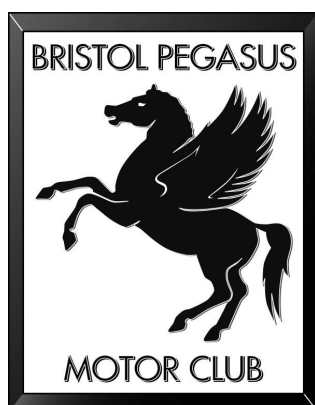

Backfire

October 2006



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

Cover : 2006 Two Club Sprint Colerne
Photo Andy Moss

Events For October

Monday 9th - Club Night – Charity Quiz Night

The Quiz at the club night in October will be a charity event in aid of St Peter's Hospice. It will be run on standard pub quiz lines, with teams of up to four people. There will be five rounds on motor sport, five rounds on general trivia and a picture round. The entry fee is £1 per person, with all proceeds going to St Peter's Hospice. The winners will receive very some nice prizes. Organise your own teams or come along on your own and we will make up teams on the night. The evening will be organised by Tim Murray and Nick Wood.

Friday 27th - Nav Scatter **NOTE : Change of Date**

The first Navigational event of the Winter is a Scatter – a joint event with Bristol Motor Club, the organisers are Allen Harris and Nick Rainbow. If you are looking for your motor sport fix during the dark winter nights these are great events that need nothing more than a standard road car.

Nick & Allen are making their organisational debut as original organiser Paul Monis is a bit preoccupied with his wedding in October. Due mainly to the late change of organising team it has been necessary to move the date to Friday 27th October.

The start will be in Bath Hill East Car Park, Keynsham; signing-on from 1845, event starts 1930. The event should be pretty straightforward, with ordinary OS grid references for 75% of the RCs. We have tried to avoid obscure and tricky questions to widen its appeal and to attract even those who haven't done a scatter before.

Alexander Forbes insurance will as usual be available at signing-on, the cost of which is unchanged at £15.50. Entry detail ar on the website, with an entry form that you can complete on-screen, then print out and post or bring to the event. If you need a paper copy of the entry form contact Allen Harris.

Any questions to the Event Secretary, Allen Harris 07970 198718 or 0117 9421204 or email scatter@bristolmc.org.uk.

Saturday 21st - The Pegasus Sprint – Castle Combe

The Pegasus Sprint now has a full entry, and as the event is over subscribed entries will be selected after the closing date. As soon as the entry list is published we will add it to the club website.

As always we need a lot of marshals to be able to run the event and this is the best way to get close to the action. If you would

like to help please contact contact chief Marshal Bob Hart - bob.hart@blueyonder.co.uk or 0117 9409772



Saturday 28th - Stroke Association Day – Castle Combe

A number of club members will be helping out by giving rides on this event where the public get a chance to go around Castle Combe with all proceeds going to the Stroke Association. More details later in the newsletter, however there is a rumour that Ian Hall may be among those giving rides in his Darrian which would be quite an experience !!

Events For November

Monday 13th - Club Night – Can Am Night

Further details later in this Backfire

Friday 17th - Nav Ex

Paul Bird Organises.

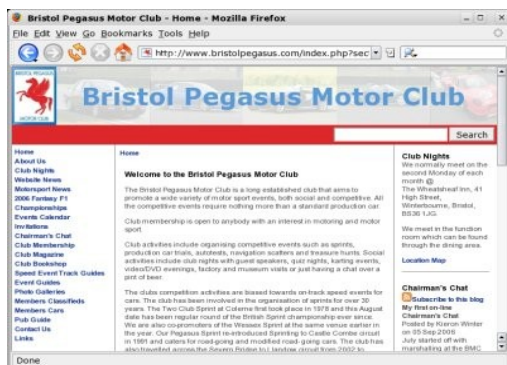
Thursday 23rd Karting Endurance Challenge

Further details later in this Backfire - closing date for bpmc entries is 21st October – after this date remaining places will go on general sale to non members and are sure to go fast - get your entry in or miss out

Invitations

Sunday 22nd October 2006 - MGCC Production Car Trial

Chew Stoke, Bristol, Map Ref 172/558628 - regs form our website or contact Andy Moss on 0117 9041841 for a printed copy.



For all the latest news

Why not visit our new look website

www.bristolpegasus.com

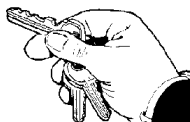
Bristol Pegasus Cloth Badges

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.



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

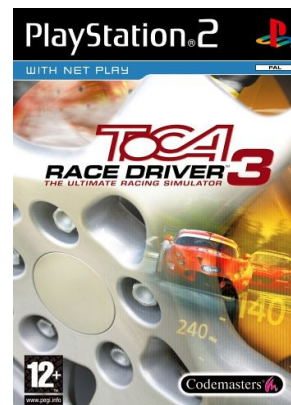


Chairmans Chat

By Kieron Winter



The September Club Night saw the room at the Wheatsheaf turned into an Arcade with two TV's for Playstation games and a Scalextric set on the go. Luckily we had young Simon Moss, Charlie Emsley and Joe Robson on hand to show us grown-ups how to operate the driving games, though Mark Elvin and Nick Wood seemed very knowledgeable and seemed to be getting very excited – boys and their toys!



