	McLaren	Renault	1450
30	Paul Draper	Button	Kubica	Ferrari	McLaren	Renault	1423
31	Richard Reynolds	Fisichella	Schumacher	McLaren	Williams	Ferrari	1349
32	Pete Stowe	Alonso	Webber	BMW	McLaren	Renault	1333
33	Martin Emsley	Alonso	Button	Ferrari	Williams	Renault	1309
34	Toby Harris	Fisichella	Hamilton	Ferrari	Red Bull	Renault	1306
35	Caroline Meaden	Alonso	Webber	McLaren	Williams	Renault	1258
36	Martin Baker	Fisichella	Webber	McLaren	Toyota	Ferrari	1253
37	Bill Farrow	Raikkonen	Schumacher	Ferrari	Toyota	BMW	1248
38	Audrey King	Hamilton	Speed	McLaren	Spyker	BMW	1229
39	Donny Allen	Fisichella	Raikkonen	McLaren	Williams	Renault 2	1218
40	Charlie Emsley	Alonso	Barrichello	Renault	Red Bull	Mercedes	1205
41	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	1072
42	Elisabeth Lewis	Alonso	Raikkonen	Honda	Toro Rosso	Renault	1063
43	Roy Hancock	Alonso	Button	Honda	McLaren	Toyota	1057
44	Mal Allen	Button	Coulthard	Ferrari	Renault	Honda	949
45	Judith Bird	Alonso	Button	BMW	Renault	Renault 2	932
46	Sharon Reynolds	Schumacher	Webber	Ferrari	Williams	Honda 2	859





Committee changes

Membership

After many years of doing a superb job as club membership secretary, Mal Allen has decided it is time for a change and has resigned the position. Committee member John Corfield has offered to take on the job and has taken over all the records from Malcolm in time to handle all your renewals for this year.

Our thanks go to Mal for his work over the years, and we are sure John will continue to do the job with the same efficiency that we have all got used to. Mal will be staying on the committee as an ordinary member, and will continue to help with start line duties at our sprints, and activities such as our Trial for which he has been Clerk of Course in recent years.

If you have any membership queries John can be contacted by telephone 01225 755911 or by e-mail on john_e_f_corfield@hotmail.com.

Ordinary Member

Ken Robson has resigned his position on the committee following his recent ill health. Ken has made an excellent contribution to the club since joining the committee. As well as organising the clubs annual charity Karting event at the Raceway, Ken has got us involved with the charity track day at Castle Combe in aid of the Stroke Association, organised a number of major raffle prizes for our charity fund raising efforts, got us involved with the Bristol Downs Motor Show, as well as organising social trips and speakers. On top of all this Ken has got us invited to various events

associated with the Marlin Racing Club which he has also been involved with. We pass on many thanks to Ken for his hard work, and we know he hopes to still be involved as much as possible with club activities in the future.

As mentioned last month we therefore have a committee vacancy - see the nomination form if you are interested in getting involved.

2008 Club Calendar

Many members enjoyed last years club calendar and we are looking to repeat this for 2008. This year we will however be doing a much smaller run of calendars **so**

members

must reserve

their calendar

in advance for collection at the AGM

in December.

The cost per calendar will be £3.99 and they will be the same full colour format as last year. Any profit will be donated to the clubs chosen charity which is Diabetes UK this year.

If you wish us to post your calendar please add £1 postage and packaging. Send cheques payable to Bristol Pegasus Motor Club to 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP. We will also be taking orders at the November club night.





Club Trailer and Store

Many members will be aware that the club has a box trailer which we have used in the past to transport equipment to events such as Sprints. The trailer has an interesting history having been won for the club in a Ford sponsored Motorsport quiz by member Tim Murray. It was presented to the club at Ford dealer Thornbury Motors, which was then owned by club President Mike Manning.

In recent years we have hired vans to move the sprint equipment and following the loss of our equipment storage facilities first when the Bawa pavilion was rebuilt and then at Stoke Gifford, we have largely used the trailer as a storage space for frequently used equipment, with much of our other equipment being stored with the help of Bristol Motor Club. Each year we have had to pay rent for the trailer storage, and the ongoing maintenance to keep it in roadworthy condition has also cost the club money.

It was therefore suggested that we dispose of the trailer and invest in a better fixed storage facility. Martin Emsley came to the rescue with a site for a suitable shed and we have therefore purchased a good quality shed, that can store both the equipment currently in the trailer as well as other club owned gear. The shed has been jokingly referred to as our new club house at committee meetings!

Martin Emsley and Tim Murray have worked hard to assemble the shed, which is now ready to receive the equipment.

Photo Competition

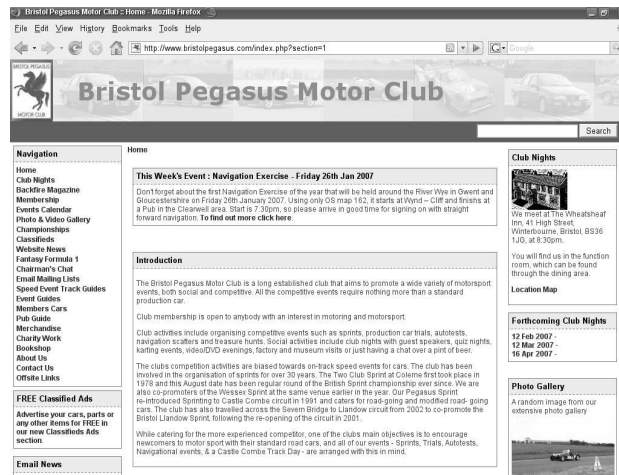


Taken any good pictures this year ?

