

Backfire

September 2008



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

Cover : Pegasus Castle Combe Day 2008 - Photo Simon 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
	Friday	24th	Nav Scatter
November	Monday	10th	Club Night
	Friday	14th	Nav Ex
	Thursday	20th	Karting Endurance Challenge
December	Friday	5th	Nav Ex - CANCELLED
	Monday	8th	AGM

EVENTS FOR SEPTEMBER 2008

Monday 8th September - Club Night

Guest Speaker - Alan Spencer

Our very own Alan Spencer will be giving a talk at the September club night. The main subject of the talk will be Cycle Motors - an interesting cross between a Cycle and a Motor bike. Alan has several of the machines and hopes to bring one along for members to view. As always we are sure Alan will be very entertaining, and will have more than a few tails to tell. There should also be time for a drink and a chat. Our usual venue of the Wheatsheaf High Street, Winterbourne. 8.30 p.m.

Saturday 20th September - AutoSolo

Our second visit of 2008 to Chepstow Race Course. Entry fee £25 Any road car is suitable. No competition license, overalls or helmet required. An excellent venue and only 20 minutes journey from the Almondsbury interchange junction of the M4/M5. Our September Solo there will make use of a different area than we have used before. The open area of Tarmac will allow us to run a more conventional Solo. A timed test around the course, no gearbox crunching reversing - great fun.

As this event is a round of the Cotswold Motorsport Group Championship it is sure to be popular - Please get your entry in ASAP to avoid disappointment – regs on website or contact Chris Thompson on 01454 615604 or e-mail cmtbristol@tiscali.co.uk.

EVENTS FOR OCTOBER 2008

Monday 13th October - Club Night

Wheatsheaf High Street, Winterbourne. 8.30 p.m. More details next month.

Saturday 18th October - The Pegasus Sprint

The Regulations for the Pegasus Sprint on 18th of October at Castle Combe have now been issued and can be obtained from the club's website or from the Entries Secretary Martin Baker on 0117 9563664. **As usual we will need a large number of marshals to man the full length of the circuit.** This year Nick Wood is again Chief Marshal. Therefore if you have not already offered your services, then please give Nick a call on 01275 833098.

Friday 24th October - Nav Scatter

More details next month.

ACTING CHAIRMAN'S CHAT

By Martin Baker

As the last edition of "Backfire" closed for press we heard the sad news of the death of Roy Hancock following a short illness. Roy had only been a member for a couple of years and had joined the club because of its varied social calendar. Indeed, on the occasions when we had a guest speaker to entertain our meetings Roy and his wife Barbara would make the 40-mile round trip from Berkeley to attend. He will be chiefly remembered, however, as an enthusiastic, supportive and meticulous MSA steward, a role we first encountered him in at a Pegasus Sprint some years ago. One of Roy's last duties was to steward the Great Western Sprint at Castle Combe in March, and his advice both before and during the event was extremely useful. The club extends its sympathies to Barbara.

A guest speaker that Roy would almost certainly have enjoyed was Alan Freke of the Frenchay Historic Society who came to our August meeting to tell the fascinating story of Frank Simpson. Frank was a local chap who trained as an architect and went on to become the leading technical illustrator of his day. His speciality was cut-away drawings of motor cycles, but he was also commissioned to do similar work on aircraft and domestic appliances! He also spent some time as the advertising manager of Douglas Motorcycles, and one can only wonder what changes to his work would have been made if the ASA existed in the 1920's!

Earlier during the business part of that meeting the committee welcomed its newest co-opted member, Chris Thompson. Although Chris does not have a specific committee role as yet, we fully intend to make use of his organisational skills which came to our notice during the planning and execution of the two Autosolos we are running this year.

The glorious British summer continued unabated into August, the weather for the Castle Combe Test Day being rain followed by showers, outbreaks of drizzle and the occasional downpour. I hadn't intended to do much driving, having only had half a promise of a possibility of buying a session's worth of tickets at the end of the day. After a quick spin (literally!) as passenger in



Combe debutante Steve McCarthy's Elise I signed on as a driver "just in case" and had the Leon scrutineered. This consisted of a noise test at 4500rpm, never mind that the engine only just does 5000! I presented the documentation back at control and said, "All I need now are some tickets" - at which point some magically appeared, no questions asked!

What amazed me was the stability of *el tractor espanol* Mk 2 (in the wet at least) as compared to the previous version. On each of my three sessions I took a different passenger, quotable quotes being - Bill Farrow : "Is this four-wheel-drive?" (no!); Dave Cutcliffe : "If you'd done that in an Elise or VX220 we'd have been in the field somewhere"; Pete Goodman : "It goes, it stops, it turns - what doesn't it do?" Quite impressive for a totally bog-standard diesel hatchback, I thought.

Despite the sometimes appalling conditions a good time was had by all, including our friends from the Mini-Cooper Register. Special mention, and a great deal of thanks, to Tony Smith who took on the organisation of the event and his on the day team of Phil Harris and Tim Murray. Tim also sorted the raffle which raised over £150 for charity, an excellent effort under the circumstances.

On August 19th, at the invitation of Mike and Mary Winter, a small group of us attended Colerne Airfield for the scattering of Kieron's ashes. A short ceremony was held, during which Kieron's nephews reprised their reading of "The Final Lap" from Kieron's funeral. After this Mike and Mary scattered the ashes near the spot where Kieron collapsed in May. Given that Colerne is where he spent many happy hours marshalling or officiating over the years then this was surely a most fitting last resting place.



The following weekend we were all back at Colerne for the 2008 Bristol Two-Clubs Sprint, celebrating its 30th anniversary. Bucking a trend we thought we had seen at the Dick Mayo in June this attracted a full entry with reserves nominated. There were two distinct highlights of this event; firstly a visit from Allan Dean-Lewis MBE, External Affairs Executive of the RAC MSA, and secondly a new course record set by Stewart Robb Jnr in

his 4-litre Judd-powered Pilbeam. Stewart's incredible time of 59.4 seconds (beating the

record of 61 seconds which he set 15 minutes earlier!) equates to a start to pass *average* speed of exactly 100 mph, those of us who have competed in class A1 are often happy to achieve that as a maximum!

Although the marshalling strength was well up to requirements, it was disappointing to note the relatively low proportion of marshals from the organising clubs. The flip side was that the whole organisational team (clerk, deputy, secretary, chief marshal, entries secretary, plus course controllers and chief paddock/startline marshals) was made up of BPMC members... Nick Wood did an excellent job in rounding up enough bodies, but it has to be remembered that the running of events such as this depends on a commitment from the membership of the promoting clubs to get involved somehow in their organisation. None of us is getting any younger, and in the long term if nobody comes forward to help then nobody gets to play. I know this isn't a new topic, but it would not serve the club well to be associated with a major event that had to be cancelled due to lack of organisers or marshals, would it?

