

# Backfire

October 2008



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

**Cover : Hawk HF3000 Stratos of club member Alan Dillamore  
Two Club Sprint Colerne 2008 - Photo Andy Moss**

# BPMC EVENTS CALENDAR 2008

Changes shown **BOLD**

February	Friday	8th	Nav Scatter
	Monday	11th	Club Night
March	Friday	7th	Nav Ex
	Monday	10th	Club Night
	Friday	14th	Stoneleigh Show Visit
	Saturday	29th	Great Western Sprint
April	Monday	14th	Club Night
May	Monday	5th	The Wessex Sprint
	Sunday	11th	Production Car Trial
	Monday	12th	Club Night
	Monday	19th	Treasure Hunt
	Monday	26th	Bristol Llandow Sprint
June	Sunday	8th	ACE Classic Tour
	Monday	9th	Club Night
	Saturday	14th	AutoSolo
	Monday	23rd	Treasure Hunt
July	Monday	14th	Club Night
	Monday	21st	Treasure Hunt
August	Saturday	9th	Castle Combe Track Day
	Monday	11th	Club Night
	Monday	18th	Treasure Hunt
	Monday	25th	Bristol Two Club Sprint
September	Monday	8th	Club Night
	Saturday	20th	AutoSolo
October	Monday	13th	Club Night
	Saturday	18th	The Pegasus Sprint
	<b>Friday</b>	<b>31st</b>	<b>Nav Scatter</b>
November	Monday	10th	Club Night
	Friday	14th	Nav Ex
	Thursday	20th	Karting Endurance Challenge
December	<b>Friday</b>	<b>5th</b>	<b>Nav Ex - CANCELLED</b>
	Monday	8th	AGM

## EVENTS FOR OCTOBER 2008

### Monday 13th October - Club Night

Come along for a beer and a chat at the Wheatsheaf High Street, Winterbourne. 8.30 p.m. This month we will have an informal club night, but we will be playing with our new club video projector and will have some video from the Chepstow Solo. If you have any interesting DVDs please bring them along.

### Saturday 18th October - BPMC Pegasus Sprint Castle Combe

At the time of going to the print the Pegasus Sprint entry is well over subscribed and entries are being selected - hopefully club members who got in reasonably early should be fine. If you have any questions please contact the Entries Secretary Martin Baker on 0117 9563664. We have been pleased with the response from volunteer marshals so far and Chief Marshal Nick Wood has done an excellent job of sorting this out. If you have not already offered your services, then please give Nick a call on 01275 833098. If you need convincing the picture of the new marshals shelters at Combe might help !



### Friday 31st October - Nav Scatter - Please Note Change of Date

The October Navigation Scatter is joint event with Bristol Motor Club and is organised by Allen Harris and Nick Rainbow. The date has been moved to a week later than shown in your calendars, and it will now run on October the 31st. The start time will be 8pm from the lay-by on the A38 at Barrow Common, OS Landranger ref. ST553683. The finish venue has yet to be decided - check the website for an update. The event will cover no more than about 40 miles and will take place entirely on the southern half of Landranger Sheet 172, in an area bounded approximately by the A4 to the NE, the A367 to the SE, the A362 to the S, the A368 to the SW and the A38 to the NW. By the time Backfire reaches members the regs should be on the website - if you need a printed copy please contact Andy Moss on 0117 9041841.

### Friday 14th November - Nav Ex

Friday 14th November will start 19.30 and finish at the Swan Tytherington. MR 172 668883. There will be a paper for beginners, usual navigation equipment required, only Map 172 needed. For more information contact Tim Murray or Martin Emsley.

### December Nav-Ex - Cancelled

With the demands on peoples time near to Christmas, the response to our December Nav-Ex has been poor over the last couple of years - we have therefore decided to cancel the event.

# ACTING CHAIRMAN'S CHAT

By Martin Baker

## Important Committee Changes

As I said when I first wrote an article under the heading "Acting Chairman's Chat" I only ever intended my tenure to be temporary and that the search for a permanent chairman was under way. I am pleased to announce that the search is over and that from the start of the club's new financial year on 1st November your chairman will be Andrew Moss.

Andy possesses the right mix of youth (well, he's younger than most of his committee!) and enthusiasm that is needed to continue the club's development and prosperity that was initiated by Kieron. He has the full backing of the current committee and vice-presidents and I'm totally sure that the membership will support him too. Andy's appointment of course means that this is the last time I shall write under the "Acting Chairman's" banner (stop cheering at the back), but with his "Ignition" and other columns of the past Andy has shown that he's more than capable of writing an article of this nature.

What he won't be able to do, however, is continue to be the editor of "Backfire". Cherry Robinson has agreed to take on this post and will take full editorial control from the November edition onwards. We have recently moved to a web-based publishing system that makes production of the magazine generally easier and to some extent interactive - I doubt most of you ever saw the join!

Keeping it in the family, Nick Wood has been appointed to the non-committee position of Social Secretary, something the club has been in need of for some time. Nick and I have already discussed some possibilities for trips next year (and into the year after!) and he has also been working on a list of interesting guest speakers to entertain us during the coming winter/spring periods. Another change is that Richard Reynolds has formally joined the committee as Web Site Administrator - our excellent (and still evolving) website is largely down to his much appreciated efforts. This is the second time Richard has joined the committee having previously spent a period as competition secretary before moving to Devon. Finally Chris Thompson who joined the committee in August will be helping Chris Goodchild with competition matters, specifically championship results. I trust all members will join me in wishing Andy, Cherry, Richard, Nick and Chris every success in their new roles. As for me, I'll go back to counting the money!

## Competition Issues

One item was missed from my comments about marshals at the Two-Club Sprint. It seems



that one of our members had his car rejected by the scrutineers for an infringement that could not be rectified on-site. Instead of throwing his toys out of the pram he realised that he was committed to a day at Colerne, packed his car back up on the trailer and volunteered as a marshal. So award yourself a bonus point Paul Bird for showing a level of initiative that some others wouldn't - or haven't.

By the time you read this the closing date for the Pegasus Sprint will have passed; at the time of writing (the last week in September) the event was already over-subscribed, leading to several disappointments. I understand though that there are still a few marshalling vacancies - Nick Wood will be pleased to hear from you. All we need now is some nice weather...

### **The Black Country Museum**

Stopped off here on a recommendation that it was well worth a visit, for those of you who aren't familiar with the location it's a large open-air museum dedicated to artifacts and lifestyles from the area immediately south of Wolverhampton. I must say I was a bit disappointed with it and didn't think it was particularly good value for money (£13.00 including car parking). Considering this was an August Saturday too many exhibits were either closed or not operating. I had hoped to travel on the trams and trolleybuses which ply around the site, but on-going maintenance to the overhead wires ("Just this morning?" I asked. "No, until January", they said) put paid to that. Substitute transport turned up in the form of a 1949 Dennis coach which had originally belonged to a Bristol company. Other items of automotive interest included a selection of motorcycles that had been manufactured in the area and a few cars, notably Humbers and a Star. And inexplicably an REO Speed Wagon bus, which I struggle to believe was manufactured locally. There was also a "Hall of Fame" depicting numerous persons who had been born in the Black Country, I thought it was nice of them to take the blame for Noddy Holder and Lenny Henry.

## **THE GREAT WESTERN SPRINT**

Regrettably your Committee has decided that the BPMC will not be able co-promote the Great Western Sprint with the Bristol Motor Club in 2009. Because the event held last March did not run satisfactorily we felt it was necessary to substantially change the format in order to overcome the difficulties encountered. We considered these changes to be necessary if we were to continue our involvement. Consequently we made an appropriate proposal to the BMC but unfortunately that was not acceptable to them. We understand that the event will be held again in 2009 to the original format. We have been given assurance that BPMC members will be invited to enter should they wish. We wish the BMC well in their endeavour.