During the night we had a visit from Camilla Herd who is undertaking a study in “Carbon Management in UK Motorsport”. Her study is looking at carbon dioxide emissions generated by racing and event organisation. Potential carbon management systems are being considered including carbon offsetting in the short term and emission reduction via clean fuels, engine design and technology in the long term.

Camilla is talking to a wide spectrum of people including Clubs, Regional Associations, the MSA, Circuit Owners and the Car Manufacturers. A few of us were able to explain to her what was involved in grass roots level motorsport. One view we had was that apart from road rallying the actual amount of fuel used during an event by most competitors was probably less than that used to get to the venue. Following up on this theme we estimated that more carbon emissions were generated by people going to watch football on a weekend than in all of motorsport. That man of trivia, Tim Murray, noted that Angling was the most popular participant leisure activity and as most people do not have a lake or river at the bottom of their garden, how much fuel did the fishermen use in pursuit of their hobby?

We involved Mark Elvin in the discussion as he is the owner of a Honda Insight. Mark had good knowledge of what future plans Honda had for hybrid cars and that all of the major Car manufacturers had projects that would be coming to the market in the next few years. Looking in Autocar magazine, as well as electric hybrid and fuel cell hybrids, they were reporting on hydrogen powered engines from BMW and Chevrolet, and a hot air hybrid engine (it stores compressed air in a storage tank).



There is also talk of Formula One cars being allowed to use regenerative energy when rule changes are made in a few years time. So there are changes on the way and as a lot of grass roots motorsport is based on road cars, I guess it will not be long before we see hybrid-engined cars along side petrol and diesel powered cars.

Camilla has promised to write an article on her work, which we will publish in Backfire and we should also get a copy of her final report. It should make interesting reading.



Pegasus Fantasy Formula One 2006

Positions after Italian GP

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1=	Sally Elvin	Massa	M Schumacher	Ferrari	Honda	Ferrari	1773
1=	Steve Clark	Massa	M Schumacher	Ferrari	Honda	Ferrari	1773
3	Tim Murray	Alonso	Massa	Ferrari	Honda	Ferrari	1745
4	Simon Sweet	Massa	Button	Ferrari	Renault	Renault	1700
5	Joe Robson	Alonso	M Schumacher	Ferrari	Super Aguri	Mercedes	1628
6	Alison Emsley	Massa	Raikkonen	Honda	Renault	Ferrari	1565
7	Lesley Hart	Montoya	M Schumacher	BMW Sauber	Renault	Ferrari	1536
8	Tom King	Alonso	Coulthard	Renault	BMW Sauber	Renault	1489
9	Chris Lewis	Alonso	Button	Midland F1	Renault	Renault	1440
10	Charlotte Emsley	Coulthard	Barrichello	Ferrari	McLaren	Renault	1410
11	Martyn Davies	Alonso	Button	Ferrari	Honda	Honda	1407
12	Helen Davies	Button	M Schumacher	Honda	Renault	Toyota	1367
13	Simon Tidmus	Trulli	M Schumacher	McLaren	Red Bull	Renault	1363
14	Martin Baker	Rosberg	M Schumacher	McLaren	Renault	Ferrari 2	1337
15	Mike Marsden	Barrichello	M Schumacher	Honda	Renault	Toyota	1325
16	Mary Craddy	Alonso	Webber	McLaren	Red Bull	Ferrari	1313
17	Arthur Tankins	Button	M Schumacher	Renault	Toyota	BMW	1303
18	Paul Draper	Button	M Schumacher	Honda	Renault	Cosworth	1283
19=	Donny Allen	Alonso	Montoya	McLaren	Midland F1	Renault	1277
19=	Elisabeth Lewis	Alonso	Montoya	McLaren	Midland F1	Renault	1277
21	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	1276
22	Andrew Moss	Massa	Fisichella	McLaren	Renault	Cosworth	1270
23	Chris Clarke	Button	Raikkonen	McLaren	Red Bull	Ferrari	1264
24	Mal Allen	Button	M Schumacher	Honda	Renault	Toyota 2	1246
25=	Bill Farrow	Trulli	Barrichello	BMW Sauber	Renault	Renault	1197
25=	Caroline Meaden	Trulli	Button	Honda	McLaren	Renault	1197
25=	Rex Meaden	Trulli	Button	McLaren	Renault	Honda	1197
28	Jonathan Prestidge	Fisichella	Button	Honda	Renault	Honda	1190
29=	Ann Farrow	Alonso	Coulthard	Honda	Toyota	Mercedes	1182
29=	John Page	Alonso	Coulthard	Honda	McLaren	Toyota	1182
31	Pete Stowe	Alonso	Montoya	Honda	McLaren	BMW	1155
32	Alan Spencer	Fisichella	Button	Renault	Toyota	Honda	1147
33	Dick Craddy	Button	Raikkonen	Honda	Renault	Cosworth 2	1099
34	Audrey King	Montoya	Barrichello	Renault	BMW Sauber	Mercedes	1093
35	Liz Perkin	Massa	Raikkonen	Red Bull	Williams	Renault	1087
36	Martin Emsley	Montoya	M Schumacher	Red Bull	Renault	Toyota 2	1085
37	Kieron Winter	Raikkonen	Webber	Honda	Renault	Toyota	1078
38	Judith Bird	Button	R Schumacher	McLaren	Williams	Renault	1070
39	Louella Williams	Button	M Schumacher	BMW Sauber	Honda	BMW	1060
40	Paul Perkin	Alonso	Button	McLaren	Red Bull	Cosworth	1045
41	Paul Bird	Raikkonen	R Schumacher	Honda	Williams	Renault	1041
42	Simon Moss	Alonso	Raikkonen	Honda	Toyota	Toyota 2	1040
43	Lewis Bird	Massa	Rosberg	Honda	Williams	Renault	1019
44	Mark Elvin	Montoya	Raikkonen	McLaren	Midland F1	Mercedes	1016
45	Bob Hart	Button	Raikkonen	McLaren	Williams	Honda	994
46	Ken Robson	Montoya	Raikkonen	Honda	McLaren	Honda 2	899
47	Mark Williams	Button	Raikkonen	McLaren	Williams	Cosworth	867



