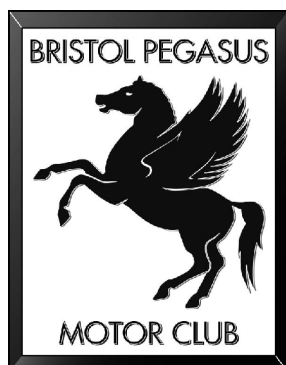


Backfire

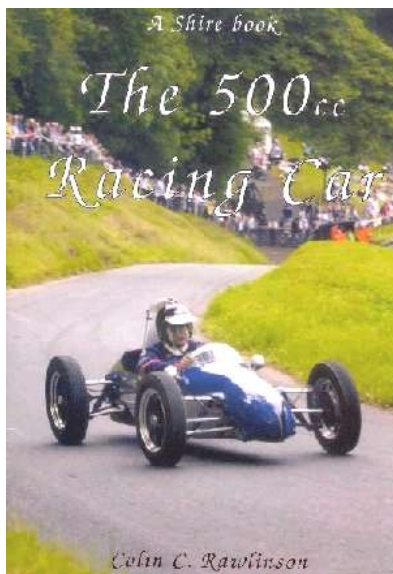
April 2004



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

Cover Photo : 2003 Wessex Sprint at Colerne

Monday 5th April
Club Night - Guest Speaker:
Colin Rawlinson, giving an
illustrated talk on 500cc racing.



The 500cc Racing Car book by Colin charts the movement from its beginnings, in Bristol, as a cheap way for enthusiasts to enter competitive motor sport in the aftermath of World War II, through international status, as the first Formula 3. It also includes a review of modern 500cc racing and the revival of historic competition.

Colin Rawlinson was taken on a family outing to his first motor race meeting at Castle Combe in 1954, when the popularity of 500cc racing was at its height. He has been passionate about racing ever since. Some thirty years later he acquired his own 500, the unique Smith Buckler, which, although a one off, was professionally constructed to order by the late Ken Smith of Enfold. Colin has subsequently hill climbed the Smith Buckler with "little success but much enjoyment".

Colin is a director and treasurer of the 500 Owners Association and is chartered accountant by profession.

18th April - Production Car Trial

Something a little different for competitive types this month - we've organised a Production Car Trial with Bristol MC to be held at Lower Grove Farm in Dundry on April 18th. The venue looks superb for an event of this type and should offer a challenge for most.

So what is a Production Car Trial?

Well, simply it's a Trial that you can do in a Production Car.

Entries will need a vehicle, a driver and a navigator/bouncer - whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery.

Anyone who has seen more specialist events like the Fedden Trial or Allen Trial and gazed on in awe whilst thinking "how on earth do they get up/across/through something like that!" may now be thinking "there's no way my car would be suitable". Worried about ground clearance, losing the sump

Details of Events on these Pages
are compiled by Competition
Secretary John Cornfield.

For further information contact
John on

Telephone 0117 9870763

e-mail

john_e_f_corfield@hotmail.com

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

or suspension damage? To put those minds at rest, rather than the woodland the Fedden Trial uses or the often heavily rutted tracks used in Classic Trials such as the Allen Trail, the venue is a grassy field.

There are a few ruts, rest assured that anything deep enough to cause damage will be marked.

If you fancy having a go but are lacking a suitable vehicle, get in touch and we'll try to pair up any would-be bouncers with drivers as far as possible. If you'd like to be involved but can't find a driver (or still have concerns about damaging your pride and joy), you could always come along and marshal!

For further details and an entry form visit the club website or phone Andy Moss on 0117 9041841.

25th April - Inter-club Karting - NB date change!!

Paul Draper is again organising our annual karting challenge to BMC and has been in contact with Jamie Pickford. Please note though that the karting will have to be moved to the 25th April to match a calendar gap at Combe. The event will probably have a 1pm start this year with teams of 6, as previously, and with a BPMC sub the cost will be £30 per person to compete. If you wish to come along Paul can be contacted on 01454 619163 or by e-mail paul.pantera@blueyonder.co.uk

1st May - Italian Car Day

See main article - "Your Club Needs You".

3rd May - Wessex Sprint

The regs are out for our first Sprint of 2004 and I have an electronic copy I can e-mail or print & post. They are also on the club website. You can contact the entries secretary (Mrs C Morgan) on 01275 790855. The entry fee is £73 and the closing date is Tuesday 13th April.

As always the only way to get to see the action is to marshal - if you wish to come along please contact Bob Hart on 0117 9362587 (W) or 0117 9409772 (H) - no experience necessary as plenty of advice and experienced marshals will be on hand.

9th May - Dimanche Sprint

Farnborough District Motor Club are holding their sprint at Rushmoor Arena, Nr Aldershot. This is a new non-spectator sprint venue for the South of England and "it offers a downhill start, reasonable length straights and high and low speed corners". I have a set of regs and the entry list closes on 4th May.

The entry fee is £80 up to 27th April and £90 thereafter.

9th May / 6th June - Curborough Sprint

Nottingham Sports Car Club have sent me a couple of sets of regs and entry forms for their 2004 Sprints at Curborough (near Lichfield on the A38). BPMC is invited to the Sprints scheduled for Sunday 9th May and Sunday 6th June for which the respective closing dates are 27th April and 25th May. The entry fee is £62 for members and £68 for others.

Late entries will be accepted subject to a £5 supplement. Note that the regulations for these sprints follow the MSA regs very closely so it would be wise to check them out rather than find your 'standard' car moved to 'modified' late in the day. See also www.nottsscc.co.uk.

15th or 16th May - National Museums Week

See main article - "Your Club Needs You".

16th May - BMC Solo

We're hoping to get an invite to this event but I understand that BMC have still not been able to find a suitable venue despite intensive searching. We'll keep you posted.