## INVITATION EVENT

### Kimber Car Trial - Sunday 19th October

The Regulations for the Kimber Car Trial on the 19th of October at Pagans Hill Farm, Chew Stoke, Bristol, can be downloaded from the club website or Contact Andy Moss on 0117 9041841 if you need a set printed and posted out.

## COLERNE TRACK DAY

### Monday 10th November

Nick Wood is organising a trip to Colerne for a track day with Motorsport Events on Monday the 10th of November.

Contact Nick for details on 01275 833098. The day is an idea chance to liven up the closed season - and the weather in November has to be at least as good as we have had during the summer !! Around half a dozen club members have already signed up and we are hoping if a few more come along it will be good social day as well as being a great chance to enjoy the normal high standard of track day from Motorsport events. Cost is £109.



Members can book with motorsport events direct on 0870 787 2116 or via their website at <http://www.motorsport-events.co.uk> - please mention BPMC when booking.

## NEC CLASSIC MOTOR SHOW

### November 14th, 15th & 16th

We are trying to gauge interest in a trip to the NEC Classic Motor show in November. If you would be interested please contact Andy Moss - [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) or 0117 9041841 - provisionally we are looking to go on Sunday the 16th and would take several cars or a minibus if there was enough interest. The Classic Motor Show hosts an amazing display of over 1,000 cars. There is something for all levels of enthusiasm, whether you are a hardcore classic fan or you just love cars. Whether vintage Bentleys are your scene or maybe 70's Fords, maybe early Morris or Maserati ? Advance tickets cost £15.



**As always we are looking for contributions for Backfire**

**By Post : 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP**

**By E-mail : [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**

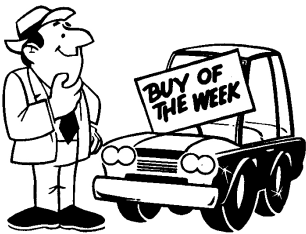
Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)

## BACKFIRE REGULAR CONTRIBUTORS

We are looking for people willing to write a regular column for Backfire each month.

If you would like to tell other club members about your Motorsport adventures ( competing, spectating or marshalling) or think you could write something about motoring and motor sport in general please get in touch. We would also be interested in anyone restoring or preparing a car, and in technical articles in general. All we ask is that you keep a sense of humour and don't upset too many people along the way !!

If you feel you would enjoy this please get in touch with us by e-mailing  
[backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)



### MARKET PLACE

**Motoring Related Items Advertised Free for Club Members**  
**Send to the Backfire Address**

#### Member's car for sale

Honda Civic Sport, 04 plate, petrol, 3 door, 23,000 miles,  
One careful owner, FSH, £5895 ono. Tel 01453 811164

## BRISTOL TWO CLUB SPRINT - COLERNE

### Monday the 25th of August 2008 - Report by Andy Moss

We were lucky enough to have pleasant weather at Colerne for the Two Club Sprint. Despite some events suffering from lower entries this year, Colerne remains as popular as ever. A strong entry list meant that as soon as someone dropped out another person was waiting to take their place. With a strict limit on the total number of entries imposed by the permit for the event, we found ourselves having to turn some people away and there were other reserves who did not get in until late on the evening before the event. Strangely we still get people who for whatever reason just don't show on the day, and I suspect they do not realise that a quick phone call could have given someone else the chance to run – it is never nice having to turn people away.

Looking at the entry list it was strange the way the make up of the classes changes over time.

As a previous competitor in a popular class A1, it was surprising to see Bruce Graham in the Suzuki Swift as the only entrant in that class. It is also interesting to see the effect the Lotus Elise has had on class A2 with the movement of many saloon car competitors into modified, perhaps in an attempt to avoid the Elises. There is much discussion about tyre regulations later in this Backfire, and whatever the rights and wrongs of that debate it is clear the entry level saloons were not so popular at this event – It will be interesting to see what the Pegasus Sprint Entry list looks like given that is an event which is unashamedly aimed at the road cars.

If this event is anything to go by the BPMC is currently in a very healthy state – almost 40 cars were entered by club members, the main officials roles were all filled by club members, and thanks to the efforts of Nick Wood many club members could be found on the marshals posts, as well as organising the paddock, in the control tower and on the start line – an excellent effort all round. Out on the track there were class wins for Mark Roberts in the Honda CRX, Grahame Harden in the Westfield ( who is also doing very well in the ASWMC championship ), Pete Goodman in the Elise, and Toby Harris in the Puma ( who also took best BPMC member ). Other notable performances included Lisa Selby, second in a large class A3 only to Toby. Ian Cameron also did well to take 2nd in his Mallock in the D1 Sports Libre class.

During the afternoon we were also very pleased to welcome Kieron's father Mike Winter to Colerne, and he enjoyed being shown around the venue and the cars by the organising team.

As always one of the highlights of this event is the top twelve run off for the British Championship. No club interest this year with Dave Cutcliffe still rebuilding his car – we are all looking forward to seeing Dave back in action. Despite this we were in for one of the most exciting top 12 contests for years. With the British Championship being very tight at the top we were pleased to receive an entry from Stewart Robb Senior and Junior in their Pilbeam MP88. This was the first time we had seen them at Colerne having made the long journey down from Stirling. During the timed runs it was clear that Championship front runner Stewart Robb Jnr was getting quicker as he learnt his way around, and the noises from the Pilbeam told everyone that this was quite a machine. Despite this his main competitor for the championship, Matt Oliver was still just quicker in the Gould. In the first top 12 run a 61.02 showed the Pilbeam could go quicker, and there were cheers from the paddock when the 60 second barrier was broken on the second run with an amazing 59.4.

A very enjoyable event, that went smoothly and seemed to be enjoyed by all involved – we also received some nice feedback from competitors as well as the MSA officials at the event. A big thanks to all who made this event such an enjoyable one. Finally a personal thanks from me to Jenny Hall and Mary Craddy who helped get the results up on the boards, as well as to my son Simon who drove the results laptop – It certainly meant I had a more relaxed day ...





# CALIFORNIA DREAMIN'

By Martin Emsley

Summer holiday 2008 and we went on a road trip around California. 3 weeks of travelling in a people carrier and staying at hotels. We covered about 2,400 miles and saw some wonderful places.

Along the way I think we saw almost exclusively Harley Davidsons, hardly any Japanese bikes, a wonderful selection of American classic iron and of course Mustangs, Mustangs & Mustangs. As well as Mustangs of just about every age there were times when I estimated every third car we saw was a post 2005 model. Yes they were common, proves they are popular and they don't half look good.

We spent an absolutely fantastic day watching motor racing at Laguna Seca; which in the flesh is even more impressive than on film or in pictures. It nestles in a bowl formed by surrounding hills in the middle of no-where, no noise problems there. Well most is in the bowl, except for the piece of track which climbs one hill and descends the other side through the famous 'Corkscrew'.

The day started misty & dull but soon cleared to blue skies, we started off wandering the paddock. Unfortunately we missed the Can-Am race the previous afternoon, just could not fit into our schedule, there was a stunning array of machinery, and of course tons of V8 heavy metal. As well as the largest gathering of Group 7 machinery I had ever seen, there was a sensational array of 1960 / 70's Trans Am saloons. Around the paddock there were just so many vehicles I had never seen before, I loved it though I think the girls got a bit bored.