A Trip to Wiscombe Park Hill Climb 9th September 2006 By Sharon Reynolds

On Saturday 9th September we decided to go on a family trip to Wiscombe Park Hill climb. This was to be Abi's first hill climb as we have not been able to go to one since the very last Finlake Hill climb.



I was a bit shocked at the price of the spectator entry but when we found a nice spot overlooking the course ("Wis Straight"), I cheered up. We had a lovely picnic and as we finished, the timed main runs started. I was surprised at how slow the first cars went past but then I was told that they had small engines so could not go very fast.

Then the road went very quiet and we heard some whistles which even a novice like me knows that it meant that something had happened. Then next thing we saw was a doctor speeding off in a Porsche 911 (sorry no photo as he was going too fast for Rich to get one). Soon the doctor came back so I guess it was not too bad.

We decided to move on from our picnic spot and that was when we decided that it would have been better for Abi to have been in a backpack rather than the buggy as we entered the wooded area ("The Gate"), as a buggy has not got the suspension of a Citroen car! By this time, the cars had started to go a lot faster and it got a lot more exciting.

We got a very nasty look from a horrible orange man when Abi decided that she would shout at every car that went past. I was told that this was normal for orange men. We then crossed over the course between the classes near "Sawbench Hairpin" and as we stopped to watch the next set of cars come up. My motherly instincts started up and I

had to check that if a car came round the corner too fast they would go in to the bank on the other side not our side. I was told not to fuss but another lady agreed with what I was saying but we agreed that it was safe.



Walking alongside "Castle Straight" and passing beside the "Finish" line, we eventually made our way up to the top return paddock. From there, we heard lots of squealing of brakes, followed by a car appearing from around the corner, the car would park up and then the driver would run over to get a view of

the next car coming up to "Martini Hairpin" and the sequence would start all over again.

When we got back to the car park it was like a mini MG classic car show, with cars even having boot props. We then loaded Abi back in to the car and headed home.



Market Place

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

M535 BMW

I need to find a new home for my automatic M535 BMW.

It is a very nice car "C" registered(1986).I am the third owner and it has done 124,000 miles.

All original apart from having been fitted with a CD player and with complete with the original documentation from Holland Park BMW and with a comprehensive BMW service history.

The car is red with cream leather Recaro upholstery all in very good condition and has good tyres plus a couple of good spares.

The gearing with the auto box gives 35mph per 1000rpm which allows for cruising in Germany at 110 to 120mph whilst still returning 27mpg.

I have not used it for a couple of years and it has a few things that need sorting out before it can be used.

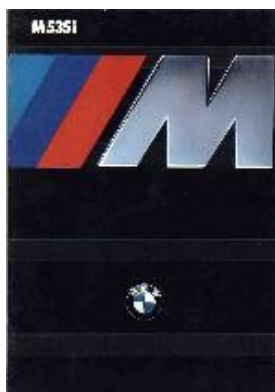
It starts first time but then wets it's plugs.I assume that this is either a poor connection to it's cold start device or that the sensor needs replacement.

The ABS light stays on because the toothed sensors on the back need to be replaced (the parts are available new for about £60 per side).

The car has always been garaged and I would need an undertaking from the new owner that it would be kept in a garage.

I am open to sensible (low) offers so long as it is going to be correctly cared for.

JOHN PAGE (01179 663699) or pagethree@blueyonder.co.uk





National & International Motor Sport Dates October and November 2006



7 Oct 2006 -- Melton Concrete Products Formula Ford Carnival: Castle Combe Circuit.

7/8 Oct 2006 -- FIA World Touring Car Championship: Valencia, Spain.