17th May - Treasure Hunt

Our first Treasure Hunt of 2004 is to be organised by that dastardly duo Lewis Bird & Martin Baker - remember the Mars bars scam last year!!!! They promise no such tricks this year and although I'm not sure I trust them I'm going to be keen to join in. More details next time.

31st May - Llandow Sprint

Keep a look out for the regs all you Sprinters, it won't be long now. Llandow is a small circuit growing in popularity and I'm sure whether you compete or marshal it'll be a good day. Remember that last year one car almost went over the edge (literally) which just goes to prove that every circuit can surprise us both as individuals and as a club.



Monday June 14th Club Night

Guest Speaker:
James Brown Managing Director of

W H Bench Coachworks Ltd will give an illustrated talk, about the trailers they build especially for F1 and rally teams and how they are kited out.

Company Profile

The Factory

W H Bench operate from two sites in Yate which is situated near Bristol and close to the M4 and M5 motorways. Both are in the ownership of James Brown. The coachworks premises has a 20,000sq ft factory containing a large paintshop, service bay, steel fabrication shop, woodwork shop, 5 trailer assembly bays and a trailer maintenance bay. The factory was built in 1988.

The Badminton Road site, also in Yate, is approximately 60,000sq ft and is used for vehicle storage and by the transport department.

W H Bench consider themselves to be leaders in the field of specialist vehicle coachbuilders of both rigid, articulated and towing trailers.

Your club needs you (well your car at least!)

Bristol Pegasus has three events coming up this year at which we have an opportunity to tell people about us, our club and Clubsport in general. An integral part of this 'marketing' is to have a display of members' cars suited to the event. The following three paragraphs explain the events in more detail and how you could help.

Saturday May 1st is the Italian Car Day held right in the centre of

Bristol. This year will hopefully repeat the success of 2003 which was the first time it had been attempted. The event is organised by the Bristol & West Section of the Alfa Romeo Owners Club with the help and support of Bristol City Council. Our very own Nick Wood is very involved with this and has again offered BPMC the opportunity to put up our club stand and make our presence felt. Another BPMC member, Reg Palmer has offered to turn up with a brace of Maseratis and an Alfa Sud and we need two more cars to fill our space. Ian Hall has very kindly offered to bring along his Darrian and this is bound to be an additional attraction. What I would like to add to these four cars is a basic, standard, roadgoing production car that will allow us to illustrate to people that Clubsport is suitable for anyone - you don't have to have an exotic or specialised car to take part. So if anyone would like to bring along their everyday pride and joy and leave it parked up with us for a day then we will be really grateful.

Saturday 15th May gives us our next chance. A display of the Club's history, organised by Pete Stowe, will be exhibited at Frenchay Village Museum (Frenchay Hospital grounds) from March to May. National Museums week is in May with a theme of transport so Alan Freke, from the museum, has suggested that we might like to have a display of competition/classic cars for a few hours after lunch - offers will again be most welcome.

Saturday June 12th is a day at Castle Combe for us - but it's not the BPMC Club Day (that's July 31st!). In

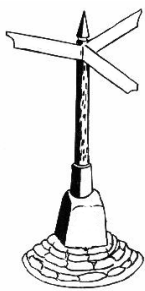
previous years this day has been organised as the "CCC Day" but this year it's going to be the "VAG Action Day" featuring VW, Audi, SEAT and Skoda. To quote from the leaflet *"Expect displays of all types of VW's, as we help to celebrate 30 years of the Golf GTi plus Audi's, Seat's, and Skoda's, sales sites and a great selection of cars. All clubs and any make of car are welcome."* As far as I know there will be some changes from previous years (promised by Castle Combe anyway and not as a result of the sponsorship change). We normally have free passes for up to 12 cars/drivers plus half a dozen free track passes for use before 11am. This year the track passes will not be free and we will not be purchasing any. This will work well for us because it is more helpful to the club if all the display cars stay around the club awning and so make more of an attraction. So this year we're expecting to get 12 free passes and need volunteers to bring their car along in order to park up and do nothing more than relax and help us talk about the club - oh, it's a hard life!

Let me know if you can help and with a bit of luck I may have to select from too many offers - that would make a welcome change from the usual "We hope to have just enough". Feeling guilty? Good {;o}

Drop me an e-mail at john_e_f_corfield@hotmail.com Or ring me on 0117 9870763 (home and to leave a message), or try my mobile 0771 7677271.

Many thanks in anticipation,

John Corfield



Navigation Exercise

26th March

By Tim Murray

As I spend a fair amount of time these days in Weston-super-Mare, it made sense to set 'my' navigation exercise in the area between Bath and Weston. Unfortunately, I hadn't spotted (until it was too late) that the February scatter also took in this area, so my apologies to those who competed in both events, who may have felt that they were traversing familiar ground.

At least the weather this time was very different to the February event. I arrived in the start lay-by on the A38 near Dundry on a nice warm dry evening to find four crews already there, waiting expectantly. They were soon joined by three more, including James and Mark in a nice shiny Daewoo, which they had been given – free – just because one of the wheels was bent (so they claim). Some guys have all the luck. Dave and Martin were out in Martin's brand new Seat Leon Cupra diesel – still running in – with which Martin is very pleased. As the weather was less inclement, Andy and Dick were back in the trusty old MGB.

When the start time came round I made a mistake by giving out novice route cards to most of the expert crews, and

had to dash round to retrieve them before too much harm was done. This was the first event to feature the new rule that expert crews can opt to take a novice route card and suffer a penalty of 25% of their points score. After studying the expert route card for a little while, the crews of Marples/Bird and Rigler/Craddy opted to swap to the novice card.

I got a little worried when nearly all the crews had left the lay-by after only an hour's plotting, thinking I must have made it too easy. While the crews roamed the countryside via Dundry, Felton, Brockley Combe, Cleeve, Wrington and Churchill, I made my way directly to the finish control on the A370 west of Congresbury. It was only a few minutes before the first crews checked in, and all but two avoided lateness penalties.