They were keen, and so was I, to wander through the concession stands, found some nice T-shirts, good prices too due to exchange rate, I got to meet two people I admire; Pete Lyons who was around reporting / photographing Can-Am in 60-70's and has produced some excellent books, also Oscar Koveleski, who you have probably never heard of, he was the gent who David Franklin bought his McLaren M6B off and who raced it in '69, best result being 7th at Mosport. What a great guy, so many stories, unfortunately we had to drag ourselves away; that was a very special experience.

Everyone was so friendly and helpful, I hailed a chap, asked for directions, turned out he was a photographer, and we got to ride in his 'golf buggy' pickup to the high point of the circuit, Alison up front and the girls and I in the back. Very bumpy and very hot, we got a great tour showing us the circuit before being dropped at the top of the hill. To see cars at the 'corkscrew' which is even steeper than I imagined, is just one of those awesome experiences, coming blind over the brow and trying to clip the right apex below. Just a big wow "I cannot









believe I am actually here” moment. The racing was pretty good, a lot of unusual, interesting, American specials in amongst the recognisable cars. We eventually moved back down the circuit, watched the GP cars from pit straight. They were so noisy and some incredibly well driven it was just like being at a GP in ‘70’s.

Like all good things it had to end, we took a final turn around the paddock after a sweltering and exhilarating day, uncovering yet more gems we had not seen earlier before leaving with a degree of sadness. I am very lucky the girls all enjoy a day around racing cars and took lots of photos which we have put on CD and we can run at a club night. A great experience to see racing at one of the legendary circuits and in the flesh rather than on film and also some absolutely fabulous, unusual, cars. I was told there may be a big Can-Am reunion event at Road America in 2010, guess who has started saving already!

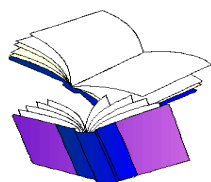


## CASTLE COMBE RAFFLE

By Martin Emsley

Well a big thank you to all those who supported Tim and gave so generously for the raffle at the the club day at Castle Combe. I understand it was rather wet, well done Tim for braving the elements for a very good cause. Next up is the Karting event at Avonmouth, this always raises a large sum for diabetes UK and we are very grateful to The Raceway team and Ken Robson for organising and running a great fun event. For more details please contact Ken, get in early to ensure a place. Finally please take a look around or pester suppliers / shops for items for our AGM raffle. This has become something of a tradition in the last few years and we have succeeded in ensuring everyone has gone away with a prize, your support is very much appreciated. Thank you.

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



Visit the bookshop section at  
[www.bristolpegasus.com](http://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 2008 Diabetes UK. The Amazon site sells books, videos, CD's, DVD's etc. etc.



# **BPMC CHEPSTOW AUTO SOLO**

## **20th September 2008 - Report Andy Moss - Photos John Corfield**

The September Solo was the first time we had used the large tarmac area at Chepstow – other events having used the internal roads around the stables at the race course. We also saw the debut of our third different clerk of course – Nick Wood. Nick brought his usual enthusiasm to the job having stepped into the role as our previous two clerks Martin Emsley and Mal Allen could not make the date. The organising team did however have one familiar face in the form of Chris Thompson who has been Entries Secretary ( and a lot more ) on all three.

We also had several new time keepers during the day led by Cherry Robinson who was bringing the experience from the May event. John Corfield again scrutineered the cars and this was done in his usual professional manner. We must also thank Alan Spencer who kindly helped by loaning his van to move the not inconsiderable amount of equipment required – hopefully next year Alan will be feeling 100% and will be able to get out on the course and compete. A big thank you to everyone who came and helped.

This event was also a round of the Cotswold Motor Sport Solo Championship, and the more open course was more in keeping with the championship format, as well as being a nice change. We are very lucky to effectively have two venues at Chepstow and, as always, we were made very welcome by the team from the racecourse.

So a couple of weeks before the event myself Chris Thompson and Nick Wood went to Chepstow armed with tape measure and a boot full of cones. One of the nice problems we have is that the venue is so big that we have a blank canvas, and working out where you start was a bit daunting. There are two large pieces of tarmac divided by a substantial fence in the area we were going to use. We had the option of setting up two courses, but in the end decided we would stick to the large triangular piece of tarmac, and use the other area in front of the grandstands as the paddock – there can't be many venues where the competitors can sit in a nice covered area and still see the action if it starts to rain !!

The blue book has some strict rules around the layout of Solo courses and as well as laying out a challenging and safe course, we had to make sure we met these. We spent another evening in the pub ( assisted by Martin Emsley ) drawing cones on plans – having printed out a large plan of Chepstow I think we looked as though we were planning a bank raid ... this went well until the pub quiz started, and we found ourselves trying to stop ourselves shouting out the answers to Mark Elvin who just happened to be in the same pub .... When we laid the course out we thought it might be too fast, but during the day we found we could open things up a little more whilst still keep things safe.

A change for this event was that we would follow the standard Solo approach of competitors having to get involved in marshalling – in the stables area we had previously decided to let them off this task, as we had enough dedicated volunteers to run the event. One advantage of the new area is that there is a solid fence along one side – whilst we made a decision to keep the cars well away from this, it did provide an excellent safety feature for the marshals who could stand out of harms way.

The journey to the venue was made a little more difficult than normal by the complete closure of the old Severn bridge – the detour via the new bridge adding to the mileage but at least it was all via the motorway. On arriving at the venue we were greeted by bright sunshine – in fact it was one of the nicest days we have had this year with blue sky and sunshine – so far we have had great weather for all the events at Chepstow.

So to the event itself ... Although the entry itself was a little down, perhaps not helped by a clash with Rally day at Combe, we had enough entries to make it viable and it was pleasing that plenty of our members turned out – we also gained a couple of new members who joined specifically to enter the event.

We had a pleasing range of cars – from the Mini of eventual winner Liam Rollings up to the Mitsubishi Evo of Mike McBride – although Mike's car might not have been as nimble as some, he still seemed to have a smile on his face most of the day ... There were a crop of club members out in the kit car class, with Chris Goodchild, Nick Cook and myself in Westfields, along with Ken Robson in the Marlin 5exi and Dave Bence in the Onyx Firefox. It was no surprise to any of us that Nick was the quickest, and he seemed happy with the lack of curbs to hit on the new course.

Class F also featured the Scirocco of Sam Lorenzelli – lack of trim meaning he did not qualify for the road car classes – a very creditable class win reflected his skill in this car. Class E was dominated by the Lotus Elises, but it was pleasing to see some nice road sports cars in the form of an MG TF, Honda S2000 and Smart Roadster. The cars in class B and C really summed up Solo with some completely standard saloons mixing it with the road going cars that were championship leaders.

The final thing to say is that if you have not entered one of our Chepstow events yet make sure you come along next year – you don't need an expensive car and an ordinary road car will give you a lot of fun – at the same time a Sprint car from the road classes won't have any problems doing the event ... The entry fee is very reasonable, you get a lot of time on the course, and you don't need a helmet or overalls. Beginner or expert driver you will have a great deal of fun, which after all is what club motorsport is really all about .... If you still need convincing come along to the club night where we will have some film of the event.