12/15 Oct 2006 -- FIA WORLD RALLY CHAMPIONSHIP: Rally of Turkey.

14 Oct 2006 -- Total Kitcar Live: Brands Hatch Circuit.

14 Oct 2006 -- Audi Club Day: Castle Combe Circuit.

14/15 Oct 2006 -- Dunlop MSA British Touring Car Championship: Silverstone Circuit.

20/22 Oct 2006 -- FIA FORMULA ONE WORLD CHAMPIONSHIP:
Interlagos-Sao Paulo, Brazil.

21 Oct 2006 -- Autumn Leaves Scenic Tour: Forest of Dean. Tel 0159 482 3431.

21/22 Oct 2006 -- Weston Beach Race: Weston-super-Mare. Tel 01873 840171.

26/29 Oct 2006 -- FIA WORLD RALLY CHAMPIONSHIP: Telstra Rally Australia.

26/29 Oct 2006 -- MPH 06 Show: NEC Birmingham. Tel 0121 224 7455.

27/29 Oct 2006 -- Classic Motor Show: NEC Birmingham. Tel 0121 224 7455.

28 Oct 2006 -- Racecar Live: Brands Hatch Circuit. Tel 01474 872331.

28 Oct 2006 -- Stroke Association Rally: Castle Combe Circuit.

28 Oct 2006 -- Somerset Stages Rally: Minehead, West Somerset. Tel 0870 7449160.

2/5 Nov 2006 -- MPH 06 Show: Earls Court, London. Tel 020 8541 3434.

4 Nov 2006 -- Porsche Club Day: Castle Combe Circuit. Tel 01608 652911.

4/5 Nov 2006 London to Brighton Veteran Car Run: London. Tel 01327 856024.

9/12 Nov 2006 -- FIA WORLD RALLY CHAMPIONSHIP: Propecia Rally New Zealand.



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



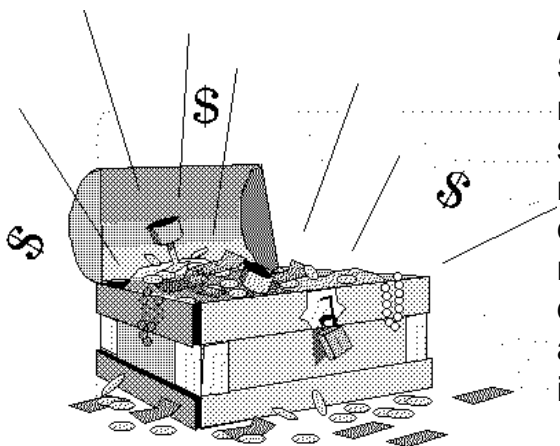
This event will raise around £1000 which will be donated to the chosen charity of BPMC - St. Peters Hospice, Bristol.

CLOSING DATE FOR BPMC ENTRIES IS 21st OCTOBER – AFTER THIS DATE REMAINING PLACES WILL GO ON GENERAL SALE TO NON MEMBERS !!! GET YOUR ENTRY IN OR MISS OUT

THE THREE COUNTIES TREASURE HUNT

21ST AUGUST 2006

We called this event the "Three Counties" as we had to write to three different RLO's for permission to run. Shame that none of them bothered to reply, but there you go...



As it turned out, we only used bits of the Avon & Somerset and Gloucestershire areas, most of the route lying in Wiltshire. Sadly our initial route survey found some huge blank areas and a late re-think was required in order to find some viable clues. The added difficulty was that as we were running quite late in the month a shortage of daylight after about 9 o'clock had to be taken into account and as a result the clues had to be visible in those conditions.

We finally settled on a route of just over 20 miles which, from a start in Acton Turville, took in Badminton, Little Badminton, the back of Didmorton, Sopworth, Sherston, some lanes around Easton Grey, the back of Sherston, Alderton and return to Acton Turville. The first visit to Sherston required the crews to get out of their cars and walk about to find a few simple picture clues, and we also asked for some treasure to be retrieved from the hedgerows.

On the night we welcomed 5 crews, most of which seemed to include a junior contingent. Andy Moss was partnered by son Simon, whilst Martin Emsley had daughter Charlie in tow. There was also a team from our host pub, the Fox and Hounds, which appeared to contain half the kids in the village. Having watched the teams circulate the car park a few times in search of the first clue, we retired to said pub for our dinner. We recommend the chocolate fudge cake!

As darkness fell the crews started to return, bearing their treasure which ranged from stinging nettles to apples. The usual debates, arguments and threats ensued whilst we marked the papers, the interpretation of "minute" dwelling being a favourite. We meant a house with a clock on it, not a small cottage!

At the end of the day all of the questions had been answered correctly by at least one crew, which proves we got it right!