We are holding a photo competition - We will display the winners and runners up at the AGM in December. As well as this the winning photo will get to feature as the front cover of Backfire in January. We are also looking for the funniest photo submitted, which will also be printed in Backfire.

You can submit either Digital entries by e-mail or normal photographs by post to the Backfire addresses, all pictures sent by post will be sent back by return of post. The only rule is that the Photo must be taken during 2007, and must be a motoring or motorsport subject. Closing date for entries is the 1st of December.

For all the latest news



Why not visit our website
www.bristolpegasus.com



Clubmans Championship 2007

Up to the September Solo
Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
38.29	Chris Goodchild	1	11	Yes
31.02	Paul Bird	2	11	No
27.13	Martin Baker	3	7	Yes
26.61	Alan Spencer	4	9	Yes
21.82	Martin Emsley	5	7	Yes
19.07	Mark Astin	6	5	Yes
18.54	Michelle Rogers	7	4	No
17.63	Andy Moss	8	7	Yes
17.08	Kieron Winter	9	6	Yes
16.25	Toby Harris	10	3	No
16.04	Kevin Jones	11	3	No
14.75	Ian Cameron	12	3	No
14.63	Matt Marples	13	3	No
13.63	Martin Mees	14	3	No
13.00	Martin Corfield	15	4	No
12.96	Lewis Bird	16	4	Yes
12.95	Howard Johnstone	17	4	No
12.88	Paul Rowbottom	18	3	No
12.42	Lisa Selby	19	3	No
10.67	Mike McBraida	20	3	No

Marshals Championship 2007

Up to the September Solo
Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
11	Kieron Winter	1	7
10	Martin Emsley	2	5
8	Martin Baker	3	4
7	Dick Craddy	4	3
7	Mal Allen	4	5
7	Tim Murray	4	5
6	Bob Hart	7	2
4	Alan Spencer	8	3
4	Andy Moss	8	2
4	Nick Wood	8	4

Members are reminded that the best 10 events count so those that have scored points in more than 10 events will drop their worst scores from the final standings



National Events

9th-11th November

Classic Motor Show 2007

NEC Birmingham

One of the largest classic car events of the year, at the NEC - Over 1000 cars displayed. Special features this year include celebrations of 80 years of Volvo, 60 years of Standard, plus half a century of the Fiat 500. There will also be a classic rebuilt each day including a Porsche 924 which will then be given away. Entry fee is £21 on the Friday or £16 on the weekend. More information and details of discounts can be found at www.necclassicmotorshow.com

16th-19th November

The Roger Albert Clark Rally

Historic rally that brings back memories of RAC rallies of old. Based around Yorkshire - www.rogeralbertclarkrally.com.

17th - 18th November

Exeter Kit Car Show

Kit and car builder show, Westpoint, Exeter. The ever popular Exeter kit car show is one of the major Kit car shows of the year, with a mix of indoor and outdoor attractions. More info on 01233 713878.

25th November

Mini Show - Malvern

All things Mini are covered at this event at the Three Counties Showground. www.classicshows.org

1st - 4th December

Le Jog Reliability Trial

13th Running of the tough 1500 mile competitive rally from Lands End to John o'Groats. More information t www.hero.org.uk

8th - 9th December

London Motorsport Show

ExCel exhibition centre, London
www.londonmotorsport.co.uk

2008 Membership Fee

Following discussion the Committee is to propose a small increase to the membership fee for 2008 at the AGM.

Membership will rise to £9. This will more accurately match the membership fee with the basic costs of running the club.

We still think this offers exceptional value for money, and is much lower than many motor clubs.

AGM Raffle - Diabetes UK

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 our chosen charity – This year Diabetes UK.

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.



Included in this edition of Backfire is a copy of the Club's statutory accounts for the year ended 31st October 2007. 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 10th

**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
BALANCE SHEET AS AT 31 OCTOBER 2007**

	Note	2007 £	2006 £
<u>FIXED ASSETS</u>			
Tangible Assets	1	8380	8626
<u>CURRENT ASSETS</u>			
Stock for resale		60	147
Prepayments and accrued income		510	350
Investment Account		10684	10291
Cash at Bank and in Hand		8994	8433
		20248	19221
<u>CREDITORS</u>			
Amounts falling due within one year -			
Sundry		-	-
Accruals and Deferred Income		4221	2166
		4221	2166
<u>NET CURRENT ASSETS</u>		16027	17055
<u>TOTAL ASSETS LESS CURRENT LIABILITIES</u>		24407	25681
Represented by:			
<u>CAPITAL AND RESERVES</u>			
Balance brought forward		18726	17328
Revaluation Reserve		6780	6780
Net Surplus/(Deficit) for the year		-1099	1573
		24407	25681

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 2007 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

Director

4 November 2007

**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2007**

1 ACCOUNTING POLICIES

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

2 SHARE CAPITAL

The company is registered in England, no. 2412971, and is limited by guarantee.

There is no share capital.