## CLUBMANS CHAMPIONSHIP 2008

Up to September Solo - Prepared by Chris Thompson & Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
31.33	Chris Goodchild	1	9	Yes
24.42	Paul Bird	2	6	Yes
22.98	Andy Moss	3	7	Yes
21.46	Toby Harris	4	4	No
17.86	Dave Bence	5	5	Yes
16.95	Martin Baker	6	4	Yes
14.83	Mark Astin	7	4	Yes
14.81	Pete Goodman	8	3	No
14.62	Lewis Bird	9	5	Yes
14.58	Ian Hall	10	5	Yes
13.79	Phil Turner	11	4	Yes
13.54	Lisa Selby	12	3	No
12.69	Ken Robson	13	4	Yes
12.33	Nick Cook	14	4	No
12.13	Dave Turner	15	4	Yes
11.37	Martyn Mees	16	3	No
11.17	Judith Bird	17	3	No
10.64	Liz Moss	18	3	No
10.25	Mark Roberts	19	2	No
9.79	Michelle Rogers	20	3	No

## MARSHALS CHAMPIONSHIP 2008

Up to September Solo - Prepared by Chris Thompson & Chris Goodchild

POINTS	ENTRANT	POSITION	NUMBER OF EVENTS
11	Dick Craddy	1	4
10	Nick Wood	2	6
8	Martin Baker	3	3
8	Chris Thompson	3	5
6	Bob Hart	5	2
6	Mal Allen	5	5
6	Cherry Robinson	5	6
6	Andy Moss	5	3
6	John Corfield	5	5
6	Tim Murray	5	5



# DRIVING FOR DIABETES – 2-9 AUGUST 2008

By Ken Robson

The idea for this challenge, to drive to Spa and to drive the world famous Nurburgring, came about in mid 2007 when I was struggling to get my newly diagnosed Diabetes under control. I bought my Marlin 5EXi in July 2006 for the purpose of doing as many track days as possible. I liked the look of the car and the 2 seat mid-engine layout appealed for performance and handling. At the time a second-hand Lotus Elise was a minimum of £12,000 and my Marlin was purchased for much less and had the added advantage of being built by John Watson of Which Kit Car? - the predecessor to Complete Kit Car. At the end of September 2006 I was diagnosed with Diabetes having had the usual symptoms of continual thirst, needing the loo more often and losing weight for no apparent reason. It was assumed that I had standard Type 2 Diabetes but it is now believed that I have a rare form of Monogenic Diabetes which took almost a year to bring under control. I now take 13 tablets a day, inject insulin at night and have regular hospital check ups. Although that may sound bad I consider myself very lucky to be enjoying life again and know that it is only through the help of Diabetes UK and 21st century medicine that I am back in this position. When I was at my worst I decided that when I recovered I would realise my lifetime ambition of driving at the Spa-Francorchamps F1 circuit and the world famous Nurburgring as featured by Jeremy Clarkson on Top Gear.

I am a mechanical moron so it would be vitally important for me to undertake this only if I could go with someone who could provide mechanical support. I put the idea to my good friend Dave Bence who had recently built his second kit car, an Onyx Firefox, or “Ugly Bug” as he calls it. Dave was all for it and it was agreed that we would book Spa through BookaTrack, with a pit garage, as soon as it became available on their website.

I decided that this would be a good opportunity to combine the trip of a lifetime with the opportunity to raise awareness of Diabetes and sponsorship for Diabetes UK. I offered people the chance to put their name on the car and companies to put their logo on the car which would feature in all the publicity pictures. I ended up in the local papers, was interviewed live on air with 2 radio stations and received publicity in Banzai and Complete Kit Car Magazine with Graphitext supplying applying the graphics at cost.

Back to the trip - through many hours on the internet we booked the ferry and accommodation in Belgium and Germany to cover the trips. We both decided to do a shake down track day at Colerne through Motorsport Events the Saturday before, which coincided with the annual Marlin Sports Cars Track Day. This highlighted that the brakes on Dave's Firefox were not up to the job and that 2 of my front ball joints needed replacing as they were beginning to weep the lubricating grease. My brakes are superb, running EBC Yellowstuff pads along with EBC race fluid so we decided that Dave would run the same specification which proved to be a good decision.

Saturday 2nd August (the day of departure) came and greeted us with pouring rain. So it was on with the roof as I had to drive my Marlin all the way whereas Dave had the “luxury” of driving his company Astravan his Firefox being trailered behind. We set off at 8am packed to the gunnels with spare wheels/tyres for both cars along with jacks, tools, spares and of course our clothing and my all important medication. We made the Dover to Calais ferry with about half an hour to go and immediately had numerous other ferry passengers asking all about our cars.

Once we got to the other side we quickly picked up the E42 motorway which took us from Calais all the way to the Malmedy in Belgium where we were staying for the first 2 nights. We arrived in the centre of Malmedy at 10pm having to find our accommodation. Malmedy is a lovely town with lots of pavement cafes so it was not difficult to find someone to ask directions. We eventually found the accommodation at 10.30 pm ready to go straight to bed having been travelling all day. Sunday dawned, the rain had cleared up and we decided to take Dave's Firefox into the local town as he had not had the opportunity to bed the brakes in since fitting them after the Colerne Track Day. The reaction from the locals was quite unlike anything we had had before. With our cars we are quite used to people looking and pointing but a crowd gathered every time we stopped. My French is not great but I think they were saying something like “it's a car Jacques but not as we know it”. After a run in the town and the local mountain roads we decided to go and see the Spa 24 Hours which had been running since 4pm on the Saturday and could be heard for at least 10 miles from the circuit. We questioned how long an event like that would last in the UK having gone so politically correct and Health & Safety mad.

The event is a round of the FIA GT Championship providing excellent value for money, with entry being 20 Euros and access to all the covered grandstands being an additional 10 Euros. If you are reading this Bernie please take note! This gave us our first view of the famous Eau Rouge corner that so many F1 drivers have raved about over the years.

No picture on TV can give you the sense of speed that the cars take this at or the degree of incline to be negotiated. We finally ended up watching the race from the covered grandstand opposite the main pit straight with big screen providing pictures from other parts of the circuit. Watching the big screen gave us the first impression of how heavy rain can roll in from nowhere in the forest and just as quickly disappear again. This made for a very interesting wet/dry/wet end to the race as the lead Lamborghini team staged a 1-2 finish with the British Aston Martin team. . What was remarkable was the amount of discarded rubber or “marbles” off the racing line which we hoped would be cleared before we drove on the circuit the following day.

That night we dined in the town of Malmedy in the same restaurant as the Aston Martin team and the place was buzzing. We turned in for an early night but sleep was disturbed by torrential rain and a heavy thunderstorm which left us wondering what conditions would be like the following day.



We woke to a very wet morning but the storm had done its worst and it was beginning to brighten up. After the drivers briefing we made our way to our allocated pit garage no. 27 which evoked memories of Gilles Villeneuve. If only we could drive as well as him.

The track was still wet so treaded TOYO tyres were the order of the day for both of us as we took our first tentative laps behind the safety car. The first lap immediately lets you know that this circuit is very special indeed. The sequence of challenging corners and long straights means that power as well as handling is important to keep on the pace which did not bode well for our standard Rover 1.8 VVC engines.