The results –

- | | |
|------------------------------|-------|
| • Alan Spencer/Kieron Winter | 159 |
| • Andy & Simon Moss | 156 |
| • Paul & Judith Bird | 148 |
| • Team Fox & Hounds | 141.5 |
| • Martin & Charlie Emsley | 99.5 |

Lewis Bird/Martin Baker

Photo

Castle Combe Test Day 2005



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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Club Night - Monday 13th November 2006

CAN-AM NIGHT



With Special Guests

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

Some great DVD's direct from California showing and
hopefully a guest speaker
who has raced one of these great cars.

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





Next Month : Ariel Sports Cars and Haynes visit reports

Clubmans Championship 2006

Up to the Two Club Sprint

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
29.70	Alan Spencer	1	8	Yes
28.43	Paul Bird	2	8	No
27.30	Andy Moss	3	8	Yes
23.96	Martin Baker	4	6	Yes
21.62	Kieron Winter	5	6	Yes
20.18	Dave Cutcliffe	6	4	Yes
17.64	Chris Goodchild	7	5	Yes
15.06	Lewis Bird	8	5	Yes
13.21	Matt Marples	9	4	No
11.74	Mark Astin	10	4	No
11.72	Pete Devall	11	3	No
10.92	Paul Perkin	12	3	No
10.79	Mark Roberts	13	2	No
10.43	Judith Bird	14	4	No
10.29	Martin Emsley	15	3	Yes
10.11	Paul Draper	16	3	No
9.45	Pete Goodman	17	2	No
9.28	Paul Rowbottom	18	2	No
9.00	Howard Johnstone	19	2	No
8.86	Johnathan Milne	20	2	No

Marshals Championship 2006

Up to the Two Club Sprint

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
6	Kieron Winter	1	4
4	Andy Moss	2	2
4	Dick Craddy	2	2
4	Mal Allen	2	2
4	Martin Baker	2	2
4	Martin Emsley	2	2
3	Donny Allen	7	2
2	Andy Rigler	8	1
2	Bob Hart	8	1
2	Chris Goodchild	8	1



Bristol Two Club Sprint

Monday 28th August - Colerne Airfield

By Kieron Winter



The course at Colerne was set up on Sunday under the supervision of Clerk of the Course Bob Hart and his deputy Martin Baker. They have now got this down to a fine art with one crew on the truck dropping off cones and signs and two teams setting it up on the track. All of this was carried out in fine weather. Luckily for us the only rain of the Bank Holiday weekend happened on Sunday night and the first practice run was held on a damp track.

Making his Colerne competition debut was young Lewis Bird and he recorded under 100 seconds in his Fiesta on his first run of the day. This was better than several Lotus Elise drivers in class A2. By the time the second practice runs were held, the track had dried out and times were improving and the Lotus boys were now down in the mid 90 seconds.

The afternoon timed runs were lead away by Mark Chater in his Davrian; unfortunately Mark lost his oil at the bottom of the course and this caused a delay whilst Bob and the marshals got out the cement powder and cleaned up the course.

After this delay the event got going and despite the oil spill the track was quick enough for several class records to be broken.

Lewis was top BPMP driver in class A1, beating Keith and Melanie Sadler in their Mini. In class A2 it was Lewis' Dad, Paul who led the way. Paul rang the neck of the Renault 19 on his 2nd run, and only lost out on a class win by less than 3/10ths of a second to the Lotus Elise of Graham Wild. After the run Paul admitted that he had really gone for it and felt he could not have gone any faster, however



a study of the 64ft time showed he was 2/10ths slower than his 1st run – so close Paul. The Peugeot 106 of Paul Rowbottom finished 4th in class, with Paul Draper, Bob Bull and another Colerne debutant Danny Gosling get midfield class positions.

In class A3, Pete Goodman gave his Renault Clio 182 a run and just piped Anthony Neville in his Peugeot 205 GTi. Another car making its competition debut was the Audi A3 of Cherry Robinson.

She and Nick Wood decided to give it a run as Nick's Alfa has now been sold.

In class A4 it was Martin Mees who beat Mike McBride to the runner-up spot to the very quick Mitsubishi of Barry and Jamie Squibbs.

In the Limited Production car class it was Pete Devall who came out as top BPMC runner in the Ginetta G27, bettering Dad Richie's time by 4 seconds. Further down the order were Andy Moss in his Westfield and John Swettenham in his Lotus Europa. In the larger capacity class, John Mearns took his Westfield to 3rd in class.

The small modified saloon car class was won by Mark Roberts in the Honda CRX shared with Jonathan Milne who got 3rd place. Matt Marples was next up in his Peugeot 205; followed by John Corfield who managed to beat son Martin in their shared Fiesta XR2 (John threatened to stop his pocket money if Martin beat him!).

In the larger class it was the very rapid Paul Perkin who took another class victory, with Phil Jones driving the Fiat Panda Abarth after his single-seater could not be finished in time.



In the small Sport Libre class, Ian Cameron took 1st position in the Radical Clubsport, in the larger class Peter Rigby was out in the beautiful Abarth Osella.

