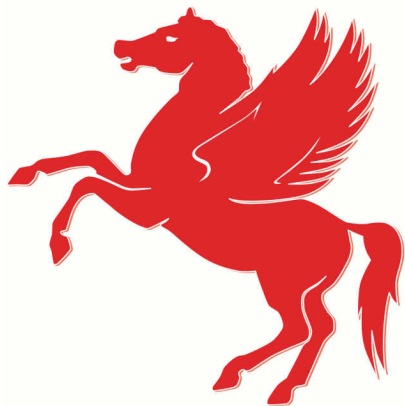


Backfire

April 2009



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

Cover : The BPMC Race Retro Team - Photo : Simon Child

2009 BPMC Events Calendar

Updates in Bold

| Month | Date | Day | Event | Venue |
|------------|------------|------------|--|------------------------------------|
| Jan | 12th | Mon | BPMC Club Night | Almondsbury Sports & Social |
| Jan | 23rd | Fri | Navigation Exercise | Fedw Wood ref, 504.1/2 984 |
| Feb | 9th | Mon | Club Night - Vince Woodman | North Bristol RFC Almondsbury |
| Feb | 20th | Fri | Navigation Scatter | Gordano Services M5 J19 |
| Mar | 6th | Fri | Navigation Exercise | Fox & Hounds, Map 173, Ref 808/808 |
| Mar | 9th | Mon | BPMC Club Night | North Bristol RFC Almondsbury |
| Mar | 13th | Fri | Stoneleigh Historic Show | Club Trip |
| Apr | 6th | Mon | Club Night - Tony Castle-Miller | North Bristol RFC Almondsbury |
| Apr | 19th | Sun | PCT | Dundry |
| May | 4th | Mon | Wessex Sprint | Colerne Airfield |
| May | 9th | Sat | Mercedes World/Brooklands Trip | Club Trip |
| May | 11th | Mon | BPMC Club Night | North Bristol RFC Almondsbury |
| May | 18th | Mon | Treasure Hunt | Announced in time for the event |
| May | 25th | Mon | Llandow Sprint | Llandow (nr Llantwit Major) |
| Jun | 8th | Mon | BPMC Club Night | North Bristol RFC Almondsbury |
| Jun | 14th | Sun | ACE Classic Tour | |
| Jun | 20th | Sat | Chepstow Solo | Chepstow Racecourse |
| Jun | 22nd | Mon | Treasure Hunt | Announced in time for the event |
| Jul | 13th | Mon | BPMC Club Night | North Bristol RFC Almondsbury |
| Jul | 20th | Mon | Treasure Hunt | Announced in time for the event |
| Aug | 10th | Mon | BPMC Club Night | North Bristol RFC Almondsbury |
| Aug | 15th | Sat | CC Test Day | Castle Combe Race Circuit |
| Aug | 17th | Mon | Treasure Hunt | Announced in time for the event |
| Aug | 31st | Mon | 2 Club Sprint | Colerne Airfield |
| Sep | 14th | Mon | BPMC Club Night | North Bristol RFC Almondsbury |
| Sep | 19th | Sat | Chepstow Solo | Chepstow Racecourse |
| Oct | 12th | Mon | BPMC Club Night | North Bristol RFC Almondsbury |
| Oct | 17th | Sat | Pegasus Sprint | Castle Combe Race Circuit |
| Oct | 30th | Fri | Navigation Scatter | Announced in time for the event |
| Nov | 9th | Mon | BPMC Club Night | North Bristol RFC Almondsbury |
| Nov | 19th | Thur | Karting Challenge | Raceway |
| Nov | 27th | Fri | Navigation Exercise/Scatter | Announced in time for the event |
| Dec | 14th | Mon | BPMC AGM | North Bristol RFC Almondsbury |
| Dec | 30th | Wed | Xmas Noggin & Natter | Golden Heart Winterbourne |

Monday 6th April 2009

BPMC Club Night

Guest Speaker:

Tony Castle-Miller

Fiat Abarth specialist

Tony Castle-Miller

by Graham Franklin



Tony is the UK's foremost specialist, historian and arch enthusiast of the Abarth marque. For many years, Tony - through his business Middle Barton Garage - has been the only stockist and technical support for those brave enough here in Blighty to own and run one of these exotic and rare vehicles. His interest in the cars of Carlo Abarth has spanned 40-plus years and has led him to make many friends here and around the world who share his passion for Turin's most prolific tuner of small cars.

But TC-M, as friends call him, has not only admired the cars, he's actually raced them. Starting in the early 1970s, and unable to afford the heady price of a full-blown Abarth 1000TCR, Tony purchased, developed and raced the sole surviving Tornado Fiat 600GT, an insane English Abarth-esque creation merging the Fiat 600 with the Lotus 1600 Twin Cam engine... most certainly not for the faint hearted or fragile framed.

Tony survived the car's many attempts to hospitalise him and even had some success with the beast during its/his racing career in BRSCC/Osram Special Saloons, the Scottish Saloon Car Championship, and the Super Saloons Championship.

Tony finally sold the 600GT in the 1980s after his latest hefty shunt in it had convinced him that maybe a regular Abarth 1000TC wasn't such a bad idea for racing in the Historic Saloon Car Championship after all.

His success with the 1000TC in this series drew considerable interest from fellow enthusiasts and owners of these small cars, to the point where - in 1987 - Tony was able to start his own business dedicated to dealing, maintaining and spares sourcing for Abarths.

Tony finally hung up his racing gloves in 1996 to concentrate on his flourishing business. That's not to say that he's stopped running Abarths, though. In fact, he can be seen at various events across Europe and here in the UK each year, demonstrating his 1966 Abarth 1000TCR silenced or unsilenced - and always having a blast behind the wheel.

Sunday 19th April – Production Car Trial

Our Production Car Trial is to be held at Lower Grove Farm in Dundry on Sunday April 19th. The venue is superb for an event of this type and should offer a challenge for most.

Regs available from the club website or contact Tim Murray - more details later in Backfire



Monday 4th May – Wessex Sprint

Our first speed event of 2009, Colerne remains as popular as ever. Regs are on the website or available from entries secretary Carole Morgan on 01275 790855. As always, if you're not competing, the only way to see the action is to marshal. Marshals should Bob Hart. Telephone 0117 9409772 or 07799 056176. E-Mail bob.hart@blueyonder.co.uk

Saturday 9th May - Mercedes World

To book your place please ring Nick Wood 01275 833098

Monday 11th May - Treasure Hunt

Our first Treasure Hunt of 2009

Monday 25th May - Llandow Sprint

Entries are filling up fast for our annual trip across the Severn bridge to Llandow. Regs available from the website or from entries secretary Ms J Pryke Tel. 07834 818523 (Mobile) or Email. Jpryke49@hotmail.com Marshals should Bob Hart. Telephone 0117 9409772 or 07799 056176. E-Mail bob.hart@blueyonder.co.uk

As always we are looking for contributions for Backfire

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Website WWW.BRISTOLPEGASUS.COM

Publication Deadlines for Backfire

May – 1st May

July – 3rd July

October – 2nd October

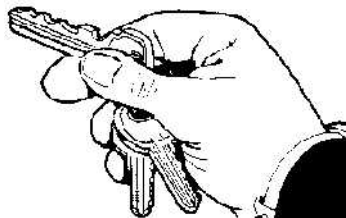
June – 29th May

August – 31st July

November – 30th October

September – 4th September

December – 4th December



CHAIRMAN'S CHAT

By Andy Moss

Once again we had an excellent club trip to Race Retro, and it was nice to see a couple of new faces as well as the familiar ones. The show was excellent, and we even had two of our members up on stage for a quiz featuring a couple of well-known motorsport celebrities, but I'll let you read about that in Martin's report later in Backfire.