INVITATION EVENTS

W-S-M Motor Club - Late Summer Autotest

We are invited to this autotest on Sunday 7th September. If you would like more information please contact Georgina McKenna on 01934 512432 or email rod.mckenna@virgin.net

Autumn RosSolo

Cotswold Motor Sport Group Competitors Club will organise a Clubsport AutoSOLO on Sunday 5th October 2008 at M5 Strensham Services (northbound), Worcestershire . More information and supplementary regulations can be found on our website or by contacting the secretary of the meeting: Phill Sanders, 18 Vigornia Avenue, Worcester, WR3 8JY 01905 26452, phill@coovey.com

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 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.



BRISTOL TWO CLUB SPRINT - COLERNE

Monday the 25th of August 2008 - BPMC Results & Summary

Class A2 - Series Production Road Cars over 1400cc up to 1800cc

96	Pete	Goodman	Lotus Elise	BPMC	84.89	83.2	1
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Class A3 - Series Production Road Cars over 1800cc up to 2600cc

105	Glenn	Alexander	Triumph Dolomite	BPMC	103.38	102.76	20
116	Alexander	Wooldridge Smith	Alfa Romeo 145	BPMC	98.79	96.81	12
117	Robert	Hughes	Ford Puma	BPMC	99.33	-	15
817	Claire	Weaver	Ford Puma	BPMC	100.59	-	18
120	Ian	Hall	Toyota MR2	BPMC	93.48	92.85	7
820	Matthew	Johnson	Toyota MR2	BPMC	98.72	97.27	13
121	Toby	Harris	Ford Puma	BPMC	83.76	82.61	1
821	Lisa	Selby	Ford Puma	BPMC	83.87	83.25	2

Class A4 - Series Road Production Cars over 2600cc

132	Mike	McBraida	Mitsubishi EV06 GSR	BPMC	93.29	89.23	8
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Class B2 - Limited Production Road Cars over 1400cc up to 1800cc

146	Nicholas	Cook	Westfield Sei	BPMC	88.42	88.38	8
147	Chris	Goodchild	Westfield SE	BPMC	88.1	86.53	6
151	Mike	Smith	Sylva Striker	BPMC		84.44	5
153	Richie	Devall	Ginetta G27R	BPMC	92.19	91	11
853	Pete	Devall	Ginetta G27R	BPMC	105.19	86.61	7
50	Duncan	Dickens	Sylva Leader	BPMC	96.07	-	12

Class B3 - Limited Production Road cars over 1800cc

156	Mark	Astin	Fisher Fury	BPMC	88.04	87.72	5
157	Alan	Dillamore	Hawk HF3000 Stratos	BPMC	106.75	95.44	7
158	John	Mearns	Westfield SEI	BPMC	83	82.99	3
161	Mike	Williams	Westfield SEIW	BPMC	85.94	84.35	4

Class C1 - Modified Production Saloon & Sports Cars up to 1400cc

20	Stephen	Dummett	Austin Mini	BPMC	90.74	90.49	2
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Class C2 - Modified Production Saloon & Sports Cars over 1400cc up to 1800cc

27	Jonathon	Milne	Honda CRX	BPMC	100.66	88.89	2
727	Mark	Roberts	Honda CRX	BPMC	88.64	87.78	1
98	Jonathan	Prestidge	Lotus Elise	BPMC	94.9	124.14	4

Class C4 - Modified Production Saloon & Sports Cars over 2600cc

37	Greg	Parnell	Morgan +8	BPMC	94.59	91.98	5
38	David	Simpson	Morgan +8	BPMC	100.36	98.57	8
160	Julian	West	Ford GT40	BPMC	88.96	87.26	2

Class C5 - Modified Production Kit Cars upto 1400cc

46	Grahame	Harden	Westfield Mega	BPMC	80.01	78.32	1
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Class D1 - Sports Libre Cars up to 1400cc

60	Ian	Cameron	Mallock mk18bk	BPMC	76.61	75.93	2
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Class D3 - Sports Libre Cars over 1800cc

65	Peter	Rigby	Abarth Osella PAZ	BPMC	93	97.53	2
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Class E2 - Racing Cars over 600cc up to 1100cc

71	Trevor	Hartland	OMS 2000M	BPMC	-	-	11
72	Ross	Browne	Force 10	BPMC	77.19	74.4	8
75	Andy	Langley	Jedi Mk4	BPMC	-	72.27	5
775	Matt	Withers	Jedi Mk4	BPMC	73.9	72.66	7

Club Awards (on index)

Bristol Motor Club - Watkins Nash Trophy - 62 Simon Clemow
Bristol Pegasus Motor Club - Bristol Trophy – 121 Toby Harris

Special Awards

ABTD	Pubs and Clubs Trophy	17 – Stewart Robb (Jnr)	59.4
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FTD (Does not include Top 12 Run Off)	1 - Matt Oliver	64.11
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British Sprint Championship Top 12 Run-Off

No.	Forename	Surname	Car	Club	Run 1	Run 2	Position
782	Dave	Pillinger	Royale S	BMC	69.76	68.68	8
788	Phil	Lynch	Ralt RT37	Hagley & DLCC	71.16	69.87	10
70	Jonathan	Toulmin	Marengo 2	Midland	70.22	-	11
9	Steve	Miles	Van Diemen RF96M	BMSA	70.44	69.71	9
7	Stewart	Robb (Snr)	Pilbeam MP88	LCC	63.93	-	4
80	Steve	Broughton	SBD OMS CF08	HSA	66.54	65.65	6
82	Scott	Pillinger	Royale S	BMC	77.55	67.9	7
10	Terry	Holmes	Lola T90 Judd	Bognor Regis	65.01	63.44	3
3	Mark	Smith	Reynard Gould 903	HSA	65.42	64.88	5
17	Stewart	Robb (Jnr)	Pilbeam MP88	LCC	61.02	59.4	1
1	Matt	Oliver	Gould GR37	Sevenoaks	62.86	62.07	2



More photos on the website - full report next month



CLUBMANS CHAMPIONSHIP 2008

Up to the August Treasure Hunt - Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
24.42	Paul Bird	1	6	No
24.33	Chris Goodchild	2	7	Yes
21.14	Andy Moss	3	6	Yes
16.95	Martin Baker	4	4	Yes
15.70	Toby Harris	5	3	No
15.19	Dave Bence	6	4	Yes
14.62	Lewis Bird	7	5	Yes
13.79	Phil Turner	8	4	Yes
12.40	Mark Astin	9	3	Yes
12.13	Dave Turner	10	4	Yes
11.69	Ken Robson	11	3	Yes
11.37	Martyn Mees	12	3	No
11.17	Judith Bird	13	3	No
10.64	Liz Moss	14	3	No
10.25	Ian Hall	15	4	Yes
9.79	Michelle Rogers	16	3	No
9.74	Matt Marples	17	2	No
9.36	Pete Goodman	18	2	No
8.04	Kevin Jones	19	2	No
8.01	Lisa Selby	20	2	No

MARSHALS CHAMPIONSHIP 2008

Up to the August Treasure Hunt - Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
8	Dick Craddy	1	3
5	Mal Allen	2	4
5	Martin Baker	2	2
5	Nick Wood	2	4
4	Cherry Robinson	5	4
4	Chris Thompson	5	3
4	Phil Turner	5	3

THE GIB GET AWAY TREASURE HUNT

AUGUST 18th 2008

By Phil and David Turner

This was our first Treasure Hunt and I have to say mistakes were made.