The important thing was to remember as in all our previous circuit driving training was to take our time, learn the circuit and stay off the kerbs, especially in the wet. We managed to do this and I was especially mindful of the fact that I needed my Marlin to last for the Nurburgring and the drive home. Others were not so cautious an Ultima and Mitsubishi EVO V1 were rendered undriveable both having visited the barriers in the morning session. By late morning the weather was improving and the circuit was drying nicely and a switch to my TOYO 888's was possible. I stiffened up the dampers warmed the tyres gently dropping the pressures every few laps and before long was really starting to push harder and enjoy myself. Unfortunately a car had to be dug out of the gravel so the organisers decided to bring lunch forward by an hour which meant that we would have 5 hours track time in the afternoon from 1-6pm. After lunch I did my first warm up run but noticed that when lifting off the throttle I had a strong clunk in the drive train which had not been there previously. I returned to our pit garage and waited for my chief mechanic, Dave Bence, to come in for a diagnosis. Dave found the problem in about 30 seconds - the weld on the bottom engine

mount had broken which meant that the engine & gearbox were moving when lifting off. Whilst Dave removed the offending bracket I needed to find someone with welding equipment so that I could get back on track. I started at the BookaTrack garage. They had no equipment but advised that I just ask in each garage as some of the drivers seemed to have a comprehensive pit crew. When enquiring of the Ferrari 355 driver in garage 33 he introduced me to his friend Neil Leigh who he felt could help. Now Neil is big into bikes, owns a local B&B and is also an instructor at both Spa & the Nurburgring. Because of this he is very well connected locally and took me to a friend of his, Gui. Gui used to be a race mechanic to the great Agostini and now owns a motorcycle race preparation business with everything you could possibly ask for, including welding equipment. Neil explained my predicament to Gui who dropped what he was doing to weld up my bracket. Within a minute he welded the bracket with a much stronger weld, dipped it in the quench bath and handed it back to me all for the bargain price of 5 Euros. I was back in business. Dave refitted the bracket and thankfully that was the end of any mechanical woes.

Dave and I sat in the passenger seat with each other and discussed where we could go faster and soon I was sliding my car around on the corners as I do on a track day at home. We then followed each other round taking time to observe each others lines and speed through the corners. All too soon the end of the day came and we retired to the new hotel much closer to the circuit and spent a very entertaining evening in the company of Chris Varey (Ultima owner) who we have known for many years and friends in the restaurant opposite. Between us, Chris and I managed to solve all of the UK's problems sorting out the economy, crime, health service etc. all in one evening over a few bottles of wine.

*TO BE CONTINUED.....*





# MEMBERSHIP UPDATE - IMPORTANT CHANGES !

By John Corfield

After a careful study of our Articles I've hit upon a couple of changes that will speed things up for us all. The main point to take on board is that an application must be made by those wishing to become a member but, once they have been accepted, re-election is automatic. In other words members do not have to apply to renew their membership each year and it will simply lapse automatically when the subscription due is more than 3 months in arrears (typically after 31st March). You will need to bear in mind therefore that if you allow your membership to lapse then you will be treated as, and will have to apply as, a new member.

Subscriptions are controlled by the committee and currently they are due on 1st January each year for existing members. Obviously new members pay at the time of application.

Membership card(s) will be issued to each member (and partner where requested) on payment of their subscription and will expire on 31st December of the current year. Cards for new members joining after 30th September will expire at the end of the following year (ie up to 15 months membership).

Although, as stated above, membership will not cease until 31st March if the subscription due is not received, you must note that events can be entered only on production of a current membership card or if the event organiser can, at their discretion, verify on the day that a subscription has been paid. It is therefore prudent to pay your membership subscription without delay. We will be sending reminders before the end of the year.

I intend to issue membership 'numbers' for next year that will not change as long as membership is continuous. For example, my membership 'number' will be JC01 and my partner's will be JC01P; we will keep these 'numbers' until our membership lapses. If Juan Carlos is the next 'JC' to join then he will be member JC02 and his partner JC02P.

Lastly, when we come to 'renewals', I intend that we should ask existing members only for changes to their details; so if there are no changes then all we need is your subscription (ie no form!) and I'll issue a new membership card(s) as before. We've yet to work out exactly how we'll do this but at least you are aware that things are changing.

Regards

John Corfield

Membership Secretary.



# RULE CHANGES AFFECTING THE 'BLUE BOOK'

from the Motor Sports Council - By John Corfield

NOTE: Every attempt is made to reproduce the following faithfully as published in the Summer 2008 edition of "motorports~~now~~!" but no responsibility can be taken by BPMC for the accuracy of the text.

~~Struck through text~~ = to be removed; Underlined text = to be added.

## Fuel sampling facility

### PART 2 C[b] - Common Regulations for Competitors: Vehicles

#### Technical > 19. Fuel Systems

##### **Implementation date 01/01/2009**

- With the exception of cars competing in Sprint & Hill Climb roadgoing production category, cars competing in British and MSA Titled Championships for, and all new build cars for Rallycross, Car Racing, Special Stage Rallying, Sprints and Hill Climbs must be equipped with the facility to enable a fuel sample to be taken. For fuel injected cars, the facility must be a dry break sampling coupling, approved by the FIA. Competitors to carry and make available a 300mm minimum length of hose to which, where necessary, the appropriate mating part is to be attached.
- Have sufficient fuel for a fuel test (A82-90) present at any time during the event.

## Catalytic Converters

### PART 2 C[b] - Common Regulations for Competitors: Vehicles

#### Technical > 22. Exhausts

##### **Ratified in 2007 for implementation on 01/01/2009**

- Exhaust catalytic converters must be fitted to all petrol engined production based saloon, touring and sports cars, including specialist production and kit cars manufactured after 31/12/99. They may be specified for certain other formulae. Competitors are reminded of their obligation to maintain such equipment on a vehicle used on the highway where government legislation requires it.

## Overalls

### Part I - Specific Regulations for Sprints, Hill Climbs and Drag Racing.

#### Competitors Regulations > Drivers > 28

*Proposal for consultation. Mandatory for 1/1/2009.*

Throughout practice and Competition, all Drivers must wear clothing, helmet and goggles complying with C9c)-77-101 or, where appropriate, the specific Class regulations for Drag Races. It is mandatory for FIA homologated overalls to be worn to either FIA 8856-2000 or FIA 1986 Standard (the FIA 1986 Standard will no longer be eligible from 1.1.2010). All these items must be produced for inspection and approval at scrutineering.

## **Fuel shut off**

### **Part I - Specific Regulations for Sprints, Hill Climbs and Drag Racing.**

Technical Regulations > Sprint and Hill Climb Vehicles > Fuel > 57

*Proposal for consultation. Recommended for immediate implementation.*

All vehicles must be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated and with seat belt secured. This is to be combined with or located adjacent to the internal ignition cut-off switch.

## **Fuel pump isolation**

### **Part I - Specific Regulations for Sprints, Hill Climbs and Drag Racing.**

Technical Regulations > Sprint and Hill Climb Vehicles > Electrical > 60

*Proposal for consultation. Recommended for immediate implementation.*

All vehicles must be equipped with an ignition cut-off switch having positive "On-Off" positions clearly marked. The ignition cut-off and fuel pumps isolation system(s) must be operable by the Driver when normally seated with seat belts secured ~~and must also isolate any electric fuel pumps.~~

## **Mandatory Categories**

### **Part I - Specific Regulations for Sprints, Hill Climbs and Drag Racing.**

Technical Regulations > Sprint and Hill Climb Vehicles > Electrical > Categories > 68

*Proposal for consultation. Recommended for 1/1/2009 and mandatory for 1/1/2010.*

~~Categories and Classes are free, but must be stated in the SR's. The following are recommended and, where used must, comply with the regulations printed below in 70 to 132 respectively.~~ Categories are defined in the following regulations (70-132). Classes within those categories are free but must be stated in the SR's.

Road-Going <u>Series</u>	Cars complying
Production Cars	with 70-81

Road-Going Specialist	Cars complying
Production Cars	with 70-81

Modified Limited Production Cars      Cars complying with 82-102

Modified Specialist Production Cars      Cars complying with 82-102

Hill Climb Super Sports Cars      Cars complying with 103-122

Sports Libre Cars      Cars complying with 123-129

Racing Cars      Cars complying with 130-132

(Editor's note on this last item ....