3 TAXATION

Based on results for the year:

Corporation Tax at 19%/20%

4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

5 STAFF COSTS

The company has no employees. The directors serve without remuneration.

2007	2006
£	£

113	175
-----	-----



The Editors Jottings

Now that most of the summer events are over, for many members we are entering the "quiet" part of the year.

There are of course exceptions to this with many motorsport disciplines about to enter their busy season, good examples being Classic Trials and some of the Navigation events that are run during the dark winter evenings. If you have not entered a club navigation event before please come and give it a try, nothing more than an ordinary road car is required and even if you struggle with the maps you can enjoy a drink and a chat at the end.

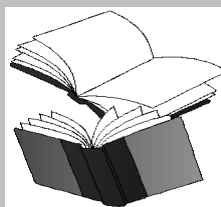
Our own club nights each month at the Wheatsheaf are another popular way to pass a dark evening, and we should have a good mix of guest speakers and social evenings to keep you entertained.

As well as the outdoor events there are many good indoor shows during the winter, including the ever popular Autosport Show at the NEC, the Historic Motorsport Show at Stonleigh, and of course many Classic Car Shows including the "Bristol" show at Shepton Mallet!

Many people will of course be working on rebuilding or modifying cars over the winter, and as long as

you have a nice warm garage this is a great way to pass the Winter.

However you spend the winter, why not write an article and tell us what you are up to - again a productive use of a dark evening. We can always find space for an article, and if you want to write a one off short article or a column every month I would be very pleased to hear from you, either by e-mail or by pen and paper.



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

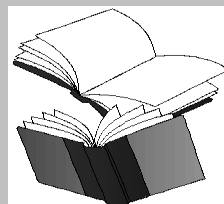
Visit the bookshop section

www.bristolpegasus.com

Click on the Amazon link at the top of the page

Anything you then buy on the Amazon site will earn 5% commission which the club will pass on to the clubs adopted charity for 2007 Diabetes UK.

The Amazon site sells books, videos, CD's, DVD's etc. etc.





The Bristol Pegasus Motor Club

Backfire - November 2007

**Kidderminster Motor
Car Club**
presents

**THE 205/RWD
CHALLENGE
STAGES RALLY**

**Sweet Lamb Rally
Complex
Sunday 25 November
2007**

Regulations available from:
kiddicarclub@blueyonder.co.uk
Sheila Roath 01562 752950

Marshals please contact:
Adrian Lee 01905 774501 or
07833 3977405
focuswrc06@hotmail.com

**This is the final round
special of the**



Stage Rally Championships

**The event is also open to
all 2wd**

**BPMC Karting Endurance
Challenge**

Thursday 22nd November 2007

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

The event is now FULL

Date: Thursday 22nd November 2007

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

Format: 25mins Qualifying + Endurance Race over 2 ½ hours

Teams: 5 drivers per team - 16 Teams in total

1. Each driver must drive a minimum of 2 stints.
2. The Raceway timing system will be the official clock.
3. Most driving penalties will be a 30 second stop/go penalty.
4. T-Bone another driver - 1 min stop/go penalty.
5. Missing a driver change completely - DISQUALIFICATION

More info contact Ken Robson
phone 07900 007747
e-mail kenrobson@btinternet.com

This event will raise around £1000 which will be donated to the chosen charity of BPMC - Diabetes UK.





Pegasus Sprint 2007

Castle Combe Circuit

By Kieron Winter

The 2007 event received a large number of entries and regrettably we had to turn down 15 entries for the event. Those that got selected were greeted by a dry and sunny day which was most welcome after the weather we had last year. Martin Emsley looked after the drivers and Nick Wood got the Marshals out to their posts.

When everything was in place the event got underway and in the first batch of cars John Turner went off at Quarry in his MG Midget. The grass was still damp and so the car was not slowed down and it hit the tyre barrier. John was OK, but the car was rather battered. If you check out the club website you can see the photos taken by Steve Kilvington. After this the rest of the morning was trouble free. One of the last to get away was Ian Hall, who had to re-pack his exhaust to get through the noise check. However the time he recorded was 1/10th second quicker than the lap record held by Keith Murray in his Audi Quattro back in 2002. Could he do the time in the afternoon timed run?



Class 1 saw Paul Bird sharing Lewis' Fiesta. Lewis was quicker in the first run, but Paul took it from him on the second run. However they both finished behind Martin Baker in his diesel Seat Leon. Class 2 saw Tony Stowell making his Sprint debut in his Peugeot 306 and Alan Spencer was sharing the Integra Type R with Cherry, they finished behind Paul Rowbottom in his rapid Peugeot 106GTi and were all beaten by a Renault 5 GT Turbo.



Having jumped his Peugeot 205 over one of the Aintree fences, Paul Perkin was sharing the Subaru Impreza of Andrew Meek and he duly took the class win. He beat Paul Scapens in his bright yellow Audi S4, Mike McBride's Mitsubishi and Robert Hughes and Claire Weaver in their Ford Puma.

The lone BPMC member in class 4 was Jonathan Prestidge and he finished mid-class in his Lotus Elise, as was Phil Morgan who finished mid-class in his Reliant Scimitar GTE in class 6. Class 7 was dominated by TVR's, but they all finished behind Kevin Jones in the Noble M12 GTO3, who also broke the class record on the way to his class win.