We all then proceeded to the Woolpack in St Georges, who lay on a range of very fine ales – Martin Emsley and I particularly enjoyed the Palmers. Everyone claimed to have enjoyed the event, particularly the 'genuine' novices Rob and Rich who were very pleased with second place, feeling that they had got the hang of one of these events for the first time. It was a mistake, however, to have had a route check question asking who a particular phone number belonged to – at least one crew had just rung up and asked.

Results:

1. Andy Moss/Martin Emsley	Ford Mondeo	231 pts
2. Rob Freelove/Rich Gough	Honda S2000	219
3. Dave Cutcliffe/Martin Baker	Seat Leon Cupra	213
4. David Adams/Chris Goodchild	Landrover Defender	175
5. Matt Marples/Paul Bird	Peugeot 205GTi	174
6. Andy Rigler/Dick Craddy	MGB	90
7. James Harris/Mark Wright	Daewoo	16

Marshals Championship 2004

upto March Nav Ex

Results prepared by John Corfield

Pts	ENTRANT	Pos	No Events
2	Andy Rigler	1	1
2	Dick Craddy	1	1
2	Tim Murray	1	1

Clubmans Championship 2004

upto March Nav Ex

Results prepared by John Corfield

Pts	ENTRANT	Pos	No Events	Org
14.51	Andy Moss	1	3	Yes
14.51	Martin Emsley	1	3	Yes
13.04	Paul Bird	3	3	
	Chris			
9.87	Goodchild	4	3	Yes
9.87	David Adams	4	3	
7.91	Dave Cutcliffe	6	2	
7.91	Martin Baker	6	2	Yes
7.87	Matt Marples	8	2	
6.05	Andy Rigler	9	2	Yes
6.05	Dick Craddy	9	2	Yes
5.57	Richard Gough	11	2	
5.57	Rob Freelove	11	2	
	Howard			
5.17	Johnston	13	1	
2.11	Allen Harris	14	1	
2.00	James Harris	15	2	
2.00	Mark Wright	15	2	



BPMC in the news - The following is reprinted from the Bristol Evening Post, Friday 26th March 2004

Motoring history on display

A NEW exhibition, featuring more than 60 years of Bristol amateur motor sports has just opened at the Frenchay Village Museum.

The displays chronicle the history of the Bristol Aeroplane Company Motor Club. It includes one of the first post-Second World War events in England - the Bristol Sprint at Filton airfield in 1945 and the creation of the 500cc International racing formula between 1945 and 1946.

The exhibition also highlights the exploits of local drivers in the 1961 RAC Rally, and the present-day activities of the club, now known as the Bristol Pegasus Motor Club.

Frenchay Village Museum is situated off the Avon Ring Road, just inside Entrance B of Frenchay Hospital.

It is open on Saturdays, Sundays and Bank Holiday Mondays from 2pm to 5pm and on Wednesdays between 12.30pm and 4pm. Admission is free.

For further information, visit the museum website at

www.frenchay.org/museum.html

For information on Bristol Pegasus Motor Club visit

www.bristolpegasus.com

AUSTIN SEVEN STORY

By Tom King

I was very interested to read Richie Devall's articles in last years Backfire regarding his experiences in over 40 years of motoring.

While my motoring experiences have been more modest than his, his description of life with Austin Sevens has jogged me into telling of my trials and tribulations with the same model.

Actually I had more or less promised to do so to Tim Murray at the 2001 AGM but general laziness and slower life in Cornwall has delayed my responses until now.

The story that follows is only intended to be a light hearted attempt at recalling a few years of my life when motoring and motor sport seemed so different. I trust that Club members will accept it in this view.

My first introduction to Lord Austin's brainchild was in 1953 (I was 33 at the time) when I was introduced to this rather dilapidated 1929 (but could have been a year or so earlier) Austin 7.



Photo : Flossie I

Taken in 1954 outside father-in-laws garage in West Sussex.

Tom King extolling the virtues of Flossie - Brother-in-Law Pete doing ditto of the A20. It is easy to see that the Austin 7 was a Scaled down version of the A20. Unkind People used to ask if the registration number (1906) was the year Flossie was born. The A20 was used by Father-in-law as a Breakdown car, that was when it wasn't in use to take the football/cricket teams (all eleven of them) to matches.

The little beastie had had a hard life and was no longer a showroom exhibit as you will see from the photo and reminded one of cartoon pictures you see of such specimens, but Audrey, my wife, and I fell in love with it and decided to adopt it. We called it "Flossie".

As the car was in running order it meant that most things worked but a serious fault was a crack in the "A" frame at the forward cross member. This crack had obviously been generating for some time and repairs were necessary. Welding was probably the usual solution to such problems I assumed, but as it would have meant virtually stripping the car to eliminate fire hazards I decided to get some angles made and fitted, together with an ash block, inside the "A" frame as the sketches show. These would be clamped together with $\frac{1}{4}$ and 2 BA bolts. It seemed to work as the car handled very well when repairs were complete. The drawings at the end of the article show the detail of the repair.

A thermos flask cork acted as a radiator cap - it worked okay - water if needed was cheap and antifreeze wasn't a problem as the car wasn't used in Winter.

Someone had had a sense of humour in the past as the bonnet was closed with a wide leather belt and buckle a la 30's style racing cars (see photo).

One of the tyres had "for use on Horse drawn vehicles only" on it which I left on the car for a time as a novelty, and then changed it.

The engine was the 750 standard with coil ignition. It had been bored to +.60", it needed sleeving but we fitted cord oil rings and the engine performed quite well.

The hood had been home made but could be folded successfully. With its side screens fitted it did a good job at keeping the rain out. The underparts of the car weren't quite so successful in heavy rain, if you hit a puddle at average speed a good deal of it shot up through the floor.