I am writing this the weekend before the first Grand Prix of the season, which is always exciting. This year, the various rule changes mean it's a bit more unpredictable. Hopefully, you've all sent in your Fantasy F1 entries, which should add a bit of extra fun to proceedings. TV coverage of course returns to BBC, and it'll be nice not to have to put up with advert breaks during the racing. I also notice there's a highlights show between seven and eight on Sundays – great to catch up with the action if you've been out and about (hopefully on a club event) during the day.



April looks as though it's going to be an entertaining month for the club. I'm looking forward to our club night and guest speaker. Then we have our Production Car Trial. This is always a fun event, and this year – thanks to Tim Murray taking on the secretarial duties – I'll be able to enter for the first time at Lower Grove Farm. Some of the first club events I entered were production car trials, and they're a lot of fun. We seem to have quite a few people keen to enter, and a real mix of cars, including some big saloons and estates, so the rest of you have no excuse not to come along for the afternoon and have some fun. The entry fee is just £7, which is a real bargain and the event is designed not to do any harm to your car. As always, thanks go to Duncan Pittaway for the use of the superb venue.



Looking forward to May, we have another trip – this time to Mercedes-Benz World. Again, this is a bargain price, so make sure you sign up quickly to avoid disappointment.

Sunday 19th April

BPMC Production Car Trial - Dundry

Our Production Car Trial is to be held at Lower Grove Farm in Dundry on Sunday April 19th. The venue is 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 an ordinary road car. Entrants 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. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in.



Anyone who has seen a more specialist 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 or suspension damage? To put those minds at rest, rather than the often heavily rutted tracks used in Classic Trials, 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 contact Tim Murray on (H) 0117 949 9449 or email timmurray@mint99.freemove.co.uk.

A brilliant fun afternoon with your ordinary road car
Entry Just £7 - Any car is suitable



A bit out of (Ford) Focus

By Martin Emsley

I recently had the opportunity to spend three days and 250 miles with a '58-plate Ford Focus 1.6 style and thought I might share my thoughts with you.

First impressions? Well, the good bits: it looked stylish and the metallic grey suited it very well – although I thought the pale metallic blue better after spotting one on the road – as did the most attractive alloy wheels. I had big reservations about the steep angle of the rear screen and all the rear windows being tinted black (more on this later). It also looked a big car, almost unnecessarily large. yet all cars appear to be growing at each 'new model'! I suppose in 15 years time, the Ford Fiesta will be the size of a Toyota Landcruiser – just not as ugly.

Opening the door, I definitely did not like the deckchair stripes on the seats, but at least that was some colour in the drab cabin. Once installed, I must say that everything was extremely adjustable and I soon found myself very comfortable. I was initially most impressed with the 'quality' materials around me until I noticed the cheap plastic lower door trims and realised I'd been used to better interiors in VW Golfs 10 years ago. Setting the mirror, I had reservations about the slope and darkness of the rear screen – at least the glass was a better quality than that found in some of the old SD1 Rovers! Unfortunately, it had one of those multi-function gizmos, which I loathe, so I left well alone. Yes, do say it – I'm a Luddite at times. The radio was easily tuned to Radio 2 and the sound was very good. I found the radio controls did not need a degree in space shuttle navigation to work out.

On the move, I was mightily impressed by the feel and weight of the controls. Nicely weighted steering, clutch and gearchange – that being particularly commendable, falling perfectly to hand and having a terrific 'feel'. The car felt solid but also sprightly and fairly nimble; I spent some time musing how different this 1.6 engine is from the 1600 Crossflow of yesteryear. As the weather was foul, wipers were required – easy controls and proved superb, clearing more of the front screen than I can recall on any previous car. The rear wiper was good but I had to have it on all the time otherwise water and dirt obscured the view, and I was struggling enough in the gloom to see vehicles behind. In these conditions, I was disappointed with the door mirrors – I got them in good positions but just felt they did not give the field of vision I wished for. That said, in the dry they were fine – maybe they just needed getting used to. I did also wonder about the way the nose dropped away and how easy it would be to park. Fact is, it was remarkably easy, although I found a tendency for me to leave too much room front / back as I couldn't accurately judge where it ended. On A/B roads it was terrific fun, the

handling was sharp and it did feel agile and surefooted for a large car. The engine pulled very lustily, certainly there was very little noise intrusion in the cabin to disturb Mr Wogan's celtic drones. The gears were well spaced and flexible.

What was the MPG? I have no idea – who's counting? I know I was very comfortable, relaxed and confident driving it. I did find the instrument binnacle a tad low, and would also have liked it angled up a few degrees because I found myself having to look further from the road than usual to 'glance' at the instruments, which themselves were absolutely clear and effective in conveying necessary information quickly. The heater / air-con was absolutely fantastic. It got hot very fast – perfect for clearing the ice in the mornings – and magically the mirrors started steaming and clearing when I put the rear screen on; I'd never seen that before. I found the system absolutely wonderful for attaining and maintaining my choice of cabin temperature, with well-placed vents allowing a large degree of control. The boot was deep, but quite shallow. What really annoyed me was the water dripping off the tailgate onto me as I loaded up – I thought it was because I was on a slope but found the same on the level.

All in all, I think Ford have come a long way, but haven't all manufacturers? I reminded myself that all the things I liked and more were available in the VW Golf Mk4 of 10 years ago. I wonder what they're like now, apart from pricey. So it was OK – driving good, window tint a definite minus point, but size and the slope of rear window would put me off having one. At the end of the three days, I found I was criticising some of the detail and looks, too.

Somerset Stages Rally – SATURDAY 25TH APRIL 2009

MARSHALS & RADIO CREWS WANTED

Minehead Motor Club and Burnham on Sea Motor Club have joined forces to promote the Somerset Stages Rally, sponsored by Betta Aquatic products.

We'll be running some 45 stage miles in and around Minehead, including the infamous Porlock Hill toll road. This rally is a round of BTRDA rally championship, the BTRDA Rally First, and the Silkolene championship along with others. The service area and Rally HQ will be based in Butlins, Minehead. With this in mind, we've put together, with Butlins, a very special marshals' package. Based on four adults sharing, on a single-night basis of B&B, you'll have the use of all the facilities that Butlins have to offer. Or you can book the whole weekend from the Friday to Monday. This is once again an adults-only weekend based on the 70s disco theme. For more information on the accommodation, please look at our website.

For more details on marshalling, please contact either:

**Nigel Winkworth chief marshal or Nicky Winkworth deputy chief marshal on
08707 449164 or email winky@somersetstagesrally.com**

IF PHONING PLEASE DO SO BEFORE 9PM.

The Chipping Sodbury Classic Run

Sunday 28th June 2009

Open to all pre-1980 cars, motorbikes and light commercial vehicles.

- Starts in Broad Street, Chipping Sodbury at 8.30am.
- Breakfasts available at The Squire from 7.30am. (All proceeds to the R.N.L.I.)
- Total distance approx 85 miles.
- Mid-morning coffee stop.
- Ploughman's lunch at the Rugby Club, Chipping Sodbury.

**For an entry form, please contact Anthony Bourne
3 Meadow Mead, Frampton Cotterell, Bristol, BS36 2BQ**

Telephone 01454 772952

e-mail rotary.classic.run@hotmail.co.uk

Organised by the Rotary Club of Chipping Sodbury.



Bristol Pegasus Motor Club

Castle Combe Track Day

Saturday 15th August 2009

**Reserve your place now,
go to www.castlecombetrackday.org.uk
and download the entry form and regulations.
£119 can buy you the drive of your life.**





RACE RETRO 2009

CLUB TRIP

Martin Emsley

Once again, BPMC set forth on their annual bus trip to Race Retro, Martin Baker kindly arranging and driving the minibus. We had negotiated a reduced advance-ticket price and with the club funding the transport it was therefore surprising that all the places were not taken. Everyone arrived bright and early, raring to visit what's a most interesting and intimate show, so very different to Autosport. The journey up was very relaxed, picking up David Garnett in Cheltenham – incidentally, he took the excellent show pictures that follow – and having a brief stop for coffee and the obligatory team shot.



Once at the show, it was a long walk when we eventually reached the car park – thank goodness it was dry. There was so much to see, people wandered off but we seemed to keep bumping into each other. In regard to the cars, there was a huge display of Minis, including some lovely works examples. Some of the team saw some scantily clad young lovelies with the historic

dragsters – they must have been frozen as everyone else had coats, jumpers and suchlike to keep warm, not just underwear. As usual, there were some fascinating machinery in the main halls and an auction. I reckon of the five Mustangs I looked at, all were shiny but only one better than my old '66. The trade and club stands were good, too, although I felt there was a lot of junk at silly prices in the cold autojumble hall.

I met Nick Wood for a beer at lunchtime and somehow we both ended up on stage – Nick with Barry 'Whizzo' Williams and myself teamed with Russell Brookes – taking part in a motorsport quiz hosted by Steve Parrish (unfortunately, no Suzi Perry). Most of the BPMC crew appeared as we were making fools of ourselves. The pairings were somewhat appropriate – well, Nick with 'Whizzo' as they're both lively lads who have problems keeping quiet. At times, the event degenerated, including unplugging the 'buzzers' and not using the microphones. We had a right laugh and a BPMC member was on the winning team (27-12). We had a good chat with them after, got autographs and there may be further developments – watch this space.

On the bus home, everyone was full of stories of their adventures during the day, and the people they had met – it was most interesting. The camaraderie and friendship so good. We called in at the Farmer's Arms in Alderton, which M. Baker had once again superbly organised. Again, much laughter, conversation and good food / beer – in some cases eventually – before finally riding home full and tired. I think everyone agreed it was the best show / visit yet and we're looking forward to doing it again next year.



Left to right:

**Nick Wood,
Barry 'Whizzo' Williams,
Steve Parrish, Martin
Emsley, Russell Brookes**

Photo thanks to Simon Child





All photos © David Garnett 2009

(More images next month)

BRISTOL PEGASUS FANTASY F1 2009 - ENTRIES























| | | | | | |
|------------------------|-------------|-------------|-----------|-----------|----------|
| Audrey King | BUTTON | KUBICA | RENAULT | WILLIAMS | BMW |
| Alex. Wooldridge Smith | HAMILTON | RAIKKONEN | BRAWN | TOROROSSO | MERCEDES |
| Alyson Marsden | BUTTON | MASSA | FERRARI | BRAWN | RENAULT |
| Andrew Moss | BUTTON | HAMILTON | FERRARI | WILLIAMS | BRAWN |
| Andy Baverstock | HAMILTON | KUBICA | TOROROSSO | TOYOTA | FERRARI2 |
| Andy McBride-Coogan | BUTTON | MASSA | BRAWN | REDBULL | FERRARI |
| Ann Farrow | BARRICHELLO | KUBICA | FERRARI | TOROROSSO | BMW |
| Bennett A | MASSA | ROSBERG | FERRARI | WILLIAMS | RENAULT2 |
| Bennett B | ALONSO | KUBICA | BMW | RENAULT | BMW |
| Bill Farrow | BARRICHELLO | WEBBER | FERRARI | REDBULL | FERRARI |
| Bradley Hobday | ALONSO | KOVALAINEN | BRAWN | RENAULT | FERRARI |
| Caroline Meaden | RAIKKONEN | WEBBER | BRAWN | MCLAREN | FERRARI2 |
| Charlie Emsley | KUBICA | PIQUET | BMW | TOROROSSO | FERRARI |
| Chris Lewis | BUTTON | MASSA | FERRARI | BRAWN | RENAULT |
| David Garnett | BUTTON | MASSA | FERRARI | BRAWN | RENAULT |
| Dick Craddy | ALONSO | KUBICA | FERRARI | BRAWN | TOYOTA2 |
| Donny Allen | ALONSO | KOVALAINEN | FERRARI | WILLIAMS | BRAWN |
| Elisabeth Lewis | ALONSO | MASSA | BRAWN | RENAULT | FERRARI |
| Gary Tanner | HAMILTON | MASSA | BRAWN | WILLIAMS | BRAWN |
| James Page | ALONSO | VETTEL | FERRARI | WILLIAMS | BMW |
| Jane Tanner | HAMILTON | MASSA | BMW | BRAWN | BRAWN |
| Joanna Prestidge | BUTTON | HEIDFELD | BRAWN | MCLAREN | FERRARI |
| Joe Robson | RAIKKONEN | VETTEL | FERRARI | BRAWN | BRAWN |
| John Page | ALONSO | VETTEL | FERRARI | BRAWN | FERRARI |
| Jonathan Prestidge | BUTTON | BARRICHELLO | FERRARI | BRAWN | FERRARI |
| Judith Bird | BUTTON | MASSA | BMW | REDBULL | FERRARI |
| Julie Farrow | HAMILTON | VETTEL | BMW | RENAULT | TOYOTA2 |
| Juliet Child | BUTTON | ROSBERG | BRAWN | WILLIAMS | BRAWN |
| Kate Umfreville | KUBICA | MASSA | REDBULL | TOROROSSO | FERRARI |
| Ken Robson | BUTTON | VETTEL | BMW | BRAWN | FERRARI |

| | | | | | |
|--------------------|-----------|------------|---------|-----------|----------|
| Lisa Selby | BUTTON | HAMILTON | RENAULT | TOROROSSO | FERRARI |
| Liz Ibrahim | HAMILTON | RAIKKONEN | BRAWN | RENAULT | BMW |
| Liz Moss | MASSA | TRULLI | BMW | RENAULT | TOYOTA2 |
| Mal Allen | HAMILTON | MASSA | REDBULL | WILLIAMS | FERRARI2 |
| Manisha Thorp | RAIKKONEN | VETTEL | FERRARI | BRAWN | BMW |
| Martin Baker | BUTTON | TRULLI | BRAWN | MCLAREN | FERRARI |
| Martin Emsley | ALONSO | VETTEL | INDIA | MCLAREN | RENAULT2 |
| Mary Craddy | HAMILTON | RAIKKONEN | BMW | WILLIAMS | RENAULT2 |
| Mike Marsden | KUBICA | RAIKKONEN | FERRARI | BRAWN | BRAWN |
| Paul Bird | BUTTON | RAIKKONEN | FERRARI | BRAWN | FERRARI |
| Pete Stowe | ROSBERG | SUTIL | BMW | MCLAREN | BRAWN |
| Peter Farrow | GLOCK | RAIKKONEN | BMW | REDBULL | FERRARI |
| Rex Meaden | ALONSO | ROSBERG | FERRARI | BRAWN | MERCEDES |
| Richard Ibrahim | ALONSO | BUTTON | FERRARI | BRAWN | MERCEDES |
| Richard Reynolds | ALONSO | KOVALAINEN | FERRARI | BRAWN | TOYOTA2 |
| Rob Crossland | GLOCK | HEIDFELD | FERRARI | BRAWN | MERCEDES |
| Ross Willing | ALONSO | HAMILTON | BRAWN | RENAULT | FERRARI |
| sharon reynolds | BUTTON | HAMILTON | INDIA | WILLIAMS | RENAULT2 |
| Simon Child | HEIDFELD | KUBICA | REDBULL | RENAULT | FERRARI |
| Simon Moss | MASSA | VETTEL | FERRARI | BRAWN | FERRARI2 |
| Stuart Morgan-Nash | ALONSO | HEIDFELD | FERRARI | REDBULL | BRAWN |
| Tim Murray | KUBICA | VETTEL | FERRARI | WILLIAMS | BMW |
| Toby Harris | BUTTON | HAMILTON | FERRARI | BRAWN | BRAWN |
| Tom King | HAMILTON | KOVALAINEN | REDBULL | TOROROSSO | FERRARI2 |
| Tony Sighe | ALONSO | BUTTON | FERRARI | BRAWN | MERCEDES |
| Tony Thorp | ALONSO | KUBICA | BMW | RENAULT | BMW |
| Victoria Phillips | BUTTON | HAMILTON | BMW | BRAWN | MERCEDES |



| Round | Grand Prix | Circuit | Date |
|-------|---------------|--------------------------------|--------------|
| 1 | Australian GP | Melbourne Grand Prix Circuit | 29 March |
| 2 | Malaysian GP | Sepang International Circuit | 5 April |
| 3 | Chinese GP | Shanghai International Circuit | 19 April |
| 4 | Bahrain GP | Bahrain International Circuit | 26 April |
| 5 | Spanish GP | Circuit de Catalunya | 10 May |
| 6 | Monaco GP | Circuit de Monaco | 24 May |
| 7 | Turkish GP | Istanbul Park | 7 June |
| 8 | British GP | Silverstone Circuit | 21 June |
| 9 | German GP | Nürburgring | 12 July |
| 10 | Hungarian GP | Hungaroring | 26 July |
| 11 | European GP | Valencia Street Circuit | 23 August |
| 12 | Belgian GP | Circuit de Spa-Francorchamps | 30 August |
| 13 | Italian GP | Autodromo Nazionale Monza | 13 September |
| 14 | Singapore GP | Marina Bay Street Circuit | 27 September |
| 15 | Japanese GP | Suzuka Circuit | 4 October |
| 16 | Brazilian GP | Autódromo José Carlos Pace | 18 October |
| 17 | Abu Dhabi GP | Yas Marina Circuit | 1 November |

| Team | Driver 1 | Driver 2 |
|---|---|--|
| McLaren  | Lewis Hamilton  | Heikki Kovalainen  |
| Ferrari  | Kimi Räikkönen  | Felipe Massa  |
| BMW  | Robert Kubica  | Nick Heidfeld  |
| Renault  | Fernando Alonso  | Nelson Piquet Jr.  |
| Toyota  | Jarno Trulli  | Timo Glock  |
| Toro Rosso  | Sébastien Buemi  | Sébastien Bourdais  |
| Red Bull  | Mark Webber  | Sebastian Vettel  |
| Williams  | Nico Rosberg  | Kazuki Nakajima  |
| Brawn  | Jenson Button  | Rubens Barrichello  |
| Force India  | Adrian Sutil  | Giancarlo Fisichella  |

Letter to the Editor

Dear Sir,

Just a quick note to thank you both for your part in what was a fantastic day out. Stoneleigh is usually a good day, but travelling with Pegasus raised the event to a whole new level. I wonder if I've ever seen so much motoring knowledge packed into a single vehicle before. Despite the taunting of the rear-seat drivers (and boy, are there plenty in a 16-seater mini-bus) over the missed apexes, it was only the conversation that occasionally span off into the dirt (Does a roundabout have an apex, by the way?). The stop-off for the meal at the Farmer's Arms in Alderton was a great way to break the return journey and avoid a late meal at home. However, I think next year you should consider impounding Nick's mobile on the grounds of good taste!

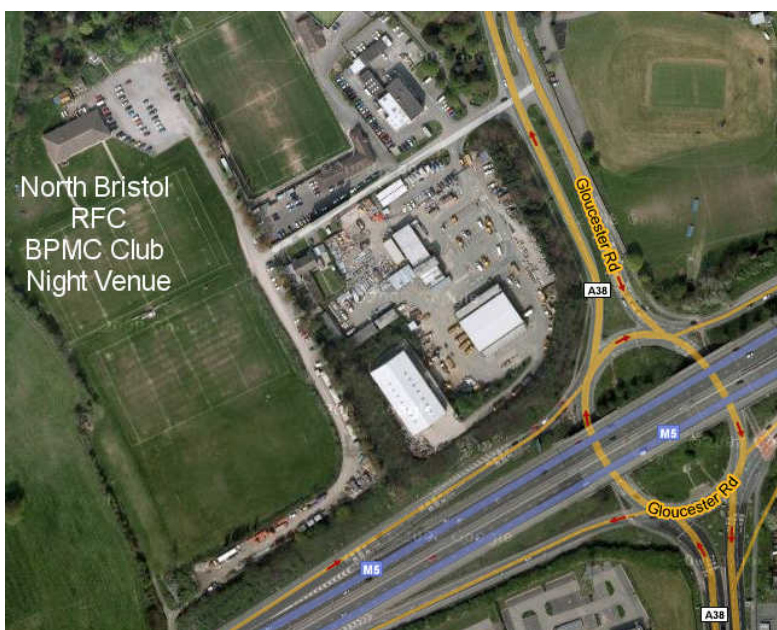
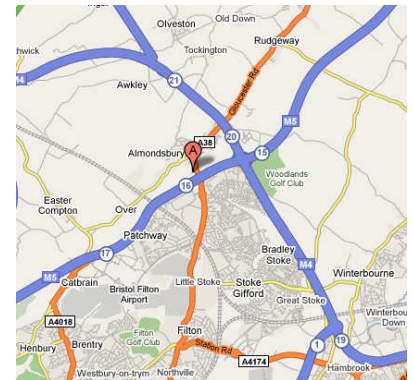
To offer transport and entry for less than the standard ticket price is unbelievably good value, and well worth the Pegasus membership fee alone.

Can I reserve my place for next year please?

David Garnett

Club Night New Venue Directions

North Bristol RFC - Almondsbury Bristol



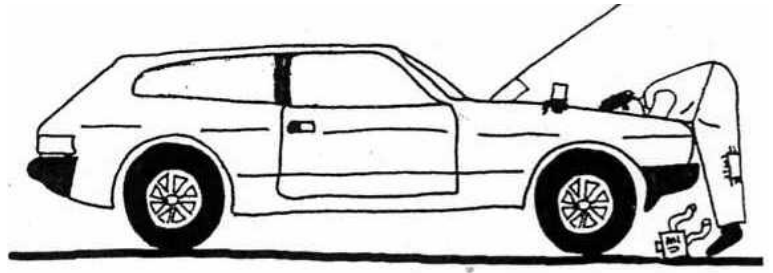
Exit M5 at Junction 16. Arriving from the south, take the left exit lane. Turn left at lights and venue is 150 metres on left-hand side. Arriving from east, take right-hand lane on slip road.

Take 3rd exit.

After approx 150 metres, turn left before Police HQ. Continue past the Gloucester Football Association building. At T junction, turn right into North Bristol RFC.

REX'S RAMBLINGS

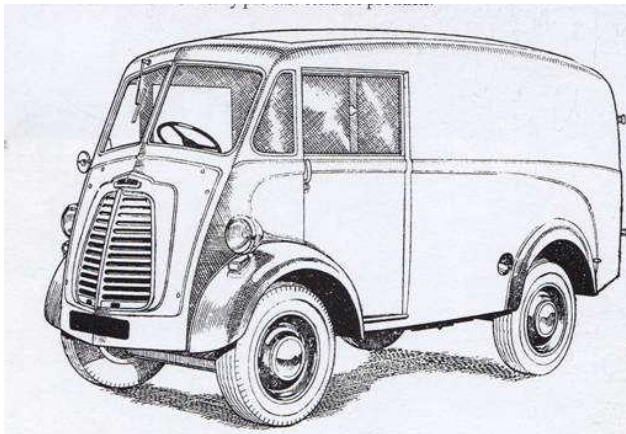
by Rex Meaden



Being an occasional series of motoring thoughts and experiences, mostly with a classical edge, but also trying to get to grips with the trials and tribulations we all face in pursuing the hobby we love.

This time, My Ice-Cream Days, Part II

In the last exciting episode of 'My Ice Cream Days', our intrepid hero was left driving a range of pre- and post-war vehicles of varying degrees of roadworthiness and decay. This was around the Downs in Bristol, and other beauty spots, and was in the unforgettable year of 1970. The story continues...



Having performed the 'flat-fee' job of clearing away the competition from Ladies Mile on the Downs, the boss entrusted me with the job of developing a pitch at Burrington Combe. Payment was a mixture of flat fee and 25% of the take, the idea being that a regular and consistent presence would bring a regular clientele. I was dubious, but felt that this assignment would

give me more time to read my car books because the ice cream trade would inevitably be a lot slower. My pitch was right by the famous 'Rock of Ages' and was very picturesque, but after a few days got a bit boring. Later I worked in a cake factory, and the rule was that you could eat what you liked whilst on the premises, but anything to take away had to be bought in the shop. Sounds great, doesn't it, but after a couple of days you just didn't bother to eat the cakes – it was all too familiar.

The van they gave me for Burrington wasn't boring, though, oh no. Another Morris Commercial 'J'-type, this one had a four-speed box and trundled along quite nicely at 40mph – it was certainly one of their better ones AND I got the same van every day! It did have a few quirks, however, like there were no clips on the engine cover. This was, of course, in the cab, and was conveniently used to place the day's sales sheets and any other paperwork on. So there I am, trundling along nicely near Red Hill towards Lulsgate when the engine cover raises and blows off into the cab, throwing all the papers around. I made my way to the garage at the top of Red Hill and bought a roll of tape so that I could get the engine cover to stay in

place. While at the garage I took time out to look at the Jaguar E-type on the forecourt (it was just a couple of years old and belonged to the garage owner), very nice. At the back of the garage I spied a Morgan 3-wheeler of early 1930's vintage with a front-mounted twin-cylinder engine clearly undergoing some restoration. I can't remember whether it was a Matchless or a JAP, or even if the full engine was in place. This belonged to the mechanic and he was happy to chat about it, including some of its racing history, although I'm afraid it didn't mean much to me at the time.



However, I was even more impressed at his everyday wheels, a 1954 Lagonda 3-litre 2-door Coupe. He opened the boot and there were all his tools and toolbox – what a car for general use! The story of this car continues later.

Back to the 'J'-type. Another quirk it had was that the accelerator pedal

spring had broken and was missing, replaced by the ingenious mechanic with a whole series of coloured elastic bands laced together and connecting the accelerator pedal to one of the prongs of the steering wheel, thus providing the required resistance in the pedal. In making this repair/modification, the pressure required on the accelerator pedal was actually quite strong, and worked well, until that is some steering wheel movement was needed. This tightened the bands, causing the engine to slow down, unless you pushed the accelerator harder of course. So, when negotiating a roundabout, for example, you had to press harder to maintain speed while manoeuvring and ease off when accelerating away, which felt most bizarre. The bands were a bit ripe and broke a couple of times, so I had to perform a running repair in order to get to either Burrington in the morning or home in the evening – I even took my own supply of bands and did some preventative maintenance on the riper bands, but we did always get to our destination.

One of the books I was reading at the time was Dr Birmingham's history of Riley, 1898 to 1938. This was mainly because, in the mews by the Cornish Ices garages, was a chap with a 1938 Riley Big Four Blue Streak Kestrel. It looked gorgeous to my eyes, although in need of TLC (and possibly more!), and appeared to sag a bit at the rear. It had the added attraction of the registration number RLY 16, clearly obtained for a 16hp Riley. From memory he wanted about £130 for it, and I put wheels in motion to try to raise the funds to buy it, perhaps

foolhardy for an 18-year-old, but there you are. I needed to sell my car, a 1958 Rover 105R, but this proved difficult when I was spending all day every day, including weekends, selling ice creams. In the end I couldn't raise the money and the car went to someone else.



The postscript to this tale is that since then I always had a deep admiration for this exact model of car, being one of the unsung heroes of pre-war motoring. From the pages of Motor Sport at the end of 1985 I bought an identical model. This one was for sale by Greenham Common and had been in an open barn for over 20 years. A couple of

years later I saw RLY 16 again, this time owned by a chap in Surrey, and a full restoration had taken place – it looked gorgeous, in black with red fillets down the side. Mine needed a full 'nuts and bolts' restoration, and this was completed in 1996. Two years later I attended the 100 Years of Riley rally at Gaydon, and RLY 16 was there as well, although this time showing the ravages of 10 years of motoring, with some wear and tear, minor scrapes etc. So it was nice when the owner of RLY 16 came over and congratulated me on the condition of mine and said that, in his opinion, mine was easily the best there. I was able to tell him the tale of how I had nearly acquired his car all those years ago. Interestingly, he said that I wasn't the first person to tell him that tale!

As for the Lagonda, in 1983 I responded to a postcard advert on the noticeboard of No.1 DO, British Aerospace at Filton, for a 1950 2-litre Lagonda Saloon. I responded expecting to see one of the immediate post-war 2.6-litre 4-door saloons. I arrived at the builders yard near Winterbourne where the car was located to see just a headlight poking out of a shed door. I knew straight away that this wasn't the post-war saloon but the later, much more rakish and exotic 3-litre from the 1953-57 period. The Duke of Edinburgh had had two dropheads and was famously photographed delivering Prince Charles to school at Gordonstoun in one. The example I was looking at turned out to be a 2-door coupe, number 90 of 91 built, first registered November 1954. This was an interesting car as it had a cruciform chassis with aluminium body mounted on outriggers, an Aston Martin 3-litre straight-6 developing 140bhp, column gearchange, twin 6-volt batteries, an integral Jack-all hydraulic lifting

system, trafficators, and huge suicide (rear-hinged) doors. This one looked extremely elegant in a light metallic blue. It was one big car.



The builder whose premises I was on employed a yard handy-man, and, to keep him occupied during the quiet times, he bought the odd old car, renovated it, and sold it on. I'm sure there was a profit in there somewhere as well. The Lagonda had been taken in against a bad debt and was to be the next car to be renovated. The interior had already been removed, probably to prevent the mice getting at it, as well as opening up access to the floor and chassis. Sadly, the

business owner had died, and his eldest son was selling off all he could for cash before the business was declared bankrupt. He wanted £2,000 for the car, I offered £400, and we agreed on £450.

The Lagonda had the lovely registration PXE 9, and it was only on the way home, deal done, that I realised that this was the same Lagonda that I had encountered at Red Hill all those years before. My purchase was just days before the DVLA amnesty on lapsed and unregistered vehicles expired (November 1983). I got the forms in just in time, thus preserving the registration number with the vehicle. Sadly, the outriggers from the chassis to the body were largely missing, yet the big, chunky doors still opened and closed as they should, with a satisfying coachbuilt clunk. As with any restoration I wasn't going to start until I had all the pieces and all the finance in place. And with the Riley to restore as well, the decision was taken to do the Riley first, then the Lagonda. The original idea was to fit a Jaguar XJ6 4.2-litre engine and gearbox and final drive, thus making the car more powerful and more reliable at the same time. But the more time went on, the more the idea seemed like sacrilege, and the more the cost went up. In 2001, with a wedding looming, it was time to make a decision, and that decision was to sell. So, a photo advert in 'The Automobile', car sold and delivered by me on the back of a trailer to a millionaire with a fantastic car collection in Cornwall. This collection is worth a write-up on its own, but for me, the saga of the Lagonda had come to an end.

So, two vehicles encountered during my ice-cream days, both of which led to long-term associations.

NEXT TIME: I join a rival company, and experience total brake failure whilst going downhill!

All for now, and keep enjoying your cars!



A Morris Commercial J-type van still in use for the sale of ice-cream in Somerset. (M. Plummer)

Ian Thompson

News has reached us from the USA of the recent death of former Club Competitions Secretary Ian Thompson; he had been suffering from cancer for some time.

Ian was part of the club's revival in the late 1970s, serving on the committee for four years, being Competitions Secretary in 1978 and 79. During this time his enthusiasm for rallying led to the introduction of the club's Friday night navigation exercises, a series of events that has continued to this day, and also the shorter-lived Concorde Caper 12-car and Horseback road rallies. Preceding these events he had produced an article on rally navigation for Backfire which, having been updated over the years, still serves as the club's "Beginners Guide to Navigation". He had a much wider interests than rallying however, also competing in trials and sprints, and continued to pursue many different motorsport activities after moving to Houston, Texas.



In recent years, thanks to the internet, he had continued to follow the club's activities through the website.

*Photo: Ian Thompson at the 1978
WestonSpeed Trials in Dizzy
Addicott's Mini*

Motorsport Books for Sale

Mike and Mary Winter have generously offered Kieron's collection of motorsport books to benefit the Club's chosen charity – all proceeds from their sale will go to the Wiltshire Air Ambulance Appeal.

The collection comprises around 200 books (race and rally annuals, biographies, & marque histories, etc.) plus some videos and DVDs.

If you would like a list of available titles please contact:

Pete Stowe - Tel. 01453 845318 or e-mail: pete.stowe@lineone.net

MERCEDES WORLD – CLUB TRIP MAY 9th

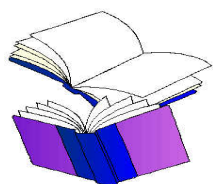
We are planning a trip to Mercedes World for £7 each. This includes a guided tour and a seat on the minibus. As usual places are limited - first come first served. If time allows there may be stop at Brooklands. Cost extra. To reserve your place, please contact Nick Wood 01275 833098 ASAP as numbers need to be booked with Mercedes World.

The guided tour presents guests with the extraordinary heritage of one of the world's most famous brands and brings to life the legends, characters and technology from over a century of automotive history. Your tour guide will take you through exhibitions and attractions that chronicle the rich history of Mercedes-Benz cars and motor sport... From the pioneering beginnings in 1886 to the ground breaking innovations of the 21st century, Mercedes-Benz World offers an unprecedented insight into the makings of one of the world's greatest car makers.

As part of the tour, guests will have the option to watch a ten minute film in 'Watch', the state-of-the-art surround sound cinema, enlightening them on the fascinating history of Mercedes-Benz innovation over the past 120 years. Guests will also have the opportunity to 'become' a Mercedes-Benz on its fascinating journey from sheet metal to finished car and luxury experience! Guests will be pounded, cut, sprayed, spot welded, baked and submerged in paint by 3D-animated robots at the innovative Mercedes-Benz Simulator.

Lastly as part of their tour, guests will have a chance to browse up to 100 cars of every colour in the Mercedes-Benz Showcase. The UK's largest showcase displays the entire Mercedes-Benz range – from the high performance AMG models and Mercedes-Benz SLR McLaren, to the ultra-luxurious Maybach.

Online Books, Videos, CDs, DVDs



**Visit the bookshop section at
www.bristolpegasus.com**

The Amazon site sells books, videos, CDs, DVDs etc

2009 CLUBMANS CHAMPIONSHIP UP TO & INCLUDING FEB NAV EX

Prepared by Chris Thompson

| TOTAL POINTS SCORED | ENTRANT | POSITION | NUMBER OF EVENTS | ORGANISED OR MARSHALLED ? |
|---------------------|-----------------|----------|------------------|---------------------------|
| 10.66 | Matt Marples | 1 | 2 | No |
| 8.07 | Chris Goodchild | 2 | 2 | No |
| 7.45 | Andy Moss | 3 | 2 | No |
| 5.38 | Mark Astin | 4 | 1 | No |
| 5.29 | Paul Bird | 5 | 1 | No |
| 4.75 | Alan Dillamore | 6 | 1 | No |
| 4.75 | Ian Hall | 6 | 1 | No |
| 3.50 | Martin Baker | 8 | 1 | No |
| 2.88 | Martin Emsley | 9 | 1 | No |
| 2.25 | Lesley Hart | 10 | 1 | No |
| 2.25 | Bob Hart | 10 | 1 | No |
| 1.63 | Mark Davies | 12 | 1 | No |
| 1.63 | Andy Baverstock | 12 | 1 | No |
| 1.00 | Nick Wood | 14 | 1 | No |
| 1.00 | Alan Spencer | 14 | 1 | No |

2009 MARSHALS CHAMPIONSHIP UP TO & INCLUDING FEB NAV EX

Prepared by Chris Thompson

| TOTAL POINTS SCORED | ENTRANT | POSITION | NUMBER OF EVENTS |
|---------------------|-------------|----------|------------------|
| 2 | Dick Craddy | 1 | 1 |

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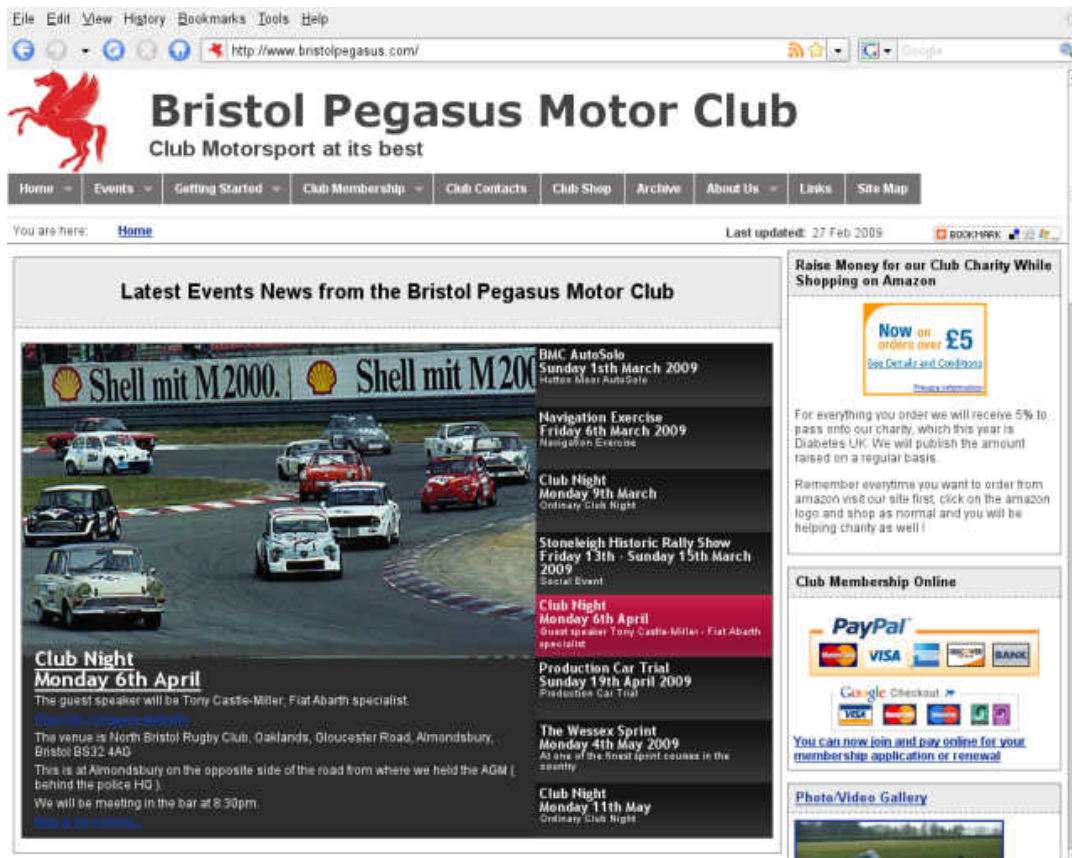


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www.bristolpegasus.com

Club Night Venue - North Bristol RFC Almondsbury



We have an excellent new venue. We've arranged to use the clubhouse at North Bristol Rugby Club, which will be opened specifically for our club nights.

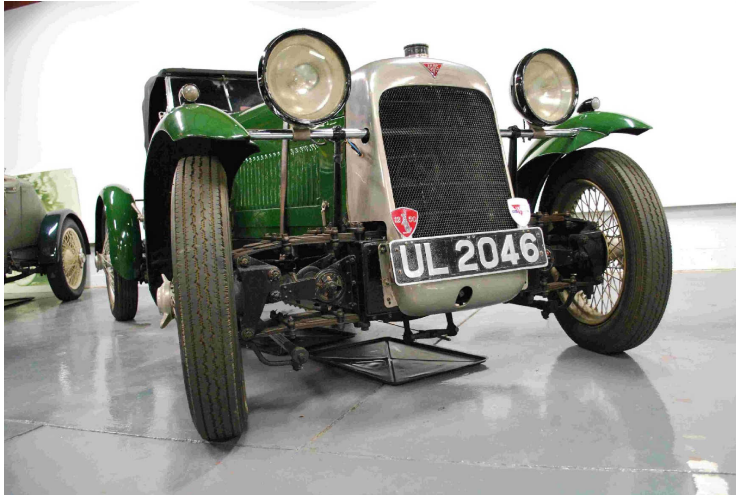
This is at Almondsbury, behind the police HQ. We will have the choice of two areas – one's a comfortable bar area, the other's a more open area ideal for guest speakers and suchlike. There is a well-lit, large car park, perfect for bringing your interesting cars along in the summer!



Coventry Transport Museum

By James Page

With our other halves going up to the NEC for Strictly Come Something-Or-Other, Dad and I decided to take the chance to drop them off and pop across to the Coventry Transport Museum. If you've never been before, it's well worth the journey. For a start, entry's free...



That's a nice bonus in itself, but the museum is superb. It's easy to forget how many manufacturers were based in and around Coventry – to prod your memory, there's a large board listing them just inside the entrance.

Of particular note is what the museum claim is the oldest surviving Alvis, as well as an example of one of the marque's front-wheel drive cars of the mid-1920s.

Also featuring independent front suspension, it's an example of how the company were ahead of the game in many ways. Not long afterwards, they introduced an all-synchromesh gearbox.

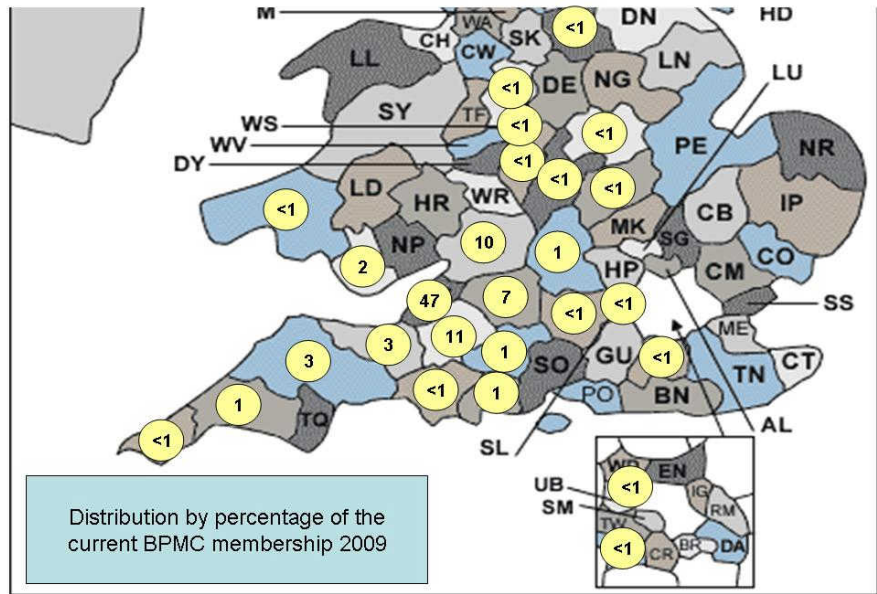
Other highlights include Thrust 2 and Thrust SSC, as well as a simulated ride on one of the latter's record-breaking runs. A red light on the computer-generated display lets you know when you're passing through the measured mile – it stays on for about four seconds...

We were there for three hours or so, and still felt we were rushing towards the end. Good day out.



Membership Update

I guess there's little point in saying that those of you who have not rejoined will not be seeing this – but you never know, word and Backfire does get around! We now have 274 members compared to the 292 from last year; a pretty good figure as we haven't yet reached the first Sprint of the season.



Many thanks again to all those who have joined and the distribution of members has changed very little from last year.

John Corfield - Membership Secretary - john_e_f_corfield@hotmail.com - 07717677271

Club Members Mal Allen & Pete Hart on the Mechanics Trial

Photos : Dave Cook <http://hoits.smugmug.com>





All Classic Enthusiasts (A.C.E.) Booking Form
Jointly organized by, Bristol Pegasus Motor Club

The 2009 Classic Vehicle Charity Tour – SUNDAY JUNE 14TH

This Year we take in the wonderful Gloucestershire countryside, as well as the Forest of Dean. As always, the route is designed to take in places of interest that we are sure you will enjoy. We shall once again have a communal picnic stop at a convenient location.

As last year, we leave from the **BAWA** pavilion, Southmead Road, Filton, by kind permission of the Management. **(TOILETS ARE AVAILABLE FROM THE START AREA)**. Please assemble by 9.30am at the latest. A map of the area local to the start point is attached to this entry form.

It has been determined that the main charity for this year, will be, 'Nicola Corry Support Foundation'; which in the view of the Committee is deserving of our support.

Please retain the above section for your information.

Return the lower section with your entry fee.

| |
|-------------------------------------|
| Entrant/Driver Name: |
| Address: |
| Post Code: |
| Email address: |
| Contact Telephone Number: |
| Passenger Name(s): |
| Vehicle Make/Model: |
| Vehicle Registration Number: |

DECLARATION

I agree to be bound by the Regulations that are issued for this event.

I declare that I am physically and mentally fit to take part in this event and I am competent to do so. I acknowledge that I understand the nature and type of the event.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law, which is valid for such part of this event as shall take place on roads as defined by the law.

I furthermore declare that the vehicle is in a fit condition safely to be driven in the event and confirm that it is covered by a relevant Department of Transport Test Certificate (MOT).

Signature _____ Date _____

Please sign declaration above and return with entry fee (**minimum £12.00 per vehicle**) to: -

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(Please make cheques payable to **ALL CLASSIC ENTHUSIASTS** or **A.C.E.**)

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| If a receipt is required, please tick box and enclose a stamped self-addressed envelope. | <input type="checkbox"/> |
|---|--------------------------|

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Issued 20 March 2009

a.dean.lewis@msauk.org

Stuart Turner recognised

At the annual Motor Sports Council dinner at the Royal Automobile Club, Pall Mall, HRH Prince Michael presented Stuart Turner with the Prince Michael Award of Merit.

The Prince Michael Award of Merit is the MSA's most prestigious individual award and is only given out when 'a meritorious service to British motor sport' is judged to have been given.

Stuart has nearly 60 years of distinguished service to motor sport as a competitor, competitions manager, award-winning public speaker, author and volunteer.

Following considerable success as a competitor and competition manager, Stuart has spent a great deal of time helping with initiatives to improve safety in motor sport, first as a trustee and now as voluntary Chief Executive of the Motorsport Safety Fund charity. In this role he has helped the organisation secure an international reputation for producing training booklets and resources to improve the safety of competitors, officials and spectators in motor sport, and which have been used as training aids in many countries across the world. Stuart initiated Wheels, the highly successful paper-based forerunner to e-Wheels.

British Motor Sports Training Trust

This charitable trust was formed in 1977 to assist with the training of volunteer officials and marshals in motor sport throughout the UK. In the last four years, grant aid totalling more than £0.5m has helped volunteers access dedicated training programmes as well as other initiatives such as the provision of safety tabards for marshals and specialist courses for doctors and paramedics.

The Chairman of the Trustees is W S Troghear and the British Motor Sports Training Trust welcomes donations from organisations, clubs and individuals. These can be made through the MSA.

MSA sales

The MSA offers a number of publications, technical papers and club equipment for sale. These include yearbooks, club membership cards, warning signs and FIA homologation papers.

Go to www.msauk.org

> Online Shop for more information and to place orders online.

Go Motorsport ambassadors

Darren Turner is the latest prominent British racing driver to join the ranks of Go Motorsport ambassadors. The former McLaren F1 test driver, and current Aston Martin sportscar star, joins Louise Goodman who recently backed the MSA's initiative. Louise Goodman is the so-called First Woman of Formula One as a founder member of the ITV Grand Prix presentation team.

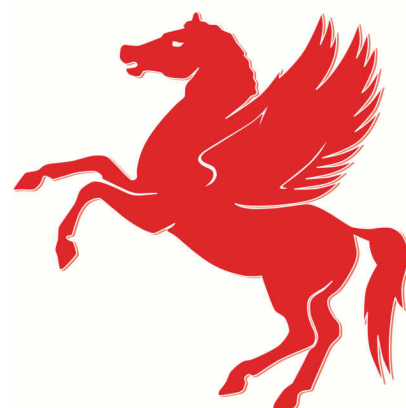
Go Motorsport was set up to help people of all ages to get involved in all areas of motor sport whether as a competitor, volunteer or spectator. More information at www.GoMotorsport.net.

More about grants for defibrillators

The information below follows the article in the February issue of e-Wheels about grant aid from the Rescue Development Fund for the purchase of new defibrillators for MSA Licensed Rescue Units.

Stoke Rescue Safety Group was one of the first applicants for the £750 MSA grant aid towards the purchase of each 3-lead AED defibrillator (to 2009 MSA specification) for its two MSA Licensed Rescue Units. Stoke Rescue Safety Group administrator, George Bailey, also obtained additional grant aid from the British Heart Foundation (BHF) towards the purchases and is pleased to offer advice and to share his experiences with others who may be seeking to maximize grant availability for similar purchases. Other charities to the BHF operating the same field may also be available to provide supplementary grant aid assistance. George Bailey – telephone 01270 873696.

Bristol Pegasus
Motor Club
Club Motorsport at its Best



TWO GREAT EVENTS FOR APRIL 2009

Club Night Guest Speaker

Monday 6th April - Arrive
from 8pm for an 8.30 start



Tony Castle-Miller - Fiat Abarth specialist

Tony is the UK's foremost specialist, historian and arch enthusiast of the Abarth marque, But TC-M, as friends call him, has not only admired the cars, he has raced them as well

North Bristol RFC - Almonsbury Bristol

Directions and more details inside



Sunday 19th April

Production Car Trial

Our Production Car Trial is to be held
at Lower Grove Farm in Dundry on

Sunday April 19th. The venue is superb
for an event of this type and should offer a challenge for most.

Regs available from the club website or contact Tim Murray -
more details later in Backfire

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