1. This last item has been the prompt for the debates you might have witnessed concerning the use of List 1B tyres in the Road-Going Production car categories - also continued elsewhere in this publication!. Only List 1A tyres (Blue Book Section C(e) will be allowed unless a lobby to change this is successful.

2. The change will mean that the regulations for categories will now be exactly as in the Blue Book (plus Supplementary Regulations where allowed) so there will be a single point of reference in all cases.)

**John Corfield (Blue Book anorak)**

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# THE TYRE DEBATE CONTINUES.....

## List 1b Tyres - By Mike Smith

The heated discussions about List 1b tyres has made me smile just a little. To explain my perspective on this, I have just moved from the North East and my Sylva Striker was built to the regs which operate across the most of the rest of the country.

What did not make me smile was to watch Chris Jones a competitor who is the class of the field in Midland Speed Class 2A struggle to achieve 3rd place at Wiscombe Park Hillclimb on Sunday. Why – List 1a tyres and the power to weight advantage of motor bike-engined cars.

As I hint this issue is in my view not just about tyres which is just the black round tip of the iceberg. There is a strong case for unified regs across the country. Tyres are an excellent starting point and 1a or 1b is a matter of opinion, the fundamental point is that we are all using the same.

There are very good reasons to use List 1a tyres (I would say that wouldn't I)

New competitors to the sport can have a go and be competitive without adding to the expense of helmet and suit.

List 1a tyres can be very cheap. Away from the SW the majority of competitors in the road going classes use Scudo Stunners presently available from BMTR for approx. £40 each. Tyres on my car have done two and a half seasons and I have also used similar tyres on my tow car where they did 40k so tyre costs are not high. Compare that to the £80 for a Toyo 888R in soft compound which is a track day tyre made in a compound suitable for runs of about 60 seconds but there on List 1b. Not something which you would choose to drive home on and not something which has a place in the entry levels of the sport but is perhaps more suited to a more 'advanced' competitor.

SW motorsport has shown a very pragmatic view in its promotion of autosolos which are designed to encourage cheap easily accessible entry level motorsport. It shocks me that the same attitude is not continued through to enable competitors in hillclimbing and sprinting an easy passage onwards and upwards.

'Hotbed of sprinting and hillclimbing' the SW may well be as it says in Phil Short's and Steve Wilkinson's recently published manual on the sport but ploughing your own furrow only works to a limited extent. It is illogical to have regs which force a group of competitors into a situation where they are unable to measure themselves against the rest of the country. Can you see the single seaters putting up with that for example? *Just go and do your run on wets*

*Scotty. The lads from the SW will be using slicks but if you try very hard you should be able to keep up. I don't think so.*



It also creates a situation where someone like me who moves from another area will be forced to make major changes my car, or sell and move to another class, or compete back in the area from which I have moved or even give up. Not the kind of hotbed I had envisaged.

On Sunday Chris Jones was full of rumours from Midland Speed that they would be using 1b tyres next year. I was about

to purchase some 1b tyres for the coming sprint at Castle Combe – now I think I will just wait till the dust settles and I will just have to do the business on the Stunners. Look on the bright side - the 1b's I would purchased would have probably been 'off' by next season as they only have a limited shelf life but sadly gone as well is the list of further excuses for going too slowly.

PS - hope people will still speak to me.

## **THE TYRE DEBATE GOES ON.....**

**By Martin Emsley**

Having read about the proposed changes of rules MSA Blue Book I.68 I am in full support of the MSA in mandating the change, primarily because it will bring standardisation across the Regional Associations allowing competitors to compete nationally, on equal terms, across regional borders. I personally have never seen the need for Regional Associations to 'do their own thing' except maybe that the blue book was not explicit enough.

There seems to be , in the South West, a degree of opinion about List 1A (I.79) tyres. Whilst currently many regulations use the phrase 'road legal' or 'List 1A or 1B' in the tyre regulations for roadgoing classes I think the proposed change to List 1A makes not the slightest difference. Currently a certain Yokohama may be the tyre to have, are they checked for road legality (Tread depth) or would a competitor use them on the road in the wet? All that will happen is there will be the tyre to use from List 1A which most will choose and some will

have 'scrubbed', again suitable on the road, in the wet? I think possibly not. If people have made the effort to buy the current tyre and wish to be competitive they will simply buy the 'new' favourite tyre and some of those people will still have a set of 'road tyres' and a set of 'competition tyres' unless they only trailer the car!

I do not believe it is just about is not the particular rubber but the way it is used. Unfortunately in roadgoing classes there are those who may wish to spend money on their cars' suspension, engine gearbox, etc creating a car which has Mot, Tax but is trailered to events and maybe not driven on the road. Problem is Roadgoing classes maybe should be a feeder or beginners place for speed events yet some cars are modified to within a gnats whisker of the regulations. Maybe the MSA would like to consider the mandating of unmodified cars in roadgoing classes, however it is going to be difficult to police when trick internal engine modifications are invisible as is simply changing an engine management chip for an additional 20% power. One to think about maybe?

## **LIST 1A TYRES FOR ASWMC SPRINTS**

**By Richie Devall**

I have been taking part in local ASWMC sprints in various low cost kit cars since 1992 and now being retired the cost of continuing to take part is a major consideration. Typically a set of List 1B tyres has previously lasted 4 years or so. I have just bought a Lotus Elise, to replace my Ginetta G27R, which has new 1B tyres fitted (nearly £600 worth) and I am concerned about the extra cost of replacing them with 1A tyres for 2010 by which time they will only be part worn.

I would prefer to continue to be able to use 1B tyres as the extra cornering power they enable, particularly with lower powered cars is an important part of the enjoyment and I would hope that ASWMC will be allowed to continue using them.

I have heard an argument that people with everyday road cars who do not wish to buy extra wheels and tyres purely for competition are at a disadvantage if others are using List 1B tyres, but they are similarly at a disadvantage if they do not wish to modify their suspension to be better suited to the track rather than the road, and there is no proposal to ban track suspension. I am sure there are other modifications that competitors make to their cars that compromise their normal road use. I believe therefore that it unreasonable and to a degree illogical for the MSA to override the wishes of the area championship committees.

However if the requirement for 1A tyres has to be implemented I would hope that it could be delayed until 2010 or 2011. I believe that notice of only one year is unreasonable.



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# BRISTOL PEGASUS FANTASY F1 2008