Class 8 saw Grahame Harden also lower the class record to win by a clear margin over Simon and Nick Shackson in their Westfield and Pete and Richie Devall in the Ginetta G27R. Richard Evans took the class win in his Westfield Megabusa in the large limited production road car class.



Moving onto the modified classes, Keith and Melanie Sadler propped up the runners in class 10. Nick Blight took 3rd in class 11 finishing in front of Martin and John Corfield's Ford Fiesta XR2.



Class 12 saw the largest entry and John Thacker finished 2nd in his MG Midget, finishing just outside of the awards were Darren White and Jamie Harding in their Westfield SE and 7th place went to Tim Ayres in his Morgan +8. The final class saw two entries with John Marshall in his



lovely Lotus Mk6 and Ian Hall in the Darrian T98 GTR. Ian's first run just missed out on the lap record by 4/1000th of a second. However his engine was going off song and running on 6 or 7 cylinders rather than all 8. This got worse for the second run, but that first run was enough to get FTD, but Keith Murray's record will stand for another year.



The day finished with Clerk, Martin Emsley, presenting the class awards in the Strawford Centre. The event finished nice and early which meant that people could get home to watch that evening's Rugby World Cup Final. It was an excellent days sport and thanks go to Les Rawlings from Castle Combe for his help on the day, all the Marshals and Officials who made the event possible.





Wellington Aviation Museum and Gerry Tyack

By Dick Craddy

Gerry Tyack MBE owns and runs the Wellington Aviation Museum in Moreton in Marsh. The name acknowledges that the local airfield was used as a Wellington training base in the Second World War. Given that the Museum is housed in a single, large room, it does not contain any complete aircraft but it is a very personal collection of aviation artefacts, books and images of historical aviation interest. It is also of special to those of us who work or have worked at Bristol. Indeed the handles on the entrance doors are polished and engraved 6 inch Bristol radial engine pistons! Inside is a complete but fully sectioned Bristol Hercules Engine.

Interestingly one display cabinet contains a number of Motor Club car badges and other items with a strong link to Hill Climbing and Sprinting. Those of us with a memory for 1950's, 60s and early 70's motor sport recall that Gerry Tyack was very active leading figure both on the hills and at sprint venues at that time. He was a class record holder at Prescott, Shelsley Walsh and Brighton driving a variety of cars including an 'Archie Scott Brown' Emeryson sports racer, a Porsche Carrera 6 and an AC Cobra among others.

However in 1966 Gerry achieved two Class E World speed records and today he still holds some if not all eight "C Class National Records" taken with a 1600cc Cosworth

engined Brabham BT21C on the main Elvington runway between 1971 and 1974.

Also available for study is a fascinating collection of photos, taken in Germany in the late 1930's, of the Auto Union and Mercedes Benz 'Silver Arrow' cars.

Having had some correspondence with Gerry and with this background and strong linkage in mind I asked Kieron to provide me with a copy of our club history and a small BACMC lapel badge that, hopefully, could be added to the collection in the museum. Recently the opportunity arose to call into see Gerry when Andy Rigler and I were on our way back from Gaydon. The gift was accepted with great courtesy.

I would urge you to visit this fascinating collection. It is open Tuesday to Sunday from 10.00 am-12.30 pm and 2.00 pm to 5.00 pm. Entry costs £2.00. There is also an excellent Website: www.wellingtonaviation.org

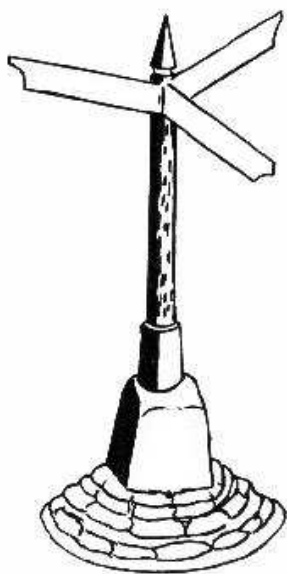
Just follow the brown tourist signs to the left as you enter Moreton in Marsh from the south. You will not be disappointed.





Invitation

We have received an invitation from Bath Motor Club to enter their 'WESTOEAST' 12 Car Rally on Friday 23rd November. The event starts at the Rose & Crown at Hinton Charterhouse, signing on from 7.15 pm, first car away at 8.01 pm.



The event covers 55 miles of classic roads on Map 172 (edition C2).

Entries and further details from Mike Patton on 01225 350643. Mike is also looking for marshals.

Marshalling Request

www.lombardrally.com

We have received a request from marshals to assist with the running of the Lombard Rally. This is a four day Enduro Rally starting at Gaydon on Thursday 8th and finishing in Newport on Sunday 11th November.

Marshals are required for the Afon Argoed test near Maesteg. The stage is being run on Friday 9th November and marshals are required to sign-on at 11.45am. If you are interested please contact Test Commander Nigel Philips on 07966 115542 or area co-ordinator Ian Butcher on 07771 978024.