It was the 600cc to 1100cc racing car class that saw four BPMC members battling for honours. Dave Cutcliffe was sharing Trevor Hartland's OMS



and finished 2nd, with the time good enough to get him into the Top 12 Run-Off. Ross Browne just missed out on a class award in his Force 10, with Trevor and Paul Donnelly in his OMS finishing further down the order.

In the large racing car class, Roy Dawson (3500cc Gould GR55) had an untroubled run to take FTD by over 5 seconds and looked likely to take Dave's track record in the Top 12.

Sure enough in the first Top 12 run, Roy took a clear lead, but 9 cars were covered by 1 second, so the race to get second place was going to be very close. The second runs were disrupted by red flags and displaced cones, but it was Dave Cutcliffe who managed to get the 1100cc OMS into 2nd place with a time of 67.69 seconds. Sure enough Roy Dawson managed a time of 61.92 seconds to take Dave's Course record from 2003.



My thanks go to Charlie Emsley who did an excellent job by keeping the results board up to date all day (assisted by another young runner in Geoff Healey !) and to Paul and Judith Bird who provided their Motor home in the afternoon to allow me to set up the results printer and my paperwork. The cups of tea provided by Judith were also most welcome!



Charity



Action Day

Saturday 28th
October 2006

STAR 107.2 FM
road show with
live broadcasts

Full factory support
providing cars on the day



Track rides for under £50
Ultimate
Ferrari
Porsche
Lotus
Relentless

Track rides
£30-£50

Full Auto test team
in the paddock

Lunchtime Guest Speaker:
Bob Dance
Former Chief Mechanic of Lotus F1

Free prize draw for 2 Karting
Grand Prix tickets



MC:
Charismatic
Nick-Agg Manning

Arthur Tanks Tiger 90

The Story so Far

By Alan Spencer



Some time ago Arthur wrote an article about his trips on the Triumph Motor Cycle on the Lands End trail – approximately 18 months ago I was looking for another Motorcycle - “British Four Stroke”. I was looking for a 350 BSA or something ?

Arthur is also a member of the VMCC and he had told some club members he was interested in selling his triumph. I showed some interest and after a visit and an offer he sold the bike to me, I bought it because it has some competition trials history.

Little does this bike know what its in for a hard life in my hands.

10 months later and a tidy up and a new colour scheme it been pressed into road competition. I have been to the Isle of Man for the Manx Rally on it and finished 4th, 3rd and 2nd on a road time trial – yes its having a hard life.

Hope Arthur is pleased its gone to a good home to be used. It also did the Relay Rally VMCC event this year clocking up 210 miles around Gloucestershire, Somerset, Wiltshire and the Cotswolds.

Was it a good buy? Yes despite the oil leaks that I am having real trouble fixing but I'll get there in the end.



Left : Arthur Tankins on the Triumph Tiger 90 during the 1968 Lands End Trial
Right : Alan Spencer with the Triumph back on the road

WRING OUT THE OLD

Whoever described sport as the opiate of the masses knew what they were talking about, certainly as far as this year is concerned because whatever wars there are in the world, sport still manages to grab its share of the headlines. World Cup soccer with its kick boxing (or perhaps that should be boxes)...cricket putting itself beyond parody with a fuss over one ball...and as for athletics, well, if there are any more drug stories we won't need an Olympic stadium, we'll be able to run races between branches of Boots.

As well as brightening the headlines, sport also has a part to play in providing grist for the conversational mills in clubs and pubs. "Who was the best ever?" fuels endless debates for instance. I reckon you can only be the best of your time – I saw Max Miller convulse a theatre countless years ago, recently I saw Bill Bailey do the same at the Edinburgh Fringe. Better than Miller? Impossible to tell. The same with sportsmen.

I even got into a debate recently over which is the cheapest sport to compete in. We concluded that it was probably chess because you can buy a set in a charity shop for pence and like erotic dreams (well mine anyway) you don't need special clothing.

The purist sport to test men or women? Should be athletics

except for the aforementioned drug problems so it's probably something like tennis, badminton or even boxing where, unlike motorsport, more depends on the competitor than the equipment.

There seems to be agreement on one thing – no other sport reveres its past quite like ours, no other sport is so starry-eyed about days of yore (in view of the way many of the cars handled, perhaps that should be days of yaw). Yet many of the events we wax nostalgic about, races in the 50s and 60s for instance, were – as I know from personal experience – boring. But we were happy because we had low expectations – there were no TV close ups or editors to turn tedious 40 minute races into 20 minutes of high TV excitement.

Conversely, rallies were perhaps more exciting then than now because the authorities hadn't quite caught on to the fact that we were spending Saturday nights virtually road racing – regularity simply didn't feature on the better events. Whatever, historic rallying is as healthy today as the racing side, and the Historic Rally Car Register is one of the strongest national clubs with over 2000 members. It's certainly one of the liveliest with a huge range of social and competitive events throughout the country.