## Positions after Singapore Grand Prix

Updated By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Chris & Dominic Bennett	Kubica	Alonso	BMW	Renault	BMW	1181
2	David Garnett	Kubica	Kovalainen	BMW	Honda	BMW	1118
3	Toby Harris	Kubica	Hamilton	Toyota	Super Aguri	Ferrari	1052
4	Simon Sweet	Raikkonen	Trulli	Toyota	Toro Rosso	Ferrari	1044
5	Rex Meaden	Alonso	Rosberg	BMW	Red Bull	Mercedes	1038
6=	Alex Wooldridge Smith	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	1019
6=	Alyson Marsden	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	1019
6=	Tom King	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	1019
9	Lisa Selby	Button	Hamilton	Toyota	Toro Rosso	Ferrari	1012
10	Julie Farrow	Kubica	Bourdais	Super Aguri	McLaren	Ferrari	1011
11	Simon Moss	Kubica	Fisichella	Super Aguri	McLaren	Ferrari	1007
12	Bob Hart	Webber	Hamilton	Toro Rosso	Honda	Ferrari	1002
13	Andy Baverstock	Kubica	Hamilton	Honda	Super Aguri	Ferrari	999
14	Lewis Bird	Bourdais	Hamilton	Red Bull	Toro Rosso	Ferrari	995
15	Gary Tanner	Alonso	Bourdais	BMW	Williams	Mercedes	994
16	Mike Marsden	Raikkonen	Alonso	Toro Rosso	Honda	Mercedes	985
17=	Joe Robson	Alonso	Hamilton	Red Bull	Honda	BMW	981
17=	Steve Clark	Raikkonen	Rosberg	Toyota	Toro Rosso	Mercedes	981
19	Jackie Russell	Alonso	Kovalainen	Red Bull	Toyota	Mercedes	966
20	Arthur Tankins	Alonso	Kovalainen	Honda	Red Bull	Ferrari	958
21	Martin Baker	Heidfeld	Button	Toyota	McLaren	Renault	951
22	Ann Farrow	Coulthard	Hamilton	Red Bull	Toyota	BMW	945
23	Charlotte Emsley	Raikkonen	Alonso	Toro Rosso	Super Aguri	Ferrari	944
24	Pete Stowe	Rosberg	Webber	Honda	McLaren	BMW	943
25	Donny Allen	Button	Sato	Ferrari	Toyota	BMW	926
26	Martin Mees	Kubica	Hamilton	Renault	Honda	Toyota 2	923
27	John Page	Rosberg	Bourdais	Force India	McLaren	Ferrari	920
28	Jane Tanner	Alonso	Rosberg	Renault	Red Bull	Mercedes	919
29	Alison & Sam Bennett	Fisichella	Hamilton	Williams	Red Bull	BMW	909
30	Martin Emsley	Bourdais	Sato	Honda	McLaren	Ferrari	908
31	Tim Murray	Rosberg	Vettel	Ferrari	Toyota	Toyota 2	899
32=	Greg Parnell	Alonso	Rosberg	Renault	Williams	BMW	888
32=	Terry Russell	Heidfeld	Kovalainen	Williams	Super Aguri	Mercedes	888
34	Paul Bird	Alonso	Bourdais	Ferrari	Honda	Renault	886

35	Joanna Prestidge	Rosberg	Trulli	Renault	Williams	Mercedes	881
36	Dick Craddy	Raikkonen	Rosberg	Red Bull	Force India	Mercedes	862
37	Mal Allen	Alonso	Coulthard	Honda	McLaren	Renault	854
38	George Russell	Alonso	Kovalainen	BMW	Super Aguri	Renault	853
39	Elisabeth Lewis	Massa	Fisichella	BMW	Renault	Ferrari 3	842
40	Caroline Meaden	Heidfeld	Hamilton	Honda	Force India	Renault	829
41	Rob Crossland	Raikkonen	Hamilton	Toro Rosso	Force India	Honda	811
42	Jonathan Prestidge	Rosberg	Nakajima	Red Bull	McLaren	Toyota 2	802
43	Mary Craddy	Webber	Hamilton	Williams	Honda	Renault	801
44	Andrew Moss	Coulthard	Kovalainen	Renault	Super Aguri	Mercedes	796
45	Judith Bird	Coulthard	Button	Renault	Williams	Mercedes	783
46	Richard Reynolds	Alonso	Hamilton	Renault	Super Aguri	Ferrari 2	782
47	Chris Lewis	Button	Kovalainen	Toyota	McLaren	Ferrari 3	768
48	Sharon Reynolds	Fisichella	Hamilton	Force India	McLaren	Ferrari 3	754
49	Mark Elvin	Rosberg	Kovalainen	Renault	Williams	Toyota 2	740
50	Ken Robson	Raikkonen	Hamilton	Super Aguri	Force India	Toyota 2	720
51	Audrey King	Webber	Button	Williams	McLaren	Honda	719
52	Bill Farrow	Raikkonen	Sutil	Force India	McLaren	Ferrari 3	694

## CLUB NIGHT VENUE - THE WHEATSHEAF



### From M32 J1 (Hambrook)

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, 400m from the turning.





# 2008 NORWICH UNION MSA CLASSIC

**Sunday 12th October 2008**

This year the Norwich Union MSA Classic takes place on Sunday 12th October and offers start locations at [Bath](#), [Cardiff](#), [Cheltenham](#), [Chester](#), [Dorking](#), [Norwich](#), [Nottingham](#) and [Silverstone](#). All routes feature dramatic and picturesque countryside and offer some of the best driving roads in Britain. After a break of many years this popular event returned on a smaller scale in 2007 and this year the day will see a big increase in the number of cars that are able to enter. The event is open to cars built before 31st December 1987.

New for this year's event is a route exclusively for cars built before 31st December 1918. Starting and finishing at Silverstone, this gentle and shorter run is ideal for Veteran and Edwardian cars to enjoy. The entrants will stop at a number of check point venues including some famous motor sport venues. The finish is again at Silverstone where the cars will venture out onto the Grand Prix Circuit. The route uses a 'tulip' style route book.

For those interested in spectating there are three starts relatively close to Bristol, at Bath, Cheltenham and Cardiff.

The Bath Route starts from Royal Victoria Park, in Bath City Centre, the Cheltenham route starts from The Promenade and the Cardiff route starts from Cardiff Castle. All three visit Prescott Hill Climb near Cheltenham in the morning. Other local stops include the Cardiff Route visiting the Dean Heritage Centre, near Soudley in the Forest of Dean.

Cars leave the start locations at minute intervals from 8am with the final car departing around 10am. The Cheltenham route arrives at Prescott from 8.45am, followed by cars from Bath at 10am then the Cardiff route arrives at 11.20am having visited the Dean Heritage Centre from 10am.

Amongst the entries from Cheltenham will be Backfire editor Andy Moss in his 1970 Rover 2000 – look out for car number 293 !



**More details from the event website at [www.msaclassic.co.uk](http://www.msaclassic.co.uk)**

Issued: 10 September 2008

[adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)

## **Making an economic impact**

As club members or event organizers, have you ever considered what the economic impact of your Club or event is on your local area? Around 10 years ago, the MSA undertook an economic impact survey on the British Grand Prix and the (now) Wales Rally GB, which revealed that these events brought £28m and £11m respectively to the local economies. Local authorities increasingly use this factor as a measure of an event's eligibility for grant aid funding and other resource support. To say that your Club's major rally brought, say, £100,000 to the local economy would certainly help the profile of the Club in the local area – and assist with positive publicity too.

In liaison with Cumbria County Council, the MSA is researching simple guidelines to assist Clubs and event organizers to measure the economic impact, so that a comparison between events may be possible. Watch out for further announcements.

## **Best club and marshal**

Details of the nomination process for the JLT Sport MSA Club of the Year and Marshal of the Year Awards annual awards have recently been circulated to Regional Associations (and are obtainable from the MSA's Allan Dean-Lewis [adean-lewis@msauk.org](mailto:adean-lewis@msauk.org) or Richard Nunn [rnunn@msauk.org](mailto:rnunn@msauk.org) upon request). If you wish to nominate a club or an individual marshal for these awards, please make contact with your Regional Association so that they can have the opportunity to consider your submission. The closing date for submissions (with Regional Association endorsement) to the MSA is 1 October 2008.

## **Speed and kart marshals**

After a lengthy delay due to software difficulties outside the MSA's control, the MSA Marshals Register now extends further across the sport, with speed and kart marshals having been added to the previous race and rally marshal databases.

New marshals seeking speed and kart registration can download forms from the MSA website (MSA Forms>Marshals), which need to be countersigned by an official of their club. Forms received by the MSA, which were held pending resolution of the software problems, have now been processed and the registration cards issued.