Racing Parts & Accessories for all your Motorsport needs

- Next day delivery • Huge stocks
- Friendly, professional service

01249 782101
www.merlinmotorsport.co.uk



Goodridge metal braided brake lines from £13.50 per line (inc VAT)

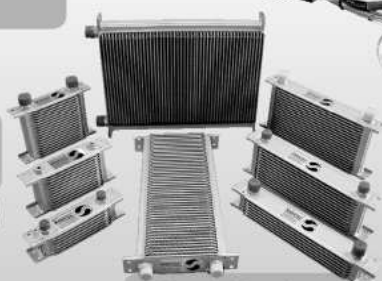
Our Goodridge Technical Workshop makes special assemblies for brake, fuel & oil lines to your specifications.



Samco blue race part hoses. All in stock
Samco Elbow E90.38 (38mm 90 elbow)
£13.49 (inc VAT)



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



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

Revotec Electronic Fan controller from £53.55 (inc VAT)



TRIPAC

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

Aluminium Hose joiners
specially made
all sizes in stock
Hose joiner
32mm dia by 76mm
£9.50 (inc VAT)



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



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



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



31st Ebworth Classic Trial

13th October 2007

By Alan Spencer

**Stroud and District Motor Club
Ebworth Woods Gloucestershire**



I have competed in this event a few times before - about 14 years ago in the Mini "Go Nad" and on one occasion I had to replace a smashed drive shaft coupling during the event. I have also driven Rally cars in these woods and have been involved in running many stage rallies around these tracks with other clubs. So with the Edinburgh cancelled due to foot and mouth, we were looking forward to revisiting the woods again.



Steve and I were part of a full entry of 53 cars - mostly class 8 & 7 specials, Beetles, Escorts and one rather well driven VW Golf in the front wheel drive class, driven by

front wheel drive master David Haizden. Bristol Pegasus was represented by myself, Mal Allen with Mike Forward and Murray Montgomery-Smith, passengered by Dave Parker in Marlins.

The event ran 12 sections throughout the single venue wood that were to Strouds very challenging standard - some would not have been out of place on the "Fedden trial" for sporting trials cars !

We climb a few and scored some high points and low points, but on section 5 "Devils Hill" on the 2nd run I managed to bend the front mud guard and smash the lens of the rear light by reversing into a tree backing down the section - Note must develop my reversing technique.



The challenging hills were balanced by some very good open up hill blasts on grass tracks that brought many a smile to all competitors, and I even got off some of the restarts only to fail further up the hill.

I did however embarrass myself by driving into a quagmire on hill 6 "Fosters Bank" and had to use the help of officials and following competitors to clear the hill, they also got covered in mud, "Whoops, Sorry ..."



Results were posted at the finish at Minchinhampton, but we didn't go as Steve had to go home as he had been up all the night before - he works nights these days, good practice for the MCC events that go through the night! Must have been a cricket score anyway.

Would I go back again ? Yes it is a challenging but very enjoyable when you get out these hills. Note - must improve on restarts and reversing.



Results

Mal in class 7 running 16 PSI in the tyres finished 23rd overall and did well with 3rd in class 7. Despite a damaged wing and wheel I finished 40th overall 17th in class on 18 PSI and Murray retired on Run 2 with brake failure and petrol pump problems.



Photos by Dave Cook, used by permission - you can find more photos at <http://hoits.smugmug.com>



MSA Norwich Union Classic 2007

14th October 2007

By Andy Moss



The Norwich Union classic was a hugely popular event during the 1990s, with up to 1600 cars taking part from all over the country. The event has not run for around 5 years with, lack of a title sponsor and the ever increasing costs of top quality venues for the cars to stop at. The last event was cancelled during the foot and mouth outbreak in 2001 and many of us had hoped it would return since then.

It was therefore very exciting to read the run would return in October of this year, although on a somewhat smaller scale than in its heyday. 600 cars would start from 4 venues - Bath, York, Norwich and Silverstone. I got my entry in by return of post which was just as well as the event was fully subscribed within a week, and I was very pleased when my acceptance came through to start from Bath.

We would be entering in my 1970 Rover 2000, the same car as I had used many times in previous Norwich Union Classics. Although the Rover is quite a common car, you don't see

too many of them on these sort of events, and it makes it a it easier to get an entry than in some of the more popular Triumphs, MGs etc

We had been given a start time of around 9.20 and made sure we got to Bath in plenty of time to have a good look around the other cars, as well as visiting the cafe at the start for the compulsory pre-event Bacon butty. Wandering around outside we bumped into long time club member Gerry Bath and we had time for a quick chat before heading down to the start line.

The first section of the route was the longest of the day and took us on a 60 mile trip to Prescott Hillclimb, passing through some familiar roads on the way, through Tormarton and Acton Turville. My son Simon was reading the route book on this section and did a good job - all the practice he had gained on the clubs treasure hunts coming in handy! With my wife Liz and daughter Laura in the rear seats it would be a real family day out.



At Prescott we checked in and lined up for our run up the hill - we had done this in the Rover some years before but it still amazes me how people tackle this at competitive



speeds - very little room for error - one mistake and you hit a barrier or worse still slide off over a very steep bank towards the top! I think my driving skills are more suited to the wide spaces of Colerne than the tight bends of Prescott.

Back down the return road and park up in the paddock for a well earned coffee break. We spotted another familiar face here - club member Paul Bedford and his son who had parked their superb Lotus up in the spectator car park for a look at the action - I think he was very tempted to enter next year.