The Register has key cut-off

dates for its championships: 01.01.68 for Historic cars. Post Historics are those registered between 01.01.68 and 31.12.74, and Classics are those between 01.01.75 and 31.12.81.

As in many branches of our sport, there can be wide differences in spend – you could pick up an Austin A40 and go road rallying for under £1000 or spend over £50k on full-spec Escorts and Porsches for stage rallying. Like they say, you pay your money... .

One big advantage over the modern stuff of course is that if you pick wisely depreciation can be zero, values may sometimes increase over the years. The Register is keen to cater for all interests whether it's someone pottering around in the A40 or pace note rallying in a Mk2 Escort. Long may it stay strong. More details are on www.hrcr.co.uk

Stuart Turner



COD FILLET QUIZ

1. Who won the second Indianapolis 500?
2. In 1965 a 4 in line engined streamlined car set a record of 658.6kph. What was its name?
3. Who was the English representative of the French Mors company?
4. What style of engine was fitted to the Honda 302 in 1968?

ANSWERS ON PAGE iv

National Motorsport Week

“We were delighted with the response of our clubs to National Motorsport Week,” said Colin Hilton, Chief Executive of the MSA.

“Despite the short notice, the concept was warmly welcomed and endorsed, with many clubs and organisations making special arrangements to open up the sport to new audiences. We look forward to agreeing the plans for next year and helping to develop the initiative into a high profile annual event.”

Below is a sample of some of the more than 50 events that took place in connection with National Motorsport Week.

- Cumbria-based Wigton Motor Club (2005 MSA Club of the Year) held a special display of competition cars at the Cumbria Classic Show and organised displays and demonstrations of autotests, sporting trials and 4x4 trials.
- Dozens of people said they wanted to become more involved in motor sport after visiting the Welsh Automotive Forum exhibition in Cardiff. Hundreds of rally fans, shoppers and office workers visited the stand in the city's main shopping precinct and scores entered a competition to be special guests on this year's Wales

Rally GB.

- Both Team RAC touring cars carried National Motorsport Week logos as their drivers competed in the sixth round of the BTCC at Donington Park.
- Lola Cars International Ltd opened its doors to the public.
- Cumbria Kart Racing Club held a special kart event to celebrate the 50th anniversary of karting. On display was one of the earliest examples of racing kart, alongside a Stewart-Ford F1 car donated by M-Sport.
- Horton Racing displayed two of its cars in Clitheroe town centre.
- Newry & District, Rathfriland and North Armagh Motor Clubs got together to organise a special rally school to encourage new competitors.
- Green Belt Motor Club had a stand at the Custom & Sports Car Show at North Weald.
- Teifi Valley Motor Club organised a 20-mile charity bike ride for the Welsh Air Ambulance and presented cheques to three local charities – money raised on its Rali Bro Preseli.
- Ross & District Motor Club members were busy both weekends - organising a grass autotest and barbeque and then, a week later, an AutoSolo for beginners.

The MSA believes the success of National Motorsport Week means it is likely to be run again next

year – look out for an announcement about the dates. More information about the events that took place this year can be found at www.nationalmotorsportweek.co.uk

Child Protection

The MSA Child Protection Policy and Guidelines document has recently been sent to all Clubs and Licensed Officials, and can be viewed on the MSA website www.msauk.org (search on Child Protection).

Any Clubs or Licensed Officials with queries regarding the policy, guidelines or procedures should contact Allan Dean-Lewis at the MSA for assistance.

MSA British Race Elite

Following the continuing success of the MSA British Rally Elite scheme to develop new talent, Brabham Performance Clinic has been appointed to run MSA British Race Elite, incorporating GT's, Touring Cars and single seaters. The programme will identify talented drivers and help them develop at the highest possible level.

Wales Rally GB

The final round of FIA World Rally Championship takes place on 1 to 3 December 2006. For information about marshalling or to purchase tickets, visit www.walesrallygb.com. There is also a ticket hotline: 0870 060 1764.

Promotional Events

New rules are to be introduced regulating the Promotional Events that many clubs currently run. Changes have been made by the Off Road Committee because of misuse of promotional events and a misunderstanding of the existing regulations by some clubs. The new regulations will be: H15.4 "Clubs may not organise more than three Promotional Events per year" and H35.5 "Passengers may not be carried for hire or reward". Regulation H36.13.1 will be amended so that SR's for a Promotional Event may no longer relax the requirements for vehicles to be road legal. All vehicles taking part must be fully road legal, to stop fully prepared off road competition vehicles taking part. Clubs are reminded that promotional events were created to introduce organised off road motorsport to club members, by allowing them to follow a liaison route, which included special (trials type) sections adequately marshalled as part of a non-competitive event under an MSA permit and insurance. This has not always been followed, with some events allowing vehicles to drive anywhere almost as a 'free for all'. It was not intended to be a way for vehicles to carry passengers on off road routes or trials type sections for hire or reward, or where the passenger makes a donation to be in the vehicle. The new regulations to be introduced as from 1st January 2007 once ratified.



