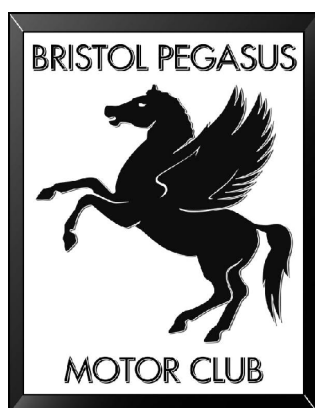

Backfire

August 2005



The Magazine of the

Bristol Pegasus Motor Club

Chris Thompson with his Saab at the BPMC Castle Combe Day, with Passenger Alan Spencer and organiser Phil Harris – Photo Andy Moss

Events For August

Monday 8th August - Club Night - Wheatsheaf 8:30pm

The August club Night will feature an informal social evening at our normal venue of the Wheatsheaf in Winterbourne. Come along for a drink and a chat from 8:30 pm. If you have not yet purchased your copy of the 60th Anniversary DVD we will have copies on sale.

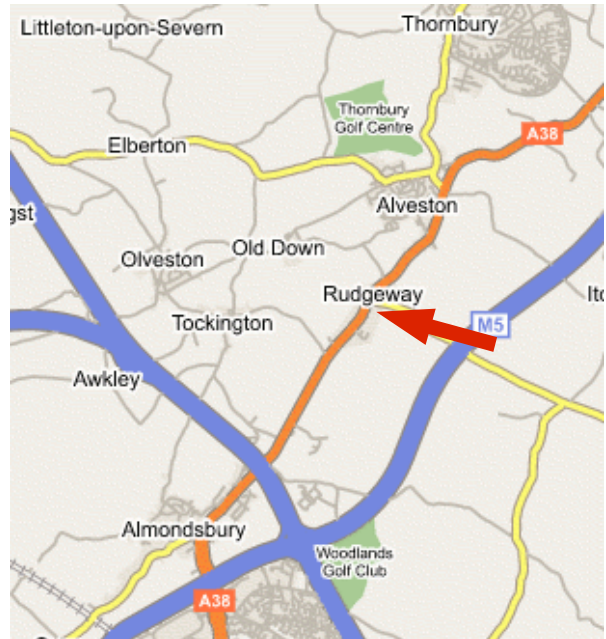
Monday 22nd - August Treasure Hunt

Martin Emsley and Andy Moss organise the August event. The final Treasure Hunt of the year will start from the junction of the A38 and the B4227, near Rudgeway (MR 172/626 867). The start is marked on the map on this page. Start time is 7.30 pm.

The event will be of the traditional kind , but there will be a twist in the middle of the event.

Andy and Martin promise a simple event with easy to follow route instructions – the emphasis being a good social night out rather than making things too difficult.

All you need is a pen or pencil to write down your answers. The event will finish at our usual club night venue of the Wheatsheaf in Winterbourne, for those who want to come for a drink at the finish.



Monday 29th August - Two Club Sprint Colerne Airfield

The entry list for the event will close on Monday 16th August. At the time of writing a very good entry has been received and there are only a few spaces left. Anyone able to marshal at the event who has not filled in one of Bob Hart's forms, should contact Paul Monis from Bristol Motor Club who has offered to act as the co-ordinator for marshals. remember the only way to get to see the action at Colerne is to Marshal and no experience is necessary - Contact Paul on 07887 948997 or drop him an email on pmonis@hotmail.com.

We also require help to set up the course on Sunday 28th August. Please contact Martin Baker to let him know if you are available and to confirm the time to meet at the airfield.

*Download the electronic version of backfire in pdf format at :-
www.bristolpegasus.com/backfire*



Club Night Venue

The Wheatsheaf

From M32 J1

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

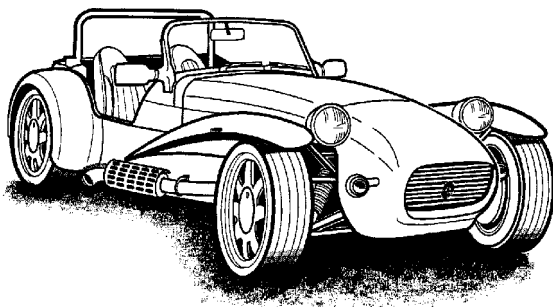
From M5 J16 (Almondsbury)

Take the A38 towards Bristol After 200 metres take the first left at the roundabout. Keeping in the outside lane to go straight ahead at the traffic lights. Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, approximately 400m from the turning.

Events for September

Monday 12th - Club Night Wheatsheaf 8:30pm

Sunday 25th – Autotest Rolls-Royce – Patchway



The annual event jointly organised with the MGCC (South West) Car Club. We had a healthy turnout last year and it proved as usual to be a very good event. Please mark it in your diary either to compete or to marshal.

Details of Events on these pages are compiled by Competition Secretary John Corfield.

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

Website WWW.BRISTOLPEGASUS.COM



Letters to the Editor

Please send any correspondence to the Backfire addresses
at the front of the Magazine



Gearbox Speedo Drive Question

Andy

As Donny is fed up trying to guess distances when we go trialing can you put a request for information into the next Backfire for me?

I need some info on the Ford type 9 gearbox, in particular the speedo drive that turns the drive 90 degrees as it comes out of the box. I need to know which cars had them fitted so I can look in the scrappers or if anyone knows where to buy one, the distance they stand out from the gearbox so I will know if I can fit one to the Marlin, or if anyone out there would like to sell me one that may be lying around their garage.

If you put my e-mail and phone number I would be grateful.

If you can help Contact Mal Allen on 01761 470277 or e-mail mal.allen.folly@talk21.com

Caterham Starting

Andy

Following the Members Cars write up from Simon Tidmus on his Caterham we thought the following may be of use.

We run a 200 bhp Caterham R400 in Eurocup and found that cold starting problems could be overcome by using different plugs, Simon may have tried this already but it worked for us. Recommended (indeed stipulated in the regs) are Champion RC6YCC, but we found NGK R BKR7E plugs made it a lot easier to start.

Bob Bull

Nav Ex's and Scatters - 2005

As last year, BMC will be running a Nav Scatter on October 21st to which BPMC will be invited. However we still have no organisers for the BPMC events scheduled for November 18th and December 2nd.

The November event is BPMC only but BMC will be invited to the December event. Both can be either a Nav Ex or a Nav Scatter BUT WE NEED ORGANISERS PLEASE!

If you want to help either as an experienced organiser or as a novice wanting to learn how to organise then please let John Corfield know (john_e_f_corfield@hotmail.com; 0117 9870763 or 0771 7677271).



Clubmans Championship 2005 up to the July Treasure Hunt Prepared by Chris Goodchild				
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
20.60	Matt Marples	1	6	No
19.46	Paul Bird	2	6	No
18.45	Alan Spencer	3	5	Yes
18.15	Martin Baker	4	5	Yes
17.10	Chris Goodchild	5	4	Yes
14.43	Mark Astin	6	4	No
13.89	Dave Cutcliffe	7	3	No
12.32	Andy Moss	8	7	Yes
12.29	Kieron Winter	9	3	Yes
10.63	Allen Harris	10	3	Yes
10.14	Nick Cook	11	3	No
9.62	David Adams	12	2	No
9.50	Trevor Hartland	13	2	No
9.43	Judith Bird	14	3	No
8.31	Pete Devall	15	2	No
6.88	Lewis Bird	16	2	Yes
6.57	Michelle Rogers	17	3	No
5.84	Ken Robson	18	2	Yes
5.44	Mark Roberts	19	1	Yes
5.44	Ross Browne	19	1	No

Marshals Championship 2005 up to the July Treasure Hunt Prepared by Chris Goodchild			
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
6	John Corfield	1	4
5	Mal Allen	2	3
4	Bob Hart	3	2
4	Dick Craddy	3	2
4	Kieron Winter	3	3
4	Martin Baker	3	3
3	Cherry Robinson	7	2
3	Donny Allen	7	2
3	Lewis Bird	7	2
3	Nick Wood	7	2
3	Tim Murray	7	2

Progress of the Corfield XR2 project

Yes it IS a Ford Fiesta! - By John Corfield

Having sold the Cossie last year to do a joint XR2 project with my son Martin, I thought I'd give a progress report. Martin has a superb white (and now mildly modified) XR2 as his roadgoing pride and joy and I bought his previous black one for our project. We set ourselves a sensible time scale of missing the 2005 season completely and aiming for May 2006 for the black car's first outing. By the end of June 2005 we'd finally stripped the car to nothing more than a rolling shell (emphasis on shell) ready to go to have its roll cage fitted.



Martin, Lewis Bird and I had taken a trip to Roelands (www.roelands.co.uk) over in Blaenavon, Gwent where they build and prepare brand new Subaru Rally Cars in order to talk roll cages. Roelands agreed to fit a bolt-in roll cage to the Fiesta and said they would attend to any bodywork repairs needed as part of the process (see later for the importance of this). We don't need the strength of a fully welded cage for tarmac sprints and hillclimbs and having a bolt-in will potentially allow better access for working on the car (removable sections).

We're also thinking about roll cage re-use if we should have to re-shell the car anytime (accidents do happen!). Early in July Roelands trailed the car to their workshop and by the time you read this it should be back in my garage ready for the next phase. Martin also made a connection with one of Roeland's guys through the XR Owners Club and if you use the following url (exactly as printed) you will see photographs of the work posted on the XROC website - [http://www.xrstyle.co.uk/forums/index.php?showtopic=7849&hl=](http://www.xrstyle.co.uk/forums/index.php?showtopic=7849&hl=Martin's) Martin's nickname by the way is "Mort" and that's the name you'll see in the text that accompanies the pictures.

Returning to the preparatory work on the car, the worst part for the interior was removing the black sound deadening sheets most of which had very unfortunately not cracked and lifted over the years. We found that the easiest method was to apply hot air and then use a broad blade (e.g. a putty knife) to strip the stuff away. The application of white spirit then





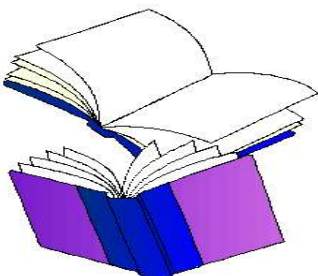
quickly dissolved any residue and the liberal application of kitchen towel left a good clean surface. I say the worst job because I timed the use of the hot air gun to coincide with the June heatwave !

Having removed the black stuff we were able to see how bad the body shell corrosion was and we could confirm, despite some bad spots, that the shell was not too far 'gone'. However, we had already decided to have the roll cage extended to the front and rear suspension mounts so we knew we would end

up effectively with a space frame around which the body shell would hang. We also knew that Roelands were prepared to make sure the car, as a complete unit, had structural integrity. Recognising though that plates would need to be welded onto the shell we removed the seam sealant, where necessary, to expose clean metal. This also turned out to require laborious 'digging out' with various blades. We've all been surprised at how light the shell turned out to be and even with the weight of the roll cage we should end up with a good power-to-weight ratio for anything in the 1600-2000cc range.

The next phase is to get the shell back up on axle stands and replace/modify the suspension. We have an RS Turbo gearbox/final drive unit with a LSD which I will get overhauled before we use it but we have yet to decide on the engine - both size and power output. There will also be more work on lightening and weight distribution but more of all this later.

On a last note for today, I changed employer in April and my colleagues, as one of my leaving gifts and knowing of the plans for the Fiesta, gave me a large pair of pink fluffy dice complete with diamante spots to hang in the finished car. Our final challenge is to get these dice past scrutineering!



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

Visit the bookshop section at
www.bristolpegasus.com

Click on the Amazon link at the top of the page

Anything you then buy on the Amazon site will earn 5% commission which the club will pass on to St Peter Hospice.



BPMC Fantasy F1 2005

Positions after British GP

By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Andrew & Simon Moss	Alonso	Trulli	Renault	McLaren	975
2=	Ken Robson	Alonso	Fisichella	Renault	McLaren	965
2=	Mark Williams	Alonso	Fisichella	Renault	McLaren	965
2=	Martyn Davies	Alonso	Fisichella	Renault	McLaren	965
2=	Mike Marsden	Alonso	Fisichella	Renault	McLaren	965
2=	Tim Murray	Alonso	Fisichella	Renault	McLaren	965
7=	Elisabeth Lewis	Fisichella	Raikkonen	Renault	McLaren	909
7=	Helen Davies	Fisichella	Raikkonen	Renault	McLaren	909
7=	Jonathan Prestidge	Fisichella	Raikkonen	Renault	McLaren	909
10	Pete Stowe	Alonso	Fisichella	Williams	McLaren	821
11	Paul Wiese	M Schumacher	Albers	Renault	McLaren	814
12	Dick Craddy	Alonso	Coulthard	Williams	McLaren	812
13	Alison Emsley	Barrichello	Massa	Renault	McLaren	805
14	Paul Adams	Alonso	Heidfeld	Renault	Red Bull	769
15=	Kieron Winter	Fisichella	Webber	Renault	McLaren	762
15=	Tony Thorp	Fisichella	Webber	Renault	McLaren	762
17	John Page	Webber	Coulthard	Renault	McLaren	753
18	Simon Tidmus	Button	Trulli	Renault	McLaren	735
19	Audrey King	Webber	Villeneuve	Renault	McLaren	704
20	Simon Child	Raikkonen	Coulthard	McLaren	Red Bull	695
21	Bruce Graham	Barrichello	Fisichella	Williams	McLaren	691
22	Mary Craddy	Webber	Raikkonen	Renault	Red Bull	686
23	Paul Bird	M Schumacher	Karthikeyan	Williams	McLaren	671
24	Tom King	M Schumacher	Fisichella	McLaren	Sauber	647
25	Mark Elvin	Fisichella	Montoya	Renault	Williams	644
26	Chris Lewis	Barrichello	Karthikeyan	Renault	Williams	643
27	Lewis Bird	Barrichello	Button	McLaren	Toyota	631
28=	Chris Goodchild	Barrichello	Fisichella	Renault	Red Bull	628
28=	Louella Williams	Barrichello	Fisichella	Renault	Red Bull	628
30	Arthur Tankins	Barrichello	Raikkonen	Williams	Red Bull	615
31	Martin Baker	M Schumacher	Karthikeyan	Renault	Red Bull	608
32	Paul Draper	Button	Fisichella	Williams	McLaren	581
33	Bob Hart	Webber	Montoya	Renault	Red Bull	567
34=	Alan Spencer	Fisichella	Webber	Renault	Red Bull	555
34=	Fiona Goodchild	M Schumacher	Coulthard	Williams	Toyota	555
36	Judith Bird	Button	Fisichella	Renault	Red Bull	518
37	Liz Moss	Fisichella	R Schumacher	Ferrari	Jordan	512
38=	Mal Allen	Friesacher	Albers	Ferrari	Williams	477
38=	Martin Emsley	Fisichella	Albers	Ferrari	Red Bull	477
40	Maureen Wiese	Coulthard	Friesacher	Ferrari	Sauber	445
41	Steven Spencer	Sato	Monteiro	Williams	Toyota	384
42	Donny Allen	Fisichella	Coulthard	BAR	Sauber	301



Castle Combe Rally Day Saturday 13th August 2005

Saturday 13th of August is the date for the 2005 Rally day at Castle Combe circuit, which is expected to attract 10,000 spectators to the Wiltshire circuit.

Among the attractions will be Colin and Alister McRae driving Mk2 Ford Escorts, as well as several former World and British Rally Champions, including Bjorn Waldegard, David Llewellyn, Gwyndaf Evans, Jonny Milner and Pentti Airikkala. The event will also feature star co-drivers like Phil Mills (2003 World Champion with Petter Solberg), Michael Park (co-driver for Markko Martin) and Phil Short (British Open Rally Champion). There will also be a selection of Richard Burns' original rally cars, driven through the feature rally stage by some of his friends.

Mitsubishi Motor Sports have just confirmed that their star driver and their newest World Rally Car will both take part - Gigi Galli (from the World Championship team) will give the Mitsubishi Lancer WRC05 its first live UK demonstration.

A record number of 100 Audi quattros will celebrate the 25th anniversary of the four-wheel drive car which changed forever the face of world rallying.

At least five original ex-works quattro rally cars will be seen at Rally day 2005, including the very first rally quattro, the car which Hannu Mikkola used as a course car on the 1981 Algarve Rally.

There will be exclusive interviews on the main stage with David Llewellyn and Phil Short, both successful members of the Audi UK team in the 1980s.

Over two dozen of the most exciting rally cars from the Group B era will be giving demonstration runs on the Castle Combe special stage. The immaculately restored cars from Slowly Sideways include MG Metro 6R4, Lancia Rally 037, Porsche 911 SCRS, Fiat 131 Abarth, Nissan 240RS, Renault Maxi 5 Turbo, Peugeot 205 Turbo 16, Ford RS200 and Vauxhall Chevette HSR.

Other highlights include precision driving displays by British Autotest Champions Russ Swift and Paul Swift, some seriously fast four-wheel drive cars from the British Rallycross Super Series and live commentary throughout the day by Jon Desborough and Tony Mason.

With a host of activities and attractions on track and throughout the paddock, Rally day 2005 continues to build on its successful formula of bringing the excitement of rallying past and present to everyone in an open and accessible environment.

Entry tickets and track sessions can be booked on-line at the Rally day website (www.rallyday.com). Advance tickets - available only until 31 July - cost £10 each (children £2), while track sessions for rally cars can be booked at just £20 for 5 laps.

The Severn View Treasure Hunt 18TH July

Organised by Martin Baker and Lewis Bird

Report By Martin Baker

Just to be obvious, we named this event in honour of the fact that the River Severn and its environs could be seen from parts of the route. Starting from the lay-by on the A38 at Alveston we plotted a fairly short 19-mile jaunt through Old Down, Tockington, Almondsbury, Cribbs Causeway, Easter Compton, Pilning, Olveston and Elberton to the perennial finish pub, the White Hart at Littleton.

Six cars containing a total of 17 crew members were duly despatched. Two-thirds of the entry had no problem with the first route instruction, which was "Depart in the direction of question one." The Moss crew, forsaking the Westfield in favour of the Rover, tried to comply with the *second* route instruction before completely dealing with the first, but were soon put right. The Rogers/Palmer/Bufs crew in the Peugeot, however, confounded us totally by departing in the direction of Thornbury. Small wonder, then, that they didn't get correct answers to the first four questions!

After waiting the obligatory five minutes for late entries (none) we took the most direct route to the finish, which included a short portion of the competitive one. A couple of crews were observed hunting for clues on this section, chiefly using the technique of driving back the way they had come. There was a 45-minute wait for food at the White Hart, but well worth it given the quality and quantity of what arrived. Lewis had originally vowed to indulge in a pudding, but even he was defeated by the main course. After dinner we settled down to await the arrival of our competitors, dividing our time between the garden with its views of the rolling hills to the West of the river, and the bar with its views of the rolling hills of the barmaid...

To keep the crews out of mischief whilst we marked the answer sheets we had devised an additional exercise, namely put into order a number of photographs that had been taken around the route. This achieved its intended purposes, i.e. to slightly "randomise" the results and generate some bad language. On marking we found out that most people cannot read a bus timetable (not really a surprise!) although nearly everybody found the SOS 'phone box fifty feet above them on the M4 bridge. Not many knew that Cromwell styled himself "Protector", and while it's not disputed that Street *is* a West Country town, "Barnstable" is *almost* a West Country town, which is what we asked. However, the event couldn't have been that cryptic as every question was answered correctly by somebody.

Prizes obtained at staff discount from a well-known supermarket were again awarded to the first three crews, the full results being –

- 1) Howard & Charlotte Johnston + tribe
- 2) Nick Cook/Chris Goodchild
- 3) Alan Spencer/Kieron Winter
- 4) Paul & Judith Bird
- 5) Andy & Simon Moss
- 6) M Rogers/A Palmer



ACE Classic Tour 2005

The ACE vehicle tour is an annual event which has been organised by Classic Car enthusiasts at Rolls Royce for several years. The event provides a great day out for those entering it, but also raises money for a good cause – this year Macmillian Cancer Research. For the first time

this years event was run as a joint event with ourselves – meaning that it was run under MSA rules as a “Touring Assembly” - this also allowed the event to visit a national trust site for a lunchtime stop – one of their requirements being that the organisers had public liability insurance.

Unfortunately after the date for the event had been fixed two other local motoring events were announced on the same day – The Chipping Sodbury Classic Car Run and the American car day at Yate. A hazard of events at this time of year – the organising team have already taken steps to ensure a similar clash does not occur next year – while the Chipping Sodbury event had the biggest impact on entries at least one of our club members could not make the event due to being committed to the Yate American event.



I had originally planned to enter the event in my 1970 Rover 2000 which I have owned for about 16 years now. I did a lot of work on it when I first had it, but it was getting to the stage where it needed some more work, and I decided to try to do a bit of a running restoration on it this year. The most significant piece of work involved replacement of the nearside inner sill, which although still just about good enough for the M.O.T had needed

“doing properly” for quite a few years. As always these jobs take longer than expected and I therefore had to swap cars and use the Westfield.

The cars gathered at around 9.30 am in the car park at BAWA in Southmead Road, Bristol. Those of you have entered the event in the past will know things are pretty friendly and “laid back” in this event. The first part of the days activities involving signing on, receiving your rally plate and fixing it to the car and then wandering around the car park having a look at the other entrants cars. I had plenty of time to have a chat with Mal and Donny Allen who had entered in their MG Midget, as well as Kieron Winter who was helping out at the start and Arthur Tankins who was out with his Video camera.

Some of the entrants were familiar from previous events – among my personal favourites a nice mk1 Escort RS2000 and of course the Rover P4, a pair of nice Morgans (one complete with a dog as a passenger) , a pair of MKII Jaguars, two Triumph GT6's, A Triumph Herald, a TR5, a very nice Jaguar E type, as well as a modern Toyota Sports car (don't ask me the model they all look the same to me !).



It did seem there had to be two of everything – My Westfield being joined by another, and there was another Midget to keep Mal's company !

The route took the cars through Winterbourne before heading towards Tormarton via Westerleigh. Having visited Castle Combe and Colerne the route headed towards Chippenham. First stop was at the White Horse at Biddestone. From here we had a short five mile run onto the lunch time stop which was at Laycock Abbey – a national trust property – here we had plenty of time for a picnic lunch and a look around the village.

The afternoon started with a run to Devizes – here we drove past a favourite location for many club members – the Wadsworths brewery, home of 6X. We then headed to Calne before passing through Malmesbury and then onto Tetbury. The route then went past Westonbirt Arboritum before heading back via Hawkesbury Upton and Hillelsley and the finish at the Beaufort Arms.

An enjoyable day out that is recommended to all club members.

Bristol Pegasus Motor Club 60th Anniversary DVD - Just £4 !

The club has been lucky enough to have many of its events filmed on 8mm cine by Arthur Tankins and as part of the events to celebrate our 60 years of Motor Sport activities we have transferred a selection of these films onto DVD for the first time.

The DVD format allows us to easily duplicate the films and we have therefore decided to make copies available for purchase. **All profits from the sale will be donated to St Peters Hospice**, and we should be able to donate well over 50% of the very reasonable purchase price of just **£4 from club nights or add £0.99 P&P**

The disk contains the footage of the following events.

Production Car Trial - 1964	Autocross - 1960's
Driving Tests - 1960's	Production Car Trial - 1966
Two Club Sprint - Wroughton 1976	Gymkhana - August 1980
Crumpled Cup Novice Autotest - 1982	Castle Combe Day - 1985
Novice Trial - Compton Dando - 1985	Wessex Sprint - 1987
Economy Run - 1988	Treasure Hunt and Barbeque - 1987
Navigation Scatter - 1980s	Testing Trial - 1989
Two Club Sprint - 1990	Combe Down Novice Trial - 1991
Pegasus Sprint - 1992	Novice Autotest - 1993
50th Anniversary - Filton Airfield - 1995	Castle Combe Day - 1997

If there is enough interest in this disk we hope to