Before we knew it we had to move on - the schedule being reasonably tight, we made our way towards the next stop at Charlote - a very nice National Trust property near

Stratford on Avon. Only time for a quick look around here, as we had planned to make our main stop at Gaydon.

The club had visited the Heritage centre here following the Dutton Bugatti trip a few weeks before, but I had decided to skip Gaydon then as I knew I would be coming on this event. Here we planned to meet up with my Aunt and Uncle - they had owned the Rover for much of its life, having bought it in 1971, used it daily until around 1978 and then stored it in their garage until it was given to me to restore in 1988.



We spent some time having lunch and looking around the Museum. I always enjoy Gaydon - my favourite bit is seeing all the prototype cars that never made it. Being into Rovers I always look for the Gas turbine Rovers - The T4 being a special favourite. To me, some of the cars that never made it into production shows what went wrong with the British car industry, a Midget replacement based on Mini running gear looked good and surely would have been a step in the right direction. I believe it was Issigonis who told BMC making different models based on the same



platforms was the way to go, just as the industry does today, how unfortunate that he was ignored while all the constituent companies of BMC tried to do their own things

As well as the unusual cars, there are a great many immaculate examples of cars that were common but now you see very rarely. These days the museum has a wider mix of cars from all British manufacturers, not just the BMC collection that started things off. There is a very nice collection of speed record cars - mostly MGs well worth a look.



Before we knew it we were out of time, and had to move on in order to make the finish. This would be one of the highlights of the day with the chance to lap the Grand Prix circuit at Silverstone. As we approached we started to see cars coming in different directions from the other starts around the country. As we entered the circuit Simon seemed quite impressed with the "Home of British Motorsport" this being the first time he had been to Silverstone. Through the final checkpoint and we handed in our route card for its last stamp and collected our finishers medals. "Would you like to go out on

the circuit?", we were asked, what a silly question, of course we would.

We drove through the garages and into the pit lane before setting out along the pit exit and onto the circuit. A 2000 SC Rover is never going to be the quickest car around a circuit, especially when it has an Automatic gearbox and 4 passengers !! however we had a good run around a pretty much empty track, at the end of the first lap you were directed back into the pit lane and asked if you wanted to go around again - of course we did !! This time there were a few more cars out there and we seemed to stay with most of them, which was surprising as I expected Stags and Midgets to fly past us - perhaps all that advice people have given me at the clubs Castle Combe day had sunk in :-)

Back to the paddock car park, and time for a look around the other cars.

So it was all over - except the long drive home, which of course in a 37 year old car can be an adventure in its own right, we made it o.k. - around 250 miles in one day with no problems - not too bad.

We will definitely be entering again next year, an excellent event, well done to the MSA and Norwich Union for bringing it back.



THIRD TIME PLUCKY

The wider and wilder the debate on global warming, the more confused I get about whether to ignore it all or continue with the language lessons I'm taking on how to talk to polar bears; I haven't come across any in Colnbrook yet but you can't be too careful.

The whole issue makes me sure of only two things. The first is that I categorically do NOT need ageing rock stars pompously pontificating on what I should or shouldn't do; the second is that we need to recognise just how fast the green bandwagon is rolling and maybe take appropriate steps. Some clubs have appointed Environmental Officers to keep an eye on things, a few have run economy runs - getting positive local media coverage in the process, while others have found ways of linking with schools, highlighting the positive job opportunities and technical spin-offs from our sport.

I suspect we're going to have to do more such things to reach out to the wider world. Which is where National 'Weeks' can come in. There's even a National Shed Week during which presumably people discuss the things they get up to in them, some of which obviously can't be mentioned in a family publication like this.

I'm sure I wasn't the only one to wonder why our sport needed such a 'week' when the first one was announced but the impact a few clubs have managed to make with the two so far has changed my opinion. As just one example, take the Cirencester Car Club's event mentioned on the MSA page in a recent issue. Based on a user-friendly pub with a large car park and paddock, the weekend gave an opportunity to people to try several grass-roots motorsport activities - a scatter rally, grass autotest, simple driving tests, a treasure hunt and a touring assembly. All very much geared to using everyday road cars. As people signed in they were given a neat rally plate and a guidebook explaining what the event was all about and 'selling' our sport.

Expensive? Er...no. Thanks to some deft sponsorship for rally plates and the like, the weekend actually turned a small profit. Worth the effort? Very much so. Around 120 people turned up, the club increased its membership by 20% and, by no means least, existing members got enthusiastic about the project, helping team spirit in the club. Sounds like a 'win, win' situation to me.

With the next National Motorsport Week fixed for 9-17 August (see www.nationalmotorsportweek.co.uk) there's

plenty of time to slot something into a club's calendar and into its budget. Maybe insurance cancellation cover should be considered - another lively club, Wigton, were all geared up to put on a major display but the landowner reluctantly pulled the plug because of the fear of Foot and Mouth.

NMW activities are not going to double club memberships at a stroke but they could halt the membership decline some clubs face and they are certainly likely to pull in younger members. So, instead of wringing hands and saying not much happened during the 2007 Week, I think we should be plucky and vow to make the third one really bounce.

Stuart Turner



COD FILLET QUIZ

1. Which driver holds the record for the greatest number of British Rally Championship wins?
2. When did Aston Martin win outright in the Le Mans 24 hr race?
3. Name the last great city-to-city road race which is still held annually in Peru.
4. Which Formula 1 team is based at Enstone in Oxfordshire?