At this time I didn't have a driving licence. I'd had an "all groups" licence after the war but I was out of England from 1946 to 1950. Had I applied for another licence on my return I would have received an all groups type but I didn't need a licence immediately, when I did apply the concession had been withdrawn and I had to take a test. The Austin was going to be my means of getting a licence.

My restoration work had taken me into Spring of 1954. With the help of various friends occupying the hot seat I completed the learning curve and was able to apply for a test and obtained the necessary licence. Some four months after my test Audrey also applied and was successful as well. I am still driving, have a clean licence but Audrey no longer drives.

To celebrate passing my test we decided to visit Audrey's folks in West Sussex at their home in a village called Plaistow (not the one in London). We got away from Bristol at about 6pm and 4 hours later arrived. I think the journey was about 120 miles. This was at night, with 6v lighting, long before motorways. As top speed was barely 50 we felt it was a good performance from the sorry looking vehicle we had inherited.

Alas pride comes before a fall. In my endeavours to repair the car and get my licence I had not checked the quality of the spare tyre. Setting off on

the return journey to Bristol on a fairly hot sunny day I was aware after some time that we had tyre trouble. No bother thought I, I'll put the spare on. As you will have guessed it was useless so I pumped up the flat tyre and continued the journey. After repeating that activity several times we had progressed to Hungerford at dusk, and decided to pull off the road and seek garage help in the morning. It was a pleasant night, very little traffic and we were serenaded by a nightingale. In the morning I hitched a lift into Hungerford, bought a tube, replaced the duff one and carried on to Bristol. (with tyre levers which I had with me, one could replace tyres and tubes on Austin Seven wheels without difficulty).

So a lesson was learned, always make sure you have a good spare, or be a member of the AA or RAC.

I should add here that I found reference to Mr R J Wyatt's book "The Austin Seven the motor for the million 1922 to 1939" very useful in aiding my memory in the case of the repairs to Flossie; and the restoration as necessary on the several other Sevens I owned subsequently.

Throughout 1954 the car was used for family outings and I'd had no thoughts on joining a motor club. In 1955 a navigation night rally was organised by C G O'Neill of the BAC Car Division. It was a great success and was won by a team driving an Austin Seven. (For details refer to page 17 of Pete Stowe's History of the BAC Motor Club).

Although I had not entered the event I thought it sounded interesting and when the BAC Motor Club was formed later in 1955 I joined it and have been a member ever since. The club organised a variety of competitive events and cars of all shapes and vintages competed.

At this time of course new cars were not available so I felt that my Austin 7 could compete on equal terms and in fact held its own on many occasions. Besides competing, supporting events by marshalling and helping to set up courses etc, meant one played a part in creating an active and popular club.

A particular thing that always amused me when marshalling a night navigation point was setting up the jam jar and candle to provide lighting. On old cars you conserved your battery as much as possible and the candle in the jar provided an amazing amount of light, as everyone will know who used the system.

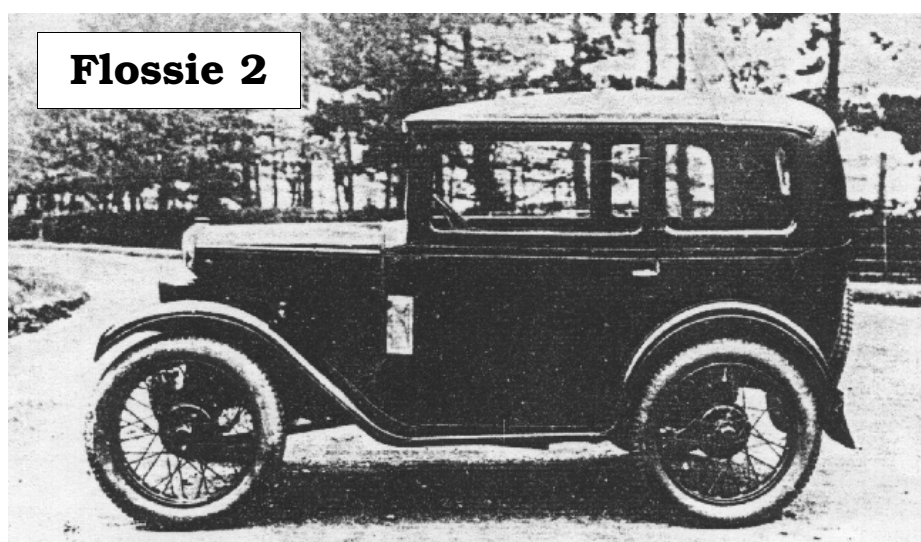
So I had a lot of fun in taking part with "Flossie" in Navex's, Driving tests etc.

I never had any difficulty getting people to risk life and limb navigating for me, either in Flossie or subsequent Sevens but there was one occasion when navigator and myself had to resort to the use of a bit of brawn. It happened in Flossie somewhere in the Mendips at night of course, and we thought a road shown would provide a short cut so off we went. The road got steeper narrower and rougher and Flossie was struggling. So setting

the hand throttle (very handy at times like this) we got out of the car and helped the old girl along. But not for long because our “road” petered out and we had to retrace our steps. Our short cut taught us a lesson about taking care reading the map in future, but it did show the versatility of Lord Austin's baby.

So having cut my teeth at this Motor Club lark with Flossie, I thought it was time to say farewell to her. A club member, no doubt inspired by my escapades, bought it off me. Alas I think he was a bit too ambitious and sadly wrote it off very soon after buying it.

With the passing of Flossie, I thought I would go up market a bit and thus acquired a 1931 Seven saloon, Flossie II.



This was moving into the space age. After all it had a tin roof, posh windows and kept the rain out. You could still throw it about a bit, you weren' tworried about scratching it, it was cheap to own and run, and had a gearbox to get me and family up Porlock and Countisbury Hills. I think the navigators appreciated the improvement too.

I continued car club activities of course and I think I acquired a small number of plaques, if not with this car it was with later models, so I felt that the spirit of Flossie lived on.