It all started well with seven crews leaving at 19.30 not 7.30 am as the sheet said. We were concerned that all crews would get all the questions right so had a list of decider questions and then after further concerns we had another list of decider questions, in fact we had enough extra questions to run another treasure hunt but better safe than having a riot on our hands in the pub. Paul and Judith returned first in a very quick time and had a good score of 102, I thought my god they done that quick and got all the random questions as well. Not long after Lewis and Andy returned and their score was 94, I felt better and when Nick and Cherry returned with their French Observer team and only had 90 I felt even better, this is going ok I thought.

Next back were Ian and Jenny with a score of 66 not surprising when they answered questions such as no 29, what is it against the law to do in this Phone box?, with have sex! Not what I was looking for but probably true.

It all went down hill from there with the next three crews all getting 102, we now had four crews with 102, Bugger as General Haigs troops said when ordered over the top. What took place next is a bit of a blur with one decider question after another answered incorrectly and taking almost as long as the treasure hunt itself, by this time David couldn't stand the humiliation anymore and disappeared before the flack started. Thankfully everyone saw the funny side and hopefully enjoyed the banter which finally came to an end with my second set of decider questions. Many thanks to all who took part, for their patience and understanding, we will try harder next year.

Results

Andy and Simon	1st
Paul and Judith	2nd
Chris and partner	3rd
Ken and Dave	4th
Lewis and Andy	5th
Nick and Cherry	6th
Ian and Jenny	7th



Simon Moss
with winners
medal

THE WUGGIN STAGES RALLY

By Phil Turner

The Wuggin Stages Rally on Saturday 16th of August at Colerne was David's first time driving. I was going to navigate but I wanted someone similar in age to navigate for him as I thought I would interfere too much and not only that I was scared of being driven by a

seventeen year old who had only driven the car once! Enter Lewis Bird top driver all round nice chap and brave to boot. So I fitted Lewis out with my Helmet so they could use the intercom and changed all the details with the rally organisers and we were set to go.

We arrived at Colerne in plenty of time for sound testing and scrutineering and with no problems to sort out David and Lewis signed on, got the route book and headed back to the van to study the first stage diagram. David briefed Lewis on what to do and they seemed confident and ready to go so they got belted up and were just about to go to the first stage when I asked Lewis where his stage sheets and time cards were? Oh says Lewis in the front of the Transit, my confidence plummeted but they had to go, good luck I said and thought you are going to need it.



They pulled into the service area after the first stage with big smiley faces having had a great time; their description of how it went was interrupted by a visit from the Clerk of the Course who was rather upset because David in his haste to go fast decided to rearrange the route by destroying some fencing and pallets and missing out several yards of the Stage which resulted in an stage maximum and added four minutes to their time. The

C of the C told David not to be a naughty boy and slow down and off he went. I then got the full story of what happened and was surprised that the front of the car was still in one piece, it would appear they approached a 90 right at 90 M.P.H and forgot to brake so went straight on.

The next two Stages were cancelled due to an accident so it was on to stage four with a few offs but no further visits from the C of the C. As David and Lewis tackled the next four stages they got better and better and turned in some fast stage times without going off, they could never recover the four minutes and finished last but one with an overall position of 53 out of 76 cars which started.

I think they had a great time and learned a lot about rallying and I hope Lewis can navigate for David on the Exeter Stages at Smeatharpe in October as he did a great job. In the meantime I am driving on the Patriot Stages at Caerwent in September with David navigating; thank god the car is ok!

Oh and by the way the CLUTCH cable never snapped.



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CASTLE COMBE TRACK DAY 9TH AUGUST 2008

Photographs by Ashley Mitchell

Ashley took the photos below at our club day at Castle Combe and kindly got in touch to pass them onto us. If you would like an electronic copy of one of the pictures he can be contacted by e-mail ashley.mitchell@agustawestland.com







"GENTLEMEN, PLEASE START YOUR ENGINES..."

An account of the 6th Monaco Historic Grand Prix

by Sallie Allard

Every two years Monaco reunites the most famous race cars of their era on the almost unchanged circuit since its creation in 1929. Not only are these priceless cars and their owners and drivers reunited, but so are thousands of racing enthusiasts from all around the globe who delight in sheer nostalgia and the thrill of good exciting racing from the golden age.

Peter and I have been present at each of the previous five Historic Grands Prix in Monaco and again it was like old times to return to an area we know so well.

This time we were joined by six enthusiastic friends, Bob and Beryl, Graham and Lynne, and Barry and Jane. Everyone's enthusiasm and energy contributed to a great and fun-filled weekend. Leaving the UK we met a group of like-minded enthusiasts on their way to Monaco. We were recognised due to a copy of

Motor Sport under Peter's arm, so no prizes for guessing what the conversation was about for most of the journey! One of them had owned the previous race-winning 1932 Maserati 4CM driven by Martin Stretton in 1997 and the six-wheeler Tyrrell P34, again driven by Martin Stretton in 2004.



Before the arrival of "our gang" on the Friday, it was on with the walking shoes and down to the paddock the previous day where a world of mechanical nostalgia awaited us. It's always fun to get a preview of the weekend's racing action; famous old cars we recognised from previous historic events at Monaco, Cays and the Goodwood Revival, and bumping into old friends, drivers and mechanics alike. While big boy Peter was drooling, taking photos and conversing re chassis, brakes, gear ratios and the like, I did the people-watching bit.

Surrounded by moving crowds of Brits, Americans and Italians in particular, the attire of some of the females was interesting, to say the least. Easily recognisable were the so-called parading newcomers to the event, sporting Chanel and Dior, compared to the trusty drivers' partners, ready to hand over the odd spanner or screwdriver to hubby covered in grease and oil under the car. One female, I'm sure she was a Brit., was dressed as for Ascot with an enormous hat covered in silk fruit and veg. I guess she got the events mixed up somewhere along the line, but she seemed to carry it *off* in a different sort of way.