ANSWERS ON PAGE iv

No licensing of off-road vehicles

The MSA has welcomed the withdrawal of the Off Road (Vehicles) Registration Bill, a Private Member's Bill proposed by Graham Stringer MP, which although primarily designed to tackle illegal and nuisance motorcycling in public places would have forced many other vehicles used for off road events to be registered and carry number plates.

Concern had been expressed that the introduction of the Bill would have had an unintended impact that would have affected a large number of legitimate off road activities. Both the Government and Opposition fortunately shared this view and the new Transport Minister, Jim Fitzpatrick, is now understood to be looking at a different approach to the problem of illegal motorcycling, but without affecting existing legitimate sporting activities.

Wheels change

This publication was started 14 years ago to improve communication with motor club members by supplying pages that could be inserted easily in club magazines. Now, most motor clubs use digital forms of communication –

which are more cost effective. *Wheels* in its present form has therefore become redundant and the final issue will be posted on 10 February 2008.

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

Many readers will know that Stuart Turner instigated *Wheels* and has been the driving force behind it. Stuart's editorials have been witty, thought-provoking and always on the button. With the move to an electronic version, Stuart has decided to step back from his editorial role. The MSA is very grateful for all the hard work he has put into *Wheels* over the years.

It is fitting that a search of the Internet should yield this apposite tribute to Stuart.

"Your sense of humour was greatly appreciated by everyone, but within this humour you managed to instil some very important points which were well noted by everyone present."

Hear! Hear!

Women's summit

As part of the MSA's proposals to widen participation in the sport, a preliminary brainstorming session was held at Motor Sports House during September to identify issues

and ideas on the inclusion of women in motor sport, to include the interests of clubs, competitors and officials across all disciplines. Twelve women took part and it was facilitated by Sue Sanders-Peppitt (Volunteers in Motorsport coordinator) and chaired by Allan Dean-Lewis of the MSA.

Funds up

The Club Development Fund has passed the £500,000 mark for grants made since its inception – to projects worth more than £2.6m.

The new Rescue Development Fund, launched this year, has already granted more than £27,000 to projects worth nearly £100,000.

Insurance assurance

The MSA has appointed Jardine Lloyd Thompson Limited (JLTL) to handle all its insurance requirements from the start of 2008 following a formal tender process earlier this year.

China calling

In September, the MSA welcomed a delegation of Chinese Government Sports Officials, which included members of the Beijing Chinese Olympics Committee. They were visiting a number of sports governing bodies in the UK to compare working practices in areas such as risk management, organizing major events, talent development and the training of, and qualifications for, officials.

KARTING

Kartmania 2007

Boosted by increasing numbers of exhibitors and ticket sales, Kartmania have committed to 5 years at Stoneleigh Park. The centrally located exhibition centre in Warwickshire has impressed *Kartmania* organiser Martin Capenhurst enough to ensure it remains the long-term home of the show.

The innovative "Kartboot" area is generating a lot of interest. Anyone can turn up with a car or van on the Saturday or Sunday morning and sell all their old kart parts. You can pay at the door – just £25 for cars and £35 for a van – any items can be sold as long as they're not in current use (i.e. new chassis and spares, but new spares for karts over 3 years old are fine).

The show caters for everyone including avid racers, and for those new to the sport. The *Stars of Tomorrow* race truck will be in attendance as well as every MSA class of kart for visitors to sit in.

If all of this wasn't enough then Kartmania '07 will also include...

Fashion show – see new race gear and accessories. **Auction** – each afternoon at 3.30, stay and bid for bargains. **Ken Walker** – "roving reporter". **Free parking!** And much more. Buy your tickets on-line at www.kartmania.co.uk.

The show will run on Saturday 17th and Sunday 18th November. If you want to find out more or want to exhibit contact Martin Capenhurst on 0116 2883506 or 07974 766529, or visit the website.

AUTOSCENE



REVIEWS FROM



**STIRLING MOSS
SCRAPBOOK 1929-1954
ISBN 978 0 9550068 8 3
Philip Porter and Stirling
Moss, Porter Press
International, £34.95
(Deluxe edition £75).**

**To order; see
www.porterpress.co.uk
or call 01584 781588**

Porter's inspired idea of tapping into the scrapbooks of famous drivers continues with this third volume on maestro Moss. The format is the same: a wealth of photos, artefacts, cartoons and press cuttings littered with quotes, results and biography. This edition covers the early years, including dad Alfred's exploits at Brooklands, first girlfriends – including a mystery blonde 'sex goddess' called Marlene – and the Cooper 500 years up to his Mercedes-Benz trial in winter '54. The treat of this edition is the variety of cars, including the family BMW 328, rally Sunbeam-Talbots, trials machines, HWMs and a host of Jaguars. It's a joy to dip into the packed layouts and discover fresh gems. Highly recommended and fine value.