I did have a mental aberration at one time in my life with Austin Sevens and that was while owning this car. A friend had a Riley “Monaco” he wanted to sell and it looked good with fancy upholstery and other “improvements” and I became the owner of it. Now what to do with Flossie II. It was parked in the garden to be disposed of as and when.

So we decided to go for a trip in our new toy. We were on the A4 somewhere near Marlborough going down a gentle hill in bright sunshine

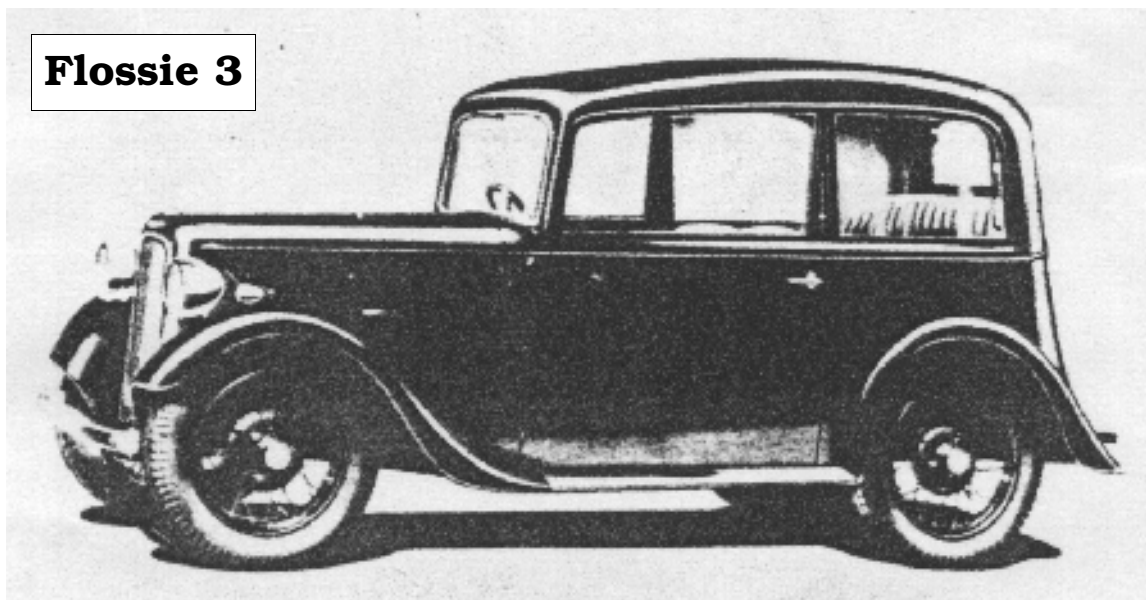
when for no apparent reason it did a skaters waltz and fair put the breeze up me it did. And the family too, I drove home very carefully and never did find out what caused it but it had to go was the unanimous decision. I was fortunate after advertising it to have a police cadet from Devizes fall over himself to buy it, so he and the “Monaco” departed and I was in need of a car again.

Flossie II had been sitting all forlorn in the garden through part of the winter, in fact I'd stored a tray of dahlias in it much to my regret.

I had drained the engine as a precaution, so cranked it over and surprise surprise no compression. Whipping the head off there were all the valves standing up like soldiers, suffering from a spot of rust.

I added some oil to the stems and turned the engine over slightly and tapped each valve down. I repeated this procedure four or five times and freed all of the valves. Soon they were dancing up and down as I turned the engine over and after bolting down the head we were in business again. I always said the “Sevens” loved a bit of rough treatment.

I kept this car for a time and continued with Car club activities, still able to hold my own until I made another change of vehicle. It was still a “seven” moving on a couple of years to 1933, when the long wheel base model was introduced eg from 6'3” to 6'9” and the cars were beginning to look more modern. Thus Flossie III.



They were still fun to drive, but our growing family appreciated a bit more room in the back. Our family had increased with the arrival of daughter Linda, our sons being 12 and 10 years old. It still meant they fitted quite snugly when going on holiday, especially when they insisted we take the family tortoise in its cardboard box. Actually the tortoise became quite a subject for conversation when we were held up in lengthy traffic jams.

It was with this car that I made the "Motoring News" press having come 33rd out of 63 entries in the Wesbac rally in 1960. In addition the club also thought it merited a plaque, which I duly received at the annual presentation. Fame indeed for Lord Austin's baby again.

It was during my ownership of this car that another example of the Sevens ability to take it came about. I used to travel weekly back and forth to the NGTE establishment near Farnborough and had fitted a 3 bearing engine in the car as this was reputed to make the engine run more smoothly. It also had a tendency to crack across a crankweb but more of that later.

I had made several round trips quite successfully to NGTE but on one return journey it felt that the engine wasn't quite so smooth. I had no time to check it over the weekend before I was back to Farnborough and promising to see it on my return home. So I did the round trip, plus site running about, and on returning home took the sump off to check the crankshaft. At first I didn't notice anything amiss until the leadlight shone on a scratch. This of course was the break across the crankweb. So out with the defunct engine and in went the earlier 2 bearing engine previously discarded. Then it was back to Farnborough as usual on Monday. (One could manually lift engines in and out of Sevens quite easily).