## **h2cu @ wknd**

Some clubs tell us they have successfully used text messages to remind their members of

approaching marshalling commitments in the few days immediately before an event. This has resulted in a positive response, especially from younger members, so may be an idea other clubs wish to try. You need mobile phone numbers and the permission of individuals to contact them in this way.

### **Award now open to all**

The HRH Prince Michael Award of Merit is a prestigious personal award made by the Motor Sports Council in recognition of meritorious service to British motor sport. 'Meritorious' encompasses distinguished service, a significant contribution to British motor sport or an outstanding achievement in British motor sport.

To increase the number of people who can be nominated, the ineligibility categories have been removed.

Nomination papers are available from the MSA's General Secretary and should be submitted before the end of October each year.

### **Motorsport Ireland and head restraints**

Motorsport Ireland has asked the MSA to bring to the attention of competitors planning to take part in stage rallies which take place wholly or partly in The Republic of Ireland (including cross-border events with Northern Ireland) information concerning head restraints. The wearing of a head restraint approved by the FIA (such as the HANS device) will be mandatory for drivers and co-drivers on all Motorsport Ireland National and International Stage Rally events from 1 January 2009.

This extract from Motorsport Ireland's 5 August 2008 Bulletin gives more information:

The wearing of a head restraint approved by the FIA (e.g. HANS) will be mandatory for all drivers and co-drivers in events as follows:

\*All Motorsport Ireland (MI) National and International Stage Rally events: from 01.01.09

\*All FIA championships, trophies, cups and challenges: from 01.01.08

\*All events entered on the FIA International Sporting Calendar: from 01.01.09

A number of Head and Neck Support Devices have been submitted to the FIA to assess their compliance with FIA Standard 8858-2002. Unfortunately, a number of these devices have not yet complied with this standard and therefore cannot be approved. When purchasing your head restraint, please ensure it is approved by the FIA and has the appropriate label.

The Guide for the use of the HANS device in motor sport can be found using this link:

[www.fiainstitute.com/documents/HANS\\_guide.pdf](http://www.fiainstitute.com/documents/HANS_guide.pdf)

NB: the above requirements do not apply to events run solely within the jurisdiction of the MSA – which are governed by the regulations in the Competitors' and Officials' Yearbook, published annually.

### **Marshals profit**

Marshals at the Castle Combe circuit in Wiltshire will be safer and drier in future, thanks to a



unique £20,000 donation from the organising Castle Combe Racing Club. As part of its strategy to return all of its profits to the sport, the Club's donation has enabled weather protection shelters to be provided at each marshals post, and complete an overall marshals protection scheme including safety debris fencing provided and installed by the circuit owners. In addition, the Club's ground breaking competitor cash back scheme has returned well over £100,000 to drivers taking part in the Club's organized events, after just 23 meetings since the Club was formed in 2006.

### **Tips for rally organisers**

Two suggestions came from a recent meeting of the MSA Rallies Committee and were circulated in the MSA Stewards & Clerks Bulletin issue 08/04 August.

To help Radio Crews identify competing vehicles correctly, the use of high visibility numbers and an entry list which includes the make, model and colour of car is recommended to clubs.

Clubs should be encouraged to make scrutineering cards available on their websites before an event, so that competitors can download the form and complete it before arriving at scrutineering. This will save time and minimise mistakes resulting from hurriedly filled out forms.



## **NEWS FROM CASTLE COMBE**

Looking back our MG Race Meeting on the 13th September provided some fantastic racing with Josh Fisher being the first of our 2008 local champions taking the Melton Concrete Products Formula Ford Championship. The meeting will also be remembered for providing one of the best races of the year, under the Castle Combe Club's initiative of providing an open race for drivers from our Saloon Car and Special GT Championships. At the front Nick Williamson and Russell Humphrey in their respective Mitsubishi Evo's had a fantastic scrap with the win eventually going Nick's way after the two had a minor coming together at Bobbies which both judged to be a fair racing incident. Russell eventually finished third. But perhaps the star of the race and of the day was Mark Funnell in his Lotus who started from the back of a packed grid and tore through the field to eventually finish in second place just a couple of seconds behind Nick.

With barely time to draw breathe we were into Rallyday held on one of the best weekends of the year weather wise and the huge crowds were treated to some fantastic displays from some of the top rally drivers in the world. Rallyday just goes on getting better and better.

### **MiniWorld Action Day**

One of the circuits most fun and popular events, the MiniWorld Action Day, was on

Saturday, 27th September. With over 80 Mini Clubs and around 40 traders plus a large autojumble area and Minis of just about every type, age, size and colour, the MiniWorld Action Day was just a great event to enjoy and of course drive your Mini on circuit. On the day admission prices were adults £10, under 16's free with track passes available at £30.

### **Final Race Meeting**

The last race meeting of the year was the Melton Concrete Products Formula Ford Carnival on Saturday 4th October, with Championships to be decided both in the [savesometax.co.uk](http://savesometax.co.uk) Special GT's and National Mobile Windscreens Saloons. The race of the day was the big money Melton Concrete Products Formula Ford Carnival. Those into Classic Cars would of enjoyed the Classic Jaguar races in this, the 60th anniversary of the Jaguar XK120. A 1956 XK recently sold for a world record £135,000 so it's wonderful to see these cherished cars driven as the designers intended. There was also a small display from the Jaguar enthusiasts club at Westway.

### **Racing School Offer**

We still have a few places available at our racing school day on Friday 24th October where you can book the Race Car Standard Course at a £45 saving, £120 or available at 08.15, the Saloon Course at a £30 saving, just £180.

### **End of Season Track Days**

Don't forget too that we now just have one motorcycle and car track day left for this year so to get your last track day adrenalin shot book for motorcycles on Wednesday 8th October or cars on Friday 10th October. Contact Emma Burns at the circuit office to book places.

### **Final Boot Sale**

Our last Car Boot Sale of the year takes place on Sunday 12th October with the benefiting charity being Yatton Keynell Under 5's so it's an ideal chance to clear out the attic and raise some money. With the credit crunch Boot Sales have become even more popular for a great way of raising a little spare cash.

### **Track Events**

October still continues to be busy but on a smaller scale with Audi International on Saturday 11th October, admission £10 the BAC Sprint with free admission on Saturday 18th October and the Stroke Association Rally on Saturday 25th October. The Stroke Association Rally gives you the chance to ride in some fantastic cars with all money raised going to Charity.

We look forward to your visit and as always you will find full details of all the events at [www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk) or telephone the circuit number of 01249 782417.

**From the Castle Combe Circuit Team**

# BPMC CHARITY KARTING 2008

Thursday 20th November 2008

The event will be held at The Raceway, Avonmouth, Bristol BS11 9YA. Full details of the track layout and directions can be found at [www.theraceway.co.uk](http://www.theraceway.co.uk). Or ring 0800 3766111



**Date:** Thursday 20th November 2008

**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

**Cost:** £175 per team = £35 per driver

This is your chance to be at the sharp end of your own Grand Prix Team, 25 minutes of qualifying will determine the grid for the start of the race with the best lap time taking pole position. The drivers briefing on the night will give the usual rules and regulations which will be supplemented by those below:

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**

Please organise your team of 5 drivers and come up with a suitable team name. If you can not raise a team of 5 but would still like to drive there will be a team called “The Mad Misfits” to accommodate smaller numbers - send Ken your £35 cheque if you would like to enter individually. Send all of your team details along with a cheque for £175 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](mailto:kenrobson@btinternet.com)



**This event will raise around £1000**

**which will be donated to Diabetes UK - the chosen charity of BPMC.**