**MEMORIES OF THE BEAR –
A Biography of Denny
Hulme**

**ISBN 1 84425 208 6 Eoin
Young, Haynes, £17.99**

Who better to recount the career of 'The Bear', the only Kiwi F1 champ, than fellow New Zealander Young? 'Hulm' was his daughter's godfather and, as you'd expect from a former Autosport correspondent, the story is as fresh as if it was yesterday – much of it told in

quotes from Hulme. Nothing is left out, from his *Huckleberry Finn* childhood on a Pongakawa farm, where an under-age Denny honed his skills in Chevy trucks, through F1 and CanAm to his fatal heart attack in a BMW M3 at Bathurst in '92. Ever the hero, he calmly brought the car to a stop but was dead by the time rescuers arrived. The wonderful photos – most from the Hulme Family Collection – are captivating, including a portrait of Denny with protégé 'Baby Bear', Jody Scheckter. A must for anyone who follows The Bear.

**DALEY'S RACING
REPRINT**

ISBN 978 0 7603 3117 0;
£18.99.

After the welcome return of *The Cruel Sport*, Motorbooks has now reprinted Robert Daley's 1961 collection of stories, *Cars at Speed*. Subjects covered in his vivid and enjoyable style include de Portago and Fangio and epic circuits such as Spa and the 'Ring. The author later turned away from the sport and wrote *Year of the Dragon* and *Prince of the City*.

MCQUEEN ON A BUDGET

Latest in the recent rash of Steve McQueen books is Taschen's bargain paperback on the cult Hollywood hero. Written by film historian Alain Silver for its popular *Movie Icons* series, this top-value, 192-page book packs in 150 high-quality images, with many unpublished stills, posters and lobby cards. It costs just £5.99. ISBN 978 3 8228 2119 0; see www.taschen.com

MARSHALS POST

by the BMMC



Towing appears to be the simplest way of recovering a vehicle, but it's fraught with potential problems. For starters, it requires the active cooperation of two people, neither of whom can control what the other is doing, the person being towed is invariably the least experienced party and what they do can determine whether everything goes smoothly or ends in disaster.

If you are asked to sit in the driving seat to be towed, here are a few pointers. Your aim is to keep the tow rope taught and your car directly behind the vehicle towing it, while not making any sharp movements of the steering wheel. Get the first

bit wrong and you will run over the tow rope – or worse, into the back of the recovery vehicle. Get the second bit wrong and you could turn the car over, with yourself inside.

First of all, check the seat is secure and no fluid has leaked onto it. Check the brakes work and that there is no mechanical damage that could make towing the vehicle unsafe – damaged wheels, suspension or transmission or leaking fluid, for example. Talk to the recovery operator to make sure you both know where the vehicle is being taken and by what route.

Secure at least some of the safety harness straps – the lap strap, for example – and wear a securely fastened helmet and gloves, if you have them. Make sure the car is out of gear and rest your foot very gently on the brake pedal – make the pressure light enough to avoid jerking when the tow rope or strop

becomes taught and maintain slight pressure to keep it taught.

If a strop has been attached to the roll hoop of a single seater, hold on to it to stop the shackle hitting your helmet or head, but never allow your fingers or your hand to slip through any loops.

Stay directly behind the recovery vehicle and keep a close eye on the tension of the tow rope, adjusting the pressure on the brakes if the rope starts to slacken or the tow vehicle's brake lights come on. Keep steering movements to a minimum and take particular care when negotiating corners.

QUIZ ANSWERS

1. Jimmy McRae (5 times)
2. 1959: Drivers Carroll Shelby and Roy Salvadori
3. Caminos del Inca
4. ING Renault F1 Team



Christmas cards

From an oil painting by John Ketchell, *Aston One Two*, Carroll Shelby/Roy Salvadori lead Maurice Trintignant/Paul Frère at the 1959 Le Mans.

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

Please send payment to:

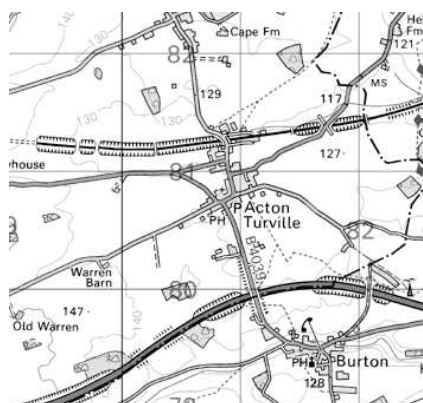
Motorsport Safety Fund,
PO Box 200, Sevenoaks TN15 8WZ





Monday 12th November Club Night

Wheatsheaf Inn, Winterbourne,
8:30pm.
Come along for a drink and a chat.

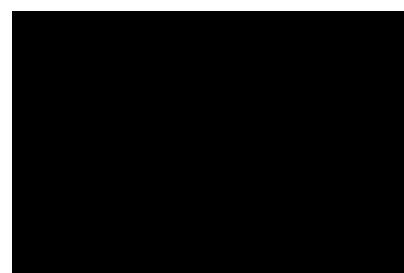


Friday 16th November Navigation Exercise

Paul Bird Organises the November Nav-Ex

The start and finish point is the Fox & Hounds at Acton Turville
MR 173 / 808½ 806¾ - The event will be on map 173 Start
time 7.30 pm, arrive around 7:15pm for signing on.

Thursday 22nd November Karting Challenge Raceway



This years Karting challenge is now completely sold – we have had to turn away potential entrants. However even if you are not entered come down and have a look at what is going on

Friday 7th December - Navigation Exercise

***Monday 10th December
AGM & Prize Giving & Buffet - 8pm START***