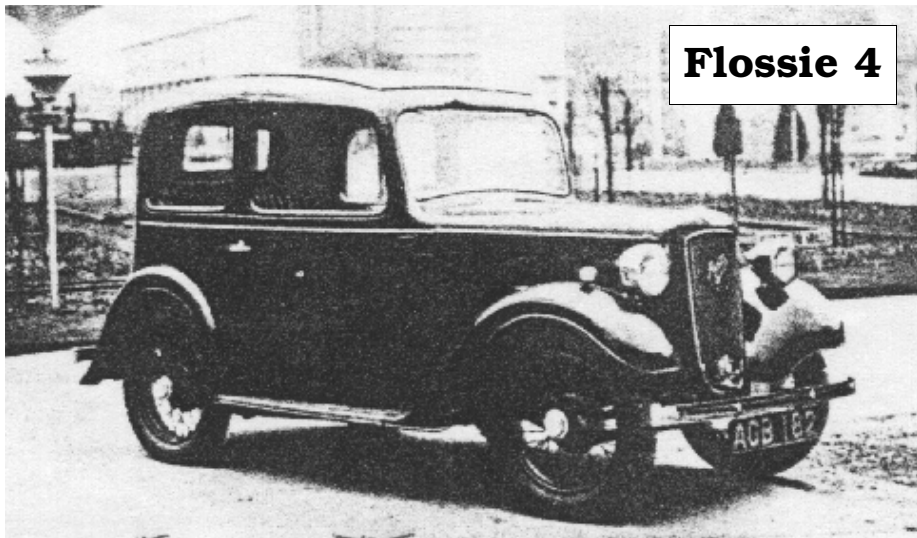
It seems that 2 bearing cranks allowed the crankshaft to flex but the extra centre bearing prevented this and in time it cracked.

Although it was a design error which brought this about I found it incredible that the engine continued to function while it had covered 300 miles or more.

I am now approaching 1962/63 and with the advent of the Minis and other modern cars club rallies became much more serious and I found Austin Sevens were not really suited to competing.

This does not mean I am nearing the end of my story however, as I have one more Seven to mention, this being a 1936 Ruby Saloon.

An acquaintance rang me up and enquired if I was an Austin Seven nut which he meant in the nicest possible way. In view of this last story I think I qualify. He said a friend of his had this car being sold for scrap for £6 and for that sum I could have it if I wished. I agreed to look at it, It was at Bath and a tow could be arranged if necessary. When I saw the car I realised it was a far better specimen than Flossie III. So I parted with £6 and Flossie IV was mine.



The tow home was a bit hairraising, barely avoiding Armageddon on several occasions but we made it home. Both the cars I had, had the same tyres but different wheels. Guess which car was going to have the best set and that afternoon I changed 6 tyres to get it. I did say earlier that with tyre levers you could replace tyres and tubes on Austin Sevens without difficulty although with bigger tyres and smaller wheels the “without difficulty” part did lead to sore hands on that day.

Flosse IV was indeed a lovely car but sadly it was going to be the last Austin Seven I would own. I still helped with club events but did not compete, in fact I did not compete again in Austin Sevens. Looking back the car which gave me the greatest pleasure was I think, without doubt, Flossie I, that poor bedraggled specimen but which gave Audrey and I such delight in travelling around regardless of the pointing fingers and ribald comments from all the kids and grown ups we passed. Night journeys to and from Audreys home seemed to give us especial pleasures too.

My one regret is that I didn' tkeep one of the cars I had in my garden at different times. But I still enjoy talking to those enthusiasts who keep the “Sevens” going today.

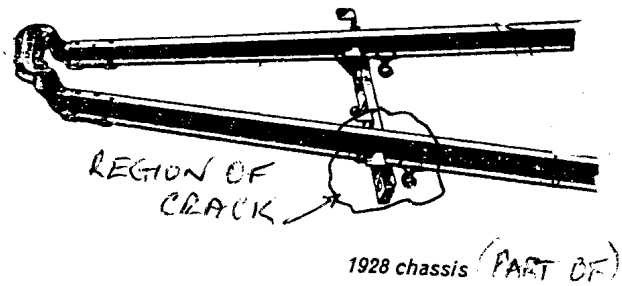
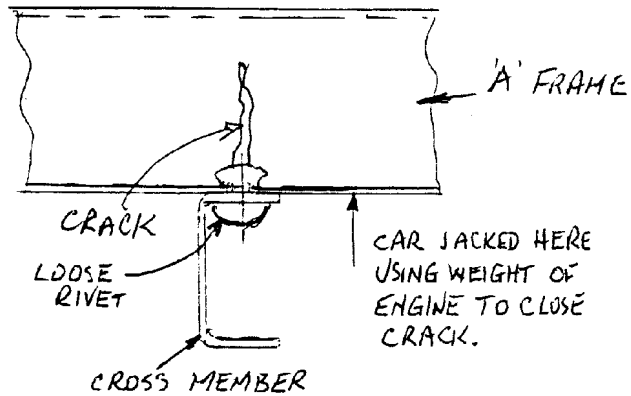
Our later plans in 1963 concerned a camping holiday in France to give our lads a chance to air their school French. Camping gear and five people was beyond Flossie IV capacity. For this venture we settled for a Morris Minor (post war style) suitably fitted out. It was better for distance travelling but I never felt comfortable when competing in it later.

So that's the end of my story. Not all mishaps have been included of course, but there were a few more of them along the way I might add.

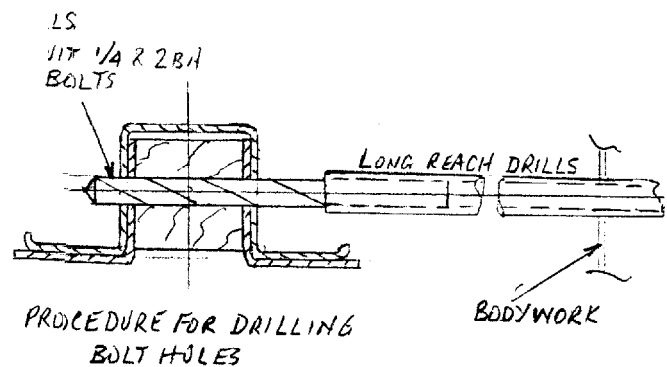
I've enjoyed writing it and reliving past activities of long ago. Perhaps it has revived memories among our older members too.