Sadly the 20 or so F1 Ferraris, dating from 1952 to 2004 were tucked away in the secure Formula 1 pits this time around, away from the public eye. Security and secrecy reigned supreme here, and for no good reason as far as we could see. It was indeed unfortunate that we were all deprived of the spectacle of these championship cars from recent years. In 2006 all the cars were displayed in one line for all to see and admire in the paddock. And so we had to content ourselves with the Corse Clienti Ferrari transporters which were in themselves something to behold, being so highly polished and sparkling in the warm May sunshine. There was not a speck of dust to be seen on these colossal vehicles. Everyone appeared relaxed, happy and on their mobile phone. I stopped and grinned as I heard an excited Italian woman relate down the phone "siamo in cielo" - we are in heaven! I think that said it all for everyone, though by now my feet were aching and we still had the long hike up from the paddock to Sainte Devote and the Casino for the bus back to Menton.

Through some old friends from Cumbria that we always seem to bump into in Monte Carlo, we were invited to a preview of our good friend, motoring artist Alan Fearnley's Art Exhibition in the Sporting d'Hiver on the Thursday night. It was great to meet up again with Alan and his wife Carole, and his work, now featuring more classic



cars in romantic scenes and landscapes, is absolutely stunning. Following the Exhibition and an overpriced dinner in Monte Carlo where cigar smoke from a neighbouring sugar daddy and his young blonde nearly choked the two of us (smoking will be banned in restaurants etc. in June in Monaco), we needed a cab back to the hotel. Not easy in Monaco at a time like this, but being toggged up somewhat for the evening, we decided to enter the Hotel de Paris, wander around inside for a moment or two and exit, in the hope that the doorman would call a taxi for us. But once through the main entrance, Peter and I stopped and gasped in disbelief at the sight of three vastly obese males in shorts, tee shirts, tattoos and plastic flip-flops drinking lager. Here we were relishing the atmosphere of the golden age of motor racing in one of the most expensive and elegant hotels on the planet, only to be brought down to earth by modern day changes in society. Ouch!

However, it was back to the paddock on the Friday and again we met up with Alan Fearnley, perhaps dreaming up a theme for yet another future romantic masterpiece. Before the arrival of Barry and Jane from the airport and in bright sunshine, we had a quick lunch in a pedestrian zone just off the starting grid. Monaco is, of course, truly international and English is spoken virtually everywhere, with menus printed in French and English to facilitate foreigners. In this incredible Principality, where currently 275,000 sq. metres of land are being reclaimed from the sea, where solar desalination is now a reality (60 litres of seawater an hour are being filtered by 16 sq. metres of solar panels).



Distraction aside, I now return to historical motor racing facts in Monaco. In the first GP in 1929, 16 drivers did 100 laps, taking nearly four hours at an average speed of 80.2 kilometres per hour. In last year's GP over a similar distance, the average speed was 155.55 km. per hour in a total time of one hour 40 minutes.

And so, with nearly 500 voluntary marshals around the circuit (this year in direct radio contact with the course director, including the owner of our hotel in Menton who looked very dashing in his orange overalls), we watched practice on the Saturday from the enormous K stand in the harbour. It's interesting to note that starting positions in the very early years were not based on speed attained in the practice sessions, but decided by drawing lots! That remained so until the 5th race in 1933. This year's tickets on practice day were good value at 20 euros each for unnumbered seats in any stand (15% up on 2006) and giant TV screens were in abundance all around the circuit. Following the morning's practice were the parades of 16 motor cycles celebrating the 60th anniversary of the one and only motor cycle GP in Monaco in 1948, and the Ferrari F1 Historic Parade. This consisted of twenty F1 Corse Clienti Ferraris, starting with the 1952 Ascari Ferrari F500 right up to the 2004 Schumacher car. Jacky Ickx was driving his 1972 Ferrari 312B2, with Britain's Larry Kinch in Prost's 1991 F643. It was a very international affair with drivers from the USA, Japan, Italy, Germany and Netherlands all participating. There was even one Juan Fangio Jr. (a nephew?) driving Schumacher's 2002 car! This was intended to be a parade, but with several drivers endeavouring to emulate the world champion, there were several damaged cars at the end of both days. Expensive!

In all, 210 classic race cars competed this year at Monaco, rejuvenating many a spectator from all around the world. Amongst the priceless collection was the 1925 Bugatti Type 35T with 50 year old Formula Junior and pre 1979 F1 cars driven by "gentlemen drivers" as keen as they were fortunate to relive a bygone era on the famous circuit. Over 100 applications were apparently refused this year. 70 different makes of car were in evidence with drivers from 19 countries, with Great Britain being the most represented. And 3 times winner at Monaco, Sir Stirling Moss, was cheered once again as he drove Frank Sytner's 1950 Frazer Nash, as was Jacky Ickx demonstrating the pre-war Auto Union. This was a rare experience for us all as this car has rarely been seen in public.

On Sunday, Race Day, and in the comfort of the Cafe de Paris, we watched most of the racing on nearby TV screens during a copious lunchtime buffet with seemingly unlimited wine. Thanks to our good friend, Stefano, Director of the Cafe de Paris, we were given VIP passes for the viewing balcony above, affording greater enjoyment of the day's racing. David Franklin from Bristol and good friend of ours who had won the race in 2002 for pre 1959 sports cars in a Ferrari 750 Monza, drove a 1938 BMW 328 into 4th place in the pre 1953 sports car race. This was despite his BMW lacking the luxury of a limited slip differential. Accelerating out of the Rascasse bend we could see the inside rear wheel spinning hopelessly. Unfortunately, many interesting Ferraris and Maseratis were excluded because the organisers had favoured the earlier cars. The emphasis this year appeared to be on F1 cars ranging from pre 1947 to 1978 and sadly we were deprived of experiencing the excitement of some of the sports car races that have taken place in previous years.



For the four guys in our party, however, Peter, Barry, Graham and Bob - and one lucky lady, Jane - perhaps

the highlight of their day was a very quick lap or two around the circuit in a 4.2 litre Spyker C8 Aileron between races (thanks to Barry's contacts and his charm in the pits, not to mention all the passes hanging round his neck!). And so it was yet another enjoyable and successful Historic GP event in Monaco this year and even the weather was good, defying all forecasts of rain on the Sunday. But for the residents of this tiny Principality the roar of

motor racing and the presence of many thousands of racing enthusiasts was not yet over. This year the Automobile Club de Monaco planned for the Historic and the F1 events to be two weeks apart instead of the usual one. This was specifically to give ample time for the F1 teams to erect their mega mobile palaces along the harbour side. Whilst some shopkeepers may complain about lack of business due to the many kilometres of Armco and security fencing around the Principality, others relish the prospect of doing big business with the racing fans - particularly restaurants who increase their menu prices dramatically for the F1 weekend. We were quoted F1 prices of 30 euros for a bottle of beer and 120 euros for a menu du jour comprising melon and Parma ham, a slice of cold roast beef and a creme caramel. Scandalous! We were told that many a loyal fan has been deterred from attending the F1 weekend due to escalating prices, but Monaco will always have the appeal and the glamour for the majority. There has to be something about the region, given that stars and celebrities like Elton John, Sean Connery, Roger Moore, Mel Gibson, Jack Nicholson, Roman Abramovich, Ringo Star, Claudia Schiffer, Shirley Bassey and Tina Turner - to name but a very few - have chosen to live here!

It has yet to be decided whether the Historic GP will actually continue after 2010, or will be held annually - a decision to be taken by Prince Albert himself in the very near future. However, he is known to be a very keen all round motor enthusiast, as was his father, Prince Rainier, so hopefully the Historic GP will continue for many years to come.





BRISTOL PEGASUS FANTASY F1 2008

Positions after European Grand Prix

Updated By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	David Garnett	Kubica	Kovalainen	BMW	Honda	BMW	927
2	Simon Sweet	Raikkonen	Trulli	Toyota	Toro Rosso	Ferrari	877
3	Toby Harris	Kubica	Hamilton	Toyota	Super Aguri	Ferrari	874
4	Chris & Dominic Bennett	Kubica	Alonso	BMW	Renault	BMW	866
5	Andy Baverstock	Kubica	Hamilton	Honda	Super Aguri	Ferrari	834
6	Simon Moss	Kubica	Fisichella	Super Aguri	McLaren	Ferrari	830
7	Julie Farrow	Kubica	Bourdais	Super Aguri	McLaren	Ferrari	828
8	Bob Hart	Webber	Hamilton	Toro Rosso	Honda	Ferrari	801
9	Lisa Selby	Button	Hamilton	Toyota	Toro Rosso	Ferrari	799
10	Steve Clark	Raikkonen	Rosberg	Toyota	Toro Rosso	Mercedes	777
11	Rex Meaden	Alonso	Rosberg	BMW	Red Bull	Mercedes	775
12	Donny Allen	Button	Sato	Ferrari	Toyota	BMW	772
13	Lewis Bird	Bourdais	Hamilton	Red Bull	Toro Rosso	Ferrari	770
14	Arthur Tankins	Alonso	Kovalainen	Honda	Red Bull	Ferrari	765
15	Pete Stowe	Rosberg	Webber	Honda	McLaren	BMW	764
16	Ann Farrow	Coulthard	Hamilton	Red Bull	Toyota	BMW	758
17	Martin Emsley	Bourdais	Sato	Honda	McLaren	Ferrari	754
18	Jackie Russell	Alonso	Kovalainen	Red Bull	Toyota	Mercedes	752
19	Joe Robson	Alonso	Hamilton	Red Bull	Honda	BMW	750
20	Mike Marsden	Raikkonen	Alonso	Toro Rosso	Honda	Mercedes	748
21=	Alex Wooldridge Smith	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	745
21=	Alyson Marsden	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	745
21=	Tom King	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	745
24	Gary Tanner	Alonso	Bourdais	BMW	Williams	Mercedes	736
25	John Page	Rosberg	Bourdais	Force India	McLaren	Ferrari	734
26	Charlotte Emsley	Raikkonen	Alonso	Toro Rosso	Super Aguri	Ferrari	724
27	Martin Baker	Heidfeld	Button	Toyota	McLaren	Renault	720
28	Alison & Sam Bennett	Fisichella	Hamilton	Williams	Red Bull	BMW	716
29	Terry Russell	Heidfeld	Kovalainen	Williams	Super Aguri	Mercedes	709
30=	Dick Craddy	Raikkonen	Rosberg	Red Bull	Force India	Mercedes	704
30=	Martin Mees	Kubica	Hamilton	Renault	Honda	Toyota 2	704
32	Tim Murray	Rosberg	Vettel	Ferrari	Toyota	Toyota 2	690
33	Joanna Prestidge	Rosberg	Trulli	Renault	Williams	Mercedes	668
34	Rob Crossland	Raikkonen	Hamilton	Toro Rosso	Force India	Honda	649

35	Paul Bird	Alonso	Bourdais	Ferrari	Honda	Renault	648
36=	Elisabeth Lewis	Massa	Fisichella	BMW	Renault	Ferrari 3	640
36=	Jane Tanner	Alonso	Rosberg	Renault	Red Bull	Mercedes	640
38	Chris Lewis	Button	Kovalainen	Toyota	McLaren	Ferrari 3	636
39	Jonathan Prestidge	Rosberg	Nakajima	Red Bull	McLaren	Toyota 2	621
40	Caroline Meaden	Heidfeld	Hamilton	Honda	Force India	Renault	620
41	George Russell	Alonso	Kovalainen	BMW	Super Aguri	Renault	618
42	Andrew Moss	Coulthard	Kovalainen	Renault	Super Aguri	Mercedes	611
43	Mary Craddy	Webber	Hamilton	Williams	Honda	Renault	610
44	Greg Parnell	Alonso	Rosberg	Renault	Williams	BMW	607
45	Mal Allen	Alonso	Coulthard	Honda	McLaren	Renault	605
46	Sharon Reynolds	Fisichella	Hamilton	Force India	McLaren	Ferrari 3	595
47	Ken Robson	Raikkonen	Hamilton	Super Aguri	Force India	Toyota 2	594
48	Audrey King	Webber	Button	Williams	McLaren	Honda	585
49	Bill Farrow	Raikkonen	Sutil	Force India	McLaren	Ferrari 3	575
50	Judith Bird	Coulthard	Button	Renault	Williams	Mercedes	572
51	Mark Elvin	Rosberg	Kovalainen	Renault	Williams	Toyota 2	539
52	Richard Reynolds	Alonso	Hamilton	Renault	Super Aguri	Ferrari 2	508

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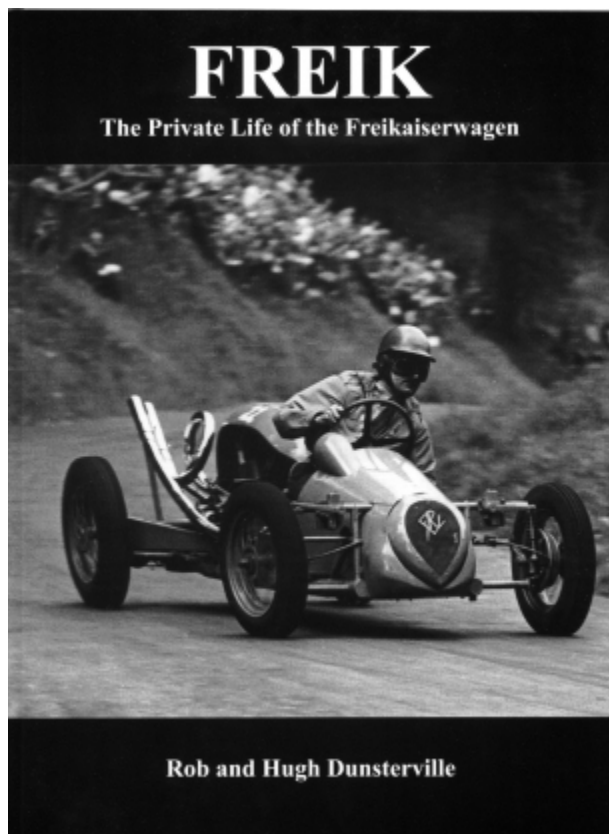
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CASTLE COMBE DAY RAFFLE

The raffle held at the Club Castle Combe day raised a total of £156 for the clubs chosen charity of Diabetes UK. Thanks to all those who donated prizes and bought tickets. A special thank you to Tim Murray who organised things and sold the tickets on the day.





BOOK REVIEW BY TIM MURRAY

FREIK - The Private Life of the Freikaiserwagen by Hugh and Rob Dunsterville

For the last half-century or so nearly every successful racing car has had the engine behind the driver, following the Cooper-inspired revolution of the late '50s. But before then, from the earliest days of motoring, it seems to have been an almost immutable law that the engine went in front of the driver - where the horse used to go before motor cars were invented. Before World War 2 there were very few exceptions, among them, in the

racing world, the under-funded and underpowered 'Tropfen' Benz of 1923, the rather more successful Auto Unions of the '30s, and the odd Indy racer or two. And there was the Freikaiserwagen, from Frenchay.

In May 1936 two young men visited a scrapyard in the Redcliffe area of Bristol and came away with a couple of bargains - a GN cyclecar and a Morgan three-wheeler - out of which, in two months, they built themselves a racing car, the original Freikaiserwagen. They were David Fry, of the Frys Chocolate family, and Hugh Dunsterville, who drove the car on its competition debut at the local Backwell hillclimb. Dick Caesar, who was one of the founder members of our club, was also involved as adviser and mentor.

Now Hugh's son Rob Dunsterville, with the help of Hugh (still going strong in his nineties) has written the book telling the story of this unusual car, covering its construction and continuous development until it was good enough to break the record at Shelsley Walsh in June 1949, in the hands of David's cousin Joe Fry. The story ends with the tragic death of Joe in the car at Blandford in 1950.

In addition to the history of the famous special, the book contains several appendices contributed by our own Pete Stowe. These cover the CAPA grass track racing series organised by Dick Caesar and Joe Fry in fields south of Bristol, the other specials built by Dick Caesar, the F3 'Freikaiserwagen' (actually an Iota) and the innovative but sadly unsuccessful Fry-Climax F2 car of 1958-59.

This is a well-written book, with lots of fascinating period photographs. I would have liked a bit more technical description - in particular the details of the final Iota-chassised version of the car are very sparse. Otherwise, this book is highly recommended to anyone with an interest in the history of Bristol motor sport.

The book is published by the Midland Automobile Club, and is available only from them. Price is £15.00, including postage and packing. Send your order to: MAC, Shelsley Walsh, Worcester W6 6RP. Tel: 01866 812211. Website: www.shelsley-walsh.co.uk

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.



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 !! Several 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.



92 JNP - 1275 RALLY MINI

By Alan Spencer



This was the next car to suffer the spanners and hammers of the Spencer Rallying and racing programme. It had started life as a 1,000 cc Mini with a plastic GT one piece front.

I worked with a printer who was also working part time/weekends for Tiny Lewis who ran Bedminster Down garage. Tiny Lewis was in those days a dab hand at rallying and preparing Hillman Imps, and a member of I believe Pegasus Motor Club and Tavern Motor Club. My printer chum had told me that the garage had taken possession of a Mini that had crashed into the railings of Bristol Bridge and were going to scrap it – and would I like it as the next Rally car as my Spitfire had been destroyed.

I went up to the garage, you could not miss it as on the roof was one of Tiny Lewis's Imps. He was very keen to involve yet another Rallying person and after a long chat about Motor sport in general he had been involved for some years with the works programme with Rootes Motor sport we did the deal and I bought the Mini for 40 pound, and it was delivered to my house.

Mike Tuck a Tavern member had managed to acquire a 1300 Morris engine with 12000 miles on it, he also straightened the mini floor and managed to get a new subframe for the car 125 pounds later and some night oil spent with him in the evenings I had a moveable shell with a running engine in it.



This was delivered to my house with no front, rollcage or seats. I then spent another 4 months and fitted the front made from a donated mini that had been rear-ended but was newish and even sold the rest to someone else after I had robbed it for the bits I wanted .

One piece steel front idea was copied from the mini sport people in Padenham Yorkshire who ran the car

and car conversion Magazine Mini. The cage was fitted that I had bought from a Tavern member a Scottish full length sump shield, just a big steel ski heavy but did the job. The seats had been robbed with the full harness belts from the Spitfire as was the navigation bits.

With a coat of paint – Harvester Yellow – and new Cibie Headlights it was ready – the rims and tyres came from a member of Devizes motor club who worked for Avon Tyres in Melksham, Cooper S rims with Avon Rally Specials – M S tryres and a set of tarmac type tyres Avon Rain Master . You see in those days you could buy from Avon remould grade tryes at a greatly reduced cost.

They were tyres that had failed the quality inspection usually filled in tread and letters on the sides – basically rejects although perfectly good tryes. Avon did this for motorsport and their employees, and also sold them to farmers as agriculture tyres, this was ok until some of the agriculture items turned up as new tyres on the open market, Avon then stopped them, and withdrew the very helpful service – damn those farmers.

When it was new it went really well and with Russell Boulton on the maps we did many years of Motoring news and Club rallying and ventured into stage rallying. We achieved many top ten places on the roads, but stages was a definate harder motorsport and power was the way to go.

This car lasted until 1979 we were on the Motoring New Round the Cilwendig Rally, Russel called over go left which I never really took any notice of, and had to attempt a wall of death to save it, instead I drove up the bank too steeply and rolled the car down the lane – doing 400

– 500 yards on its roof and hit the bank which rolled it back on its wheels. Bent car and windscreen smashed by the following car, as I ran back to pick it up too big in the middle of the road, blast.

This became a very retirement, and on the way back to Bristol it started to rain, very uncomfortable. Outside Newport we were stopped by a policeman at 3.30 am here we go one headlight missing and no screen. Russell had by now gone to sleep in the passenger seat with the rain dripping off his nose. You boys been rallying have you? He asked – yes we said better come with me then he said. I thought we were in for it but we turned up at the police house where he got his wife out of bed to make us breakfast and we stayed until it got light so not to infringe the lighting laws. He was also a rally person and took us around to a lock up to see his works replica Escort, very nice, would this happen today? It might.

The Mini was repaired and we did some more events with it, and then we swapped it for a road going Triumph 2.5 PI saloon to do the RAC rally with, but this never happened as I ran out of cash before we could start the preparation so it was sold on and I bought a Escort twin cam, as it turned out a bit of a dog – yet another story.





NEWS FROM CASTLE COMBE

Well, what a month it's been as we reflect back on probably one of the busiest months in the circuit's history with three race meetings and five action packed days of racing. The month opened with our first ever Classic two day meeting and whilst the crowds didn't live up to our expectations the event attracted the best race entry in the circuit's history with around 400 competitors racing a huge variety of cars.

With barely time to draw breathe the circuit's maintenance team were out placing all the straw bales and foam barriers around the circuit in preparation for the Fowler's sponsored motorcycle meeting. The highlight for many was seeing Ron Haslam during a special lunchtime parade.

Suddenly it was Bank Holiday Monday and the annual A Plant Lux sponsored Sportscar meeting producing probably the biggest crowd for a race meeting this year. Back to our normal one day format with 10 races packed into an afternoon, the large number of spectators went home happy and satisfied after some superb battles.

Now into September and how do we top that?

The answer is with two race meetings, two Action Days and Rallyday plus somewhere in-between another Boot Sale and lots of track days.

Eurofest runs on Saturday 6th September. Eurofest is our fastest growing Action Day with around 80 clubs representing just about every make of European produced car. Action Days are where you can take your car on the track for just 30 plus admission charges and there is still time to book in advance and save money. Admission on the day is just £10 for an adult or under 15's admitted free.

Our 8th race meeting of the year, the MG Raceday on Saturday 13th September does what it says on the title, lots of races for MG's, but also rounds of our own Championship. As a complete contrast is a round the MSA British Superkart Championship. If you've not seen these long circuit karts before then do come and watch their cornering speed which is just awesome. Racing gets underway at 13.15 and admission charges are adults £12, under 15's free and OAP's admitted at half price.

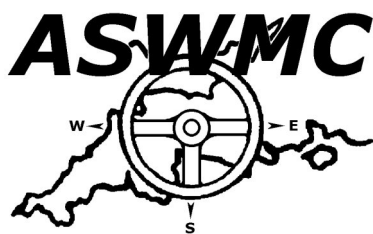
Just a week later it's Rallyday. Rallyday just seems to get better each year. Drivers are being signed up as we speak so keep looking at the www.rallyday.com for details on the drivers, cars, the trade club stands and much else. Star attraction this year will be Mikko Hirvonen current leader of the World Rally Championship in his BP Ford Abu Dhabi Focus WRC.

At the end of the month, Saturday 27th September is one of Castle Combe's favourite events of the year and one of the best attended, the Mini World Action Day. As the Mini approaches its 50th Anniversary celebrations in 2009 it's a time to look back, and forward on the success of the Mini from its humble beginnings back in 1957 to the current BMW produced range. The oldest car entered so far is from 1960 and the furthest club to apply so far is all the way from Lancashire. It's Minis only on the circuit so if you fancy a go, apply on line now or by telephone to book your track pass. If you want to find out how fast a Mini can be driven around Castle Combe Circuit then turn up pay at the gate and for just another £15 one of the drivers from the very popular Mighty Mini Championship will take you round in the passenger seat of his car with money raised going to local charities. Admission is just £10 for adults, under 15's admitted free and you can save money by booking in advance on the circuit website www.castlecombecircuit.co.uk or phone 01249 782417.

If the bug really bites then don't forget the following weekend at our last meeting of the year, the Melton Concrete Products Formula Ford Carnival we have the running of the Tour de Combe one lap cycle race, it's open to anyone via a 5 donation to the Motorsports Safety Fund. Some take it seriously and some, like Batman and Robin who turned up last year are doing it for fun, but all are welcome, spectators, marshals, drivers and anyone else who fancies raising money for a good cause and having fun at the same time.

Don't forget we look forward to your visit but please drive carefully and observe all the local speed limits and respect our neighbours.

The Castle Combe Circuit Team



ASWMC SPRINT & HILLCLIMB NEWS

By Darren Loveys

GENERAL NEWS

I hope that you have all had an enjoyable summer, whenever that happened..... It has been a busy month for the Championships and some of them with drawing to a close shortly with some close fought competition across all three disciplines.

SPRINT CHAMPIONSHIP 2008

I must start this month with some bad news and that is that the Chivenor Sprint to be run on

21st September has had to be cancelled due to unforeseen circumstances. Hopefully they will aim to run the event again next year. Therefore the last round of the Championship will be the Mutley Mayhem Sprint on 5th October. Grahame Harden holds a slim lead at the top of the Championship from Ian Parr with just the one round left to run. But, both hold a commanding lead over Ben Stephenson and Andy Stoddart. The season's early leader Ian Hall, has suffered mechanical difficulties which has pushed him down the table. As the Championship has been significantly reduced, to nine rounds, it will be the best six results that count.

HILL CLIMB CHAMPIONSHIP

With one round of the Championship left to run, Rodney Thorne still holds a twenty point lead over his nearest rival, Dave Gardner, who in turn is ten points in front of Mike Potter, who is third place having moved up from 9th in the Championship. Next round September 7th Bristol 5 Clubs Wiscombe.

PROPOSED CHANGES OF RULES

The MSA has announced changes to MSA Blue Book Regulation I.68. These will come into effect from 1.1.2010 if ratified. They will make the categories, shown in the Blue Book, mandatory. It will mean that all the rules in the Blue Book, for each category, will similarly become mandatory.

So far these rule changes have been only approved by Motor Sports Council. They cannot become implemented until Motor Sports Council ratifies that approval. So between now and then we have the opportunity of having our say. They should have little impact upon our Sprint & Hillclimb championship rules apart from one significant area – TYRES. Those in the Roadgoing classes will be obliged to use tyres from List 1A (I.79), rather than the tyres in widespread use in the ASWMC area presently. This will affect every event and every championship in the country.

ASWMC Chairman, Paul Parker, is attempting to have the rule in I.79 changed. His efforts in the MSA Sprint & Hillclimb sub committee, Speed Events & Regional Committees haven't yet been successful. We are not alone in this. There are very many championships throughout the country which presently use the phrase "Road Legal" or "List 1A or List1B" in the tyre regulations in some or all of their roadgoing classes.

Meanwhile if you want to continue using the tyres you do presently you should make your feelings known NOW by writing to Cheryl Lynch, the Speed Executive at the MSA. If you give a reasoned argument why the ASWMC rules are better than "List1A" then we might be successful in getting the existing rule I.79 changed to suit our requirements.

We must emphasise that you use a reasoned argument. Don't simply "slag off the MSA" it is likely that your letter will be ignored. In addition please ensure all your fellow competitors also write in. It will be the strength of feeling which will succeed in the end.

Please copy your letter/or email to Howard West, ASWMC General Secretary (howard@aswmc.com) so that we can monitor the strength of feeling in the ASWMC.

THIS IS YOUR SPORT AND YOUR OPINION COUNTS

Editors Note :

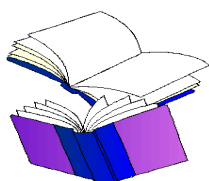
If you have an opinion about the use of list 1B tyres please pass it onto the committee.

We have heard arguments for and against use of these tyres in road classes. From Darrens article above, the ASWMC are clearly in favour of retaining their use, and it would seem sensible for any rule change to at least be phased in to allow people to get use from tyres they have already purchased.

However, we have also had members express the view that more standard tyres in Road classes would help lower costs and make things fairer for people entering their everyday road cars in sprints. Another factor is the standardisation of rules - a clear advantage for those who enter more than one regional championship or who also compete in single make championships.

As always there are pros and cons to any proposed change, and will we try to represent a balanced view at ASWMC and MSA levels.

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



Visit the bookshop section at
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.

Issued: 10 August 2008

adean-lewis@msauk.org

Duty of care to marshals

How long should marshals be on duty before they have a break? In view of the range of different motor sport events – from autotests to international race meetings and rallies – it is not possible for the MSA to be specific.

MSA regulations [A(a)] 52 and 53 (MSA Competitors' and Officials' Yearbook 2008 page 87) make specific reference to race meetings, (requiring marshals to be relieved after six hours of continuous racing). It is recommended that opportunities for adequate breaks are planned and provided for marshals and volunteer officials within the structure of an event, bearing in mind the nature of different locations and prevailing weather conditions. Provision should also be included for toilet facilities for both genders, wherever possible. Of course, the nature of the sport is such that unexpected incidents can result in deviation from the original programme but this should not prejudice the duty of care to marshals and volunteer officials.

Club appeals for marshals

The MSA now has more than 12,000 Registered Marshals across all disciplines. However, with around 100 MSA permitted events running most weeks and the increased cost of travelling, it is still common for organising clubs to appeal for more marshals.

Please consider the wording of such appeals. 'Previous experience not essential' should attract newcomers and reflects the level of training provided – from an appropriate briefing for straightforward marshalling tasks to pairing up with more experienced marshals for potentially demanding tasks. Of course, marshals should always be encouraged to attend supplementary training sessions to improve their self-development and competence.

Phrases such as 'no experience needed' would still encourage newcomers but could send out the wrong message about the level of training and support available.

Junior autocross

Autocross is a good entry-level form of motor sport and is one of the more affordable disciplines. In 2006, a junior class was introduced for 14 to 17 year olds and interest in it has developed steadily. Competing against the clock on an off-road circuit with a constantly changing surface provides useful experience in vehicle control within a relatively safe environment.

The Junior class is part of the MSA British Autocross Championship, which has been revived for 2008, and because of the way points are awarded, it is possible for a competitor from this class to become the MSA British Autocross Champion.

MSA Judicial Procedures

Each year, the MSA produces a Judicial Procedures booklet, which gives practical guidance to MSA Stewards on the process to be undertaken in the event of a protest or appeal being received at an event. This is supplementary to the formal and definitive process detailed in the relevant MSA Yearbook. This booklet is now also available to download by Licensed Clerks of the Course via the 'Members' section of the MSA

website – click on Member Publications>Officials. It may also be a useful reference document for other Clerks of the Course to download.

Motorsport Vehicle Recovery – new training DVD

The Motorsport Safety Fund – a registered charity which works closely with the MSA to help improve safety training in motor sport – has produced a new film, Motorsport Vehicle Recovery. It provides guidance tailored to the needs of drivers, marshals and recovery operators. The DVD (which also includes a Motorsport Rescue section) costs £10 and is available from Stuart Turner on 01608 645029 or at turnerstuart@talk21.com. Details of the Fund's other publications and DVDs can be found at www.motorsportsafetyfund.com

Gloucestershire RLO

For the awareness of those clubs who use this part of the country, the MSA Route Liaison Officer for Gloucestershire has notified us of a recent change of address as follows: Martin Saunders, 44 Pilgrove Way, Cheltenham, Gloucestershire GL51 0WA. E-mail: ted163@gmail.com Tel/fax: 01242 530319. Mobile: 07798 584713

e-Wheels

Pdf versions of previous e-Wheels can be downloaded from the MSA website www.msauk.org by clicking on MSA publications>Wheels>e-Wheels. Some club officials have said it can be difficult to cut and paste from this format into some programmes and we are now adding a Word format version in the same section. Such feedback from club officials is always welcome.

Motorsport Alliance unveiled

The Motorsport Alliance is a new joint initiative between the Motor Sports Association (UK governing body of four wheel motor sport), the Auto Cycle Union (UK governing body of two wheel motorcycle sport) and the Motorsport Industry Association (the UK's industry association for motor sport).

The Motorsport Alliance will allow the MSA, ACU and MIA to speak on behalf of UK motor sport with a single voice, when appropriate or necessary.

Reid is Performance Director

Former World Rally Champion co-driver, Robert Reid, has been appointed to the newly created role of Performance Director. The MSA Performance Director will be the figurehead for all human performance within motor sport and will set the strategy for all MSA sports performance initiatives.

Go Motorsport gains support

SEAT Sport UK is the latest organisation to back the Go Motorsport campaign, which has gained support from a number of high profile motor sport people such as Lord March, David Coulthard and Malcolm Wilson.

As mentioned in the June issue of e-Wheels, to be included in the Go Motorsport initiative, motor clubs should complete a questionnaire, which is available from

http://files.e2ma.net/2971/assets/docs/go_motorsport_questionnaire.xls. This will ensure the correct information is on the Go Motorsport website.

Club officials can return questionnaires by email to info@GoMotorsport.net or by post to Ben Taylor at Motor Sports House. If you have any questions, contact Alex Birley, who is co-ordinating Go Motorsport, on 07841 673012.

GUEST SPEAKER - ALAN SPENCER

Club Night - Monday 8th September

Our very own Alan Spencer will be giving a talk at the September club night. The main subject of the talk will be Cycle Motors - an interesting cross between a Cycle and a Motor bike. Alan has several of the machines and hopes to bring one along for members to view. As always we are sure Alan will be very entertaining, and will have more than a few tails to tell.

There should also be time for a drink and a chat.

The Wheatsheaf High Street, Winterbourne. 8.30 p.m.

THE CHEPSTOW SOLO

BPMC organise a Clubsport Autosolo

Saturday 20th September 2008

Chepstow Race Course

Entry fee only £25 Any road car is suitable

No competition licence, overalls or helmet required

An excellent venue and only 20 minutes journey from the Almondsbury interchange junction of the M4/M5. Our September Solo there will make use of a different area than we have used before. The open area of Tarmac will allow us to run a more conventional Solo.

A timed test around the course, no gearbox crunching reversing - great fun

Details from Chris Thompson on 01454 615604 or e-mail cmtbristol@tiscali.co.uk

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

Website WWW.BRISTOLPEGASUS.COM