REVIEWS FROM



PORSCHE AU MANS 1972-1981

ISBN 2 91492058X

**François Hurel, Editions
du Palmier, €32. Call
0033 04 66 23 50 or see
www.editions-palmier.fr**

Few are better placed than François Hurel to write this record of Porsches at Le Mans. He started going to the 24-hour classic in '76 and has covered the event many times for France's leading motor sport magazines. This handy 128-page A4 book complements Hurel's first Porsche at Le Mans title, which covered 1966-'71. With a full English text and a strong spread of colour pictures, it's great value. Best of all there's a wealth of first-hand recollections from drivers and entrants including Jürgen Barth, Max Cohen Olivar, Bob Wollek, Henri Pescarolo and the late Raymond Touroul. As well as year-by-year reviews, there's an appendix of technical details on 910, 907, 908, 917 and 936. For fans of competition Porsches or Le Mans, this A4 book is a must have, and for model makers it's an essential reference.

**COMPLETE CAT
ISBN 0 9534142 72.
Price £19.99**

Such is the success of the dumpy title *The Jaguar File* by Eric Dymock, that the packed book is now available as a revised third edition. This 474-page landscape book runs from Swallow sidecars to the 2004 XK8 and XJ. Each model gets

one picture, a brief history and then a comprehensive specification box. Handy reference for both the expert and novice enthusiast.

**NOSTALGIA FEST
ISBN 0 7509 4532. Price
£14.99**

Author Brian Demaus clearly has quite a photograph collection if the magnificent selection featured in his new title *The Halcyon Days of Motoring* – published by Sutton – is anything to go by. Covering four decades up to 1940, it's packed with evocative images, both road and race, many never published before. Most are shot in Britain with a few recording adventures motoring abroad. A wonderful little book.

**MIDGET CAR SPEEDWAY –
FOLLOWING THE
FORTUNES OF STOKE
POTTERS
ISBN 0 7524 38700
Derek Bridget, Tempus
Publishing, £12.99. To
order call 01453 883300;
e-mail sales@tempus-
publishing.com**

Although this 126-page paperback focuses on racing at Bridgett's local Stoke-on-Trent track during the '30s, he also relates how the midget racing scene evolved in the UK and covers all the leading drivers such as Stan Mills, Frank Chiswell and Spike Riando. Best of all is the chapter on midget racer design in the UK including Eltos, and the super-fast JAP-powered Skirrow Specials from Ambleside.

MARSHALS POST

by the BMMC



After Andy Green's Land Speed Record-beating performance in August and Audi's Le Mans victory in June, 2006 has got to be the year of the diesel.

Of course, the Audi R10 isn't the first diesel to race at Le Mans. Only a couple of years before, a bio-diesel powered Lola-Caterpillar made a brief appearance in the race, having caused chaos during the testing weekend by spilling its fuel in the vicinity of Indianapolis.

Diesels have popped up in various guises in motorsport before and we are likely to see more diesel and biodiesel powered cars in the future.

With a flash point – the temperature at which fuel can be

ignited – of 62°C and autoignition temperature – when it will spontaneously ignite – of 210°C for diesel and 150°C and 316°C respectively for biodiesel, fire is the least of a marshal's worries with diesel.

Fuel spills will cause far more problems. After all, diesel is as slippery as oil and there is a lot more of it to leak out of a broken fuel line than oil in a sump or gear box.

The standard way of dealing with diesel on Britain's highways is to mop it up with sand or oil absorbing granules.

In France, the ACO invested some years ago in equipping all marshals posts with large tubs full of absorbent granules and spreaders like those gardeners use for reseeded and feeding their lawns.

In Britain, we persevere with plaster or cement – a cheaper but less effective solution than

granules – and shovels instead of spreaders.

No matter how good your technique with a shovel – and there are some pretty practised hands out there – dealing with diesel spills will take a lot longer than dealing with the oil spills.

Powerwashes with detergents might be a solution – but on a dry day a powerwashed section of track is going to be a nightmare for competitors, so Britain's circuits may need to do some serious thinking about taking some French lessons.

QUIZ ANSWERS

1. Joe Dawson in a 4cyl National (over 8000cc!)
2. Goldenrod (4-V8 Chrysler engines each 6900cc)
3. Malcolm Campbell
4. Air cooled 8 cylinder



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

October	Monday	9th	Club Night – Quiz Night
	Friday	13th	Nav Scatter
	Saturday	21st	The Pegasus Sprint
	Saturday	28th	Stroke Association Day
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 9th October 2006

CHARITY QUIZ NIGHT

The Quiz at the club night in October will be a charity event in aid of St Peter's Hospice.



It will be run on standard pub quiz lines, with teams of up to four people.

There will be five rounds on motor sport, five rounds on general trivia and a picture round.

The entry fee is £1 per person, with all proceeds going to St Peter's Hospice.

The winners will receive very some nice prizes. Organise your own teams or come along on your own and we will make up teams on the night.

The evening will be Organised by Tim Murray and Nick Wood.