Chassis Crack Repair

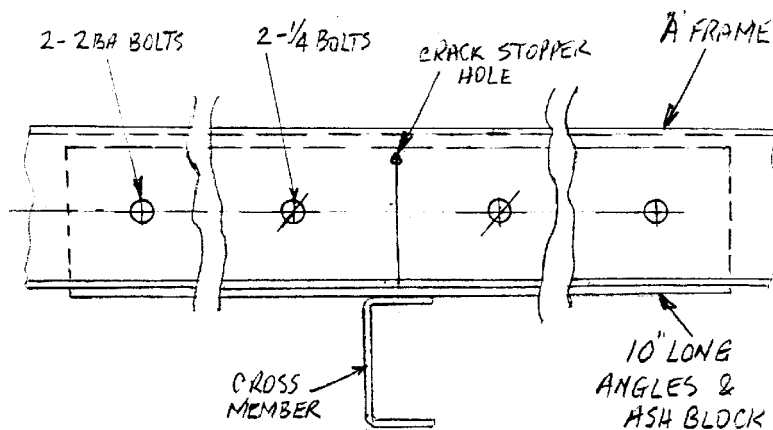
Location of Crack



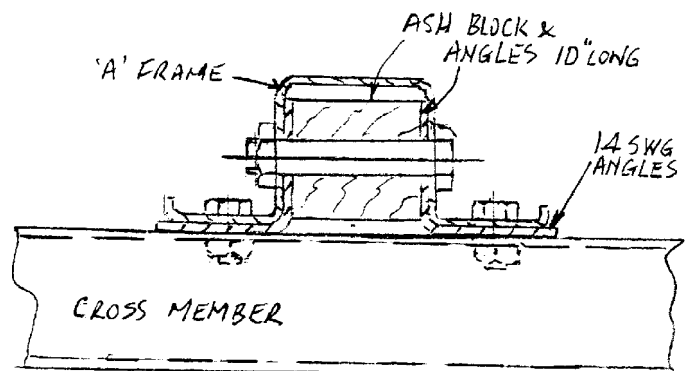
Drilling Procedure



Assembly of Parts



Cross Section of Parts



Dick Mayo 1932-2004

A Personal Tribute

by Bob Hart

It is with great sadness that we report in these columns the death at the age of 71 of Richard Burns Mayo – Dick, to everyone in motor sport.

Dick has been a corner stone of the sport in the Bristol area for more years than many of us have been around. His encyclopaedic knowledge of rule books, and even the reasons behind rules being what they are, was supported by very firm views of how the sport should be run and developed at club level. Those are things that can never be replaced.

Dick's working life spanned the Royal Navy, Bristol Aeroplane Company and W.D.&H.O. Wills/Imperial Tobacco until early retirement some 15 years ago. From that point he made virtually a new, voluntary, career out of motor sport. At various times he held every office in his beloved Bristol Motor Club, was Secretary and Treasurer of the ASWMC, a member and also Chairman of the RAC/MSA Speed Events Committee and, I think it was in the early nineties, was elected to the Motor Sports Council. As an MSA Steward, he officiated in all disciplines of the sport, including at a number of Grands Prix. It is an impressive c.v. for someone who remained firmly of the view that the sport must never forget its roots in clubs supported by enthusiastic amateurs. No doubt he ruffled feathers in high places on the occasion of new management-

trained leadership in the MSA offering the view that the sport's image would be best served if Clerk of the Course of even the smallest events turned out in blazer, tie and grey flannels. The sharp response from Dick was along the lines of "Oh! Ideal dress for humping the straw bales" but probably expressed more colourfully.

I have dredged my poor memory to work out when I first met Dick. I think it was probably in about 1970/71 when a then quite large number of Bristol-based clubs set up a Bristol sub-section of the ASWMC, meeting to discuss club co-promotions, event sharing, avoiding conflicts of 12-car rally routes and the like (sounds familiar even today). Dick, like me, had always kept an interest in road rallies, the most likely discipline to attract a newcomer to the sport, although neither Bristol MC&LCC nor BACMC was a regular rally organiser.

Our paths crossed again in the mid seventies when we were looking for a partner to help us into speed events and the Bristol Club had already teamed up with others to promote the 5 Clubs Wiscombe Hill Climbs. For more than 25 years the 2 Club Sprint has been a flagship event for both clubs and it has been a National Sprint Championship round from the beginning, even, thanks to Dick's contacts in the RAC, the first two events at Wroughton in 1976 and 1977. Dick 'owned' the job of Clerk of the Course whilst I learned as his regular deputy. Who present could forget his presence with deck chair, red hat and binoculars on the top of the fuel bunker at the original

course at Colerne? No radios in those days –all done visually.

Over the years many things have changed and many words have been exchanged, not always calmly. Dick however was always true to the principles that we do these things for the benefit of our clubs and our enthusiast-members. It is his legacy that the Colerne Sprints in particular are what they are - the event organisation capable of achieving 600 runs in a day, the consistency of course construction making course and class records meaningful from year to year and the constant quest for better ways of doing things, from safety considerations to painting little red crosses on the tarmac to locate corner cones. His attention to detail could bring exasperation for the rest of us, but the fact that Colerne was once voted the best speed event in the calendar is adequate testimony to his commitment.

I can only conclude with the certainty that local motor sport will be the poorer with his passing. Much of what we have today has been influenced by his energy and enthusiasm, and some of it might simply not have happened.

On a personal note, that he was able in his last months, and in considerable pain, to accompany me flying to visit the excellent air museum at RAF Cosford will remain a happy reminder of his courage and determination.

To his wife, Anne, and their extended family, we all offer our heartfelt condolences.



**Club Night
Venue
The Wheat-
sheaf
From M32 (J1)**

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

From M5 junction 16 (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 W heatsheaf Inn is on the right hand side of the road, approximately 400m from the turning.

**Navigational Scatter
27th February 2004
By Martin Emsley**

I feel moved to put finger to keyboard and congratulate Paul Parker and Mark Chater on organising what I regard to be the best balanced and enjoyable club events I have taken part in.

I know Andy also thoroughly enjoyed it. We found the plotting stimulating yet set at exactly the right level, the 'route' superb and the weather of course made it a little tricky.

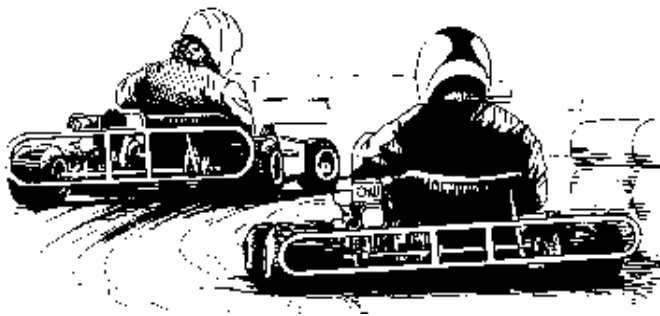
Great job guys, just suggest next time we finish at a pub. Thank you for putting in the effort to organise a great event.



Castle Combe BPMC / BMC Endurance Karting Challenge 2004

The Annual inter-club Karting Challenge takes place on the
25th of April 2004.

The event will use the outdoor Kart circuit at Castle Combe.
Cost is just £30.



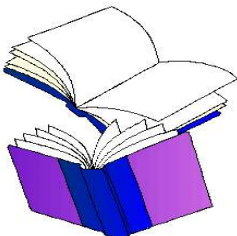
If you want to take part contact
Paul Draper
on 01454 619163.
or
paul.pantera@blueyonder.co.uk

The honour of the Club is as stake !

Online Books, Videos, CD' s DVD' s

Visit www.bristolpegasus.com

Click on bookshop & then click the Amazon image at the top of the page -
Anything you then buy on the Amazon site will earn 5%
commission which the club will pass on to St. Peter Hospice.



The amazon site sells books, videos, CD's, DVD's etc etc



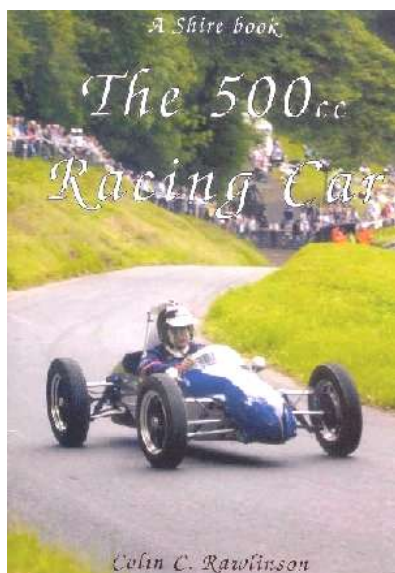
Positions after Malaysian GP

Results Prepared by Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Martyn Davies	Alonso	Button	Renault	BAR	144
2	Elisabeth Lewis	Coulthard	Alonso	Renault	BAR	133
3	Simon Tidmus	Barrichello	Alonso	Renault	Sauber	131
4	Dick Craddy	Barrichello	Pantano	Williams	BAR	128
5	Paul Wiese	Panis	Pantano	Ferrari	BAR	126
6	Donny Allen	Heidfeld	Baumgartner	Ferrari	Renault	125
7=	Andy Moss	Barrichello	Baumgartner	Williams	BAR	122
7=	Tim Murray	Alonso	da Matta	Ferrari	Minardi	122
9	Martin Emsley	Montoya	da Matta	Renault	BAR	121
10=	Alison Emsley	Alonso	Heidfeld	Williams	BAR	120
10=	Martin Baker	Massa	da Matta	Ferrari	BAR	120
12	Mark Elvin	Button	da Matta	Williams	BAR	114
13	Jonathan Prestidge	Trulli	Button	Williams	Jordan	110
14	Mal Allen	Pantano	Bruni	Ferrari	McLaren	108
15=	Anne Draper	Trulli	Webber	Williams	BAR	105
15=	Kieron Winter	Trulli	Webber	Williams	BAR	105
17	Alison, Josh, Dominic Bennett	Montoya	Panis	Renault	Jordan	101
18=	Chris Lewis	Raikkonen	Trulli	Renault	BAR	99
18=	Louella Holsman	Coulthard	Trulli	Williams	Jordan	99
20	Mary Craddy	Alonso	Button	McLaren	Jaguar	98
21	Liz Moss	da Matta	Panis	Ferrari	Jordan	96
22	Rex Meaden	Button	da Matta	McLaren	Renault	95
23	Caroline Meaden	Barrichello	da Matta	McLaren	BAR	92
24	Paul Draper	Fisichella	da Matta	Williams	BAR	89
25=	Chris & Sam Bennett	Massa	Pantano	Williams	McLaren	82
25=	Pete Stowe	Klien	da Matta	Williams	McLaren	82
25=	Tom King	Barrichello	Raikkonen	BAR	Jaguar	82
28	John Page	Raikkonen	Alonso	BAR	Jaguar	81
29	Mark Williams	Montoya	Heidfeld	McLaren	Jordan	69
30	Alan Spencer	Montoya	Webber	Jaguar	Toyota	61
31	Andy Laurence	Montoya	Raikkonen	Sauber	Minardi	55
32	Chris Goodchild	Raikkonen	da Matta	McLaren	BAR	53
33	Arthur Tankins	Raikkonen	Trulli	McLaren	Jordan	49
34	Helen Davies	Raikkonen	Sato	McLaren	Jaguar	35

Two Great Bristol Pegasus Club Nights Coming Soon
The Wheatsheaf – Winterbourne
All Start 8:30 PM



Monday 5th April

Colin Rawlinson

**An illustrated talk on
500cc racing.**

Monday June 14th

**Guest Speaker: James Brown Managing
Director of W H Bench Coachworks LTD**

**An illustrated talk, about
the trailers they build
especially for F1 and rally
teams and how they are
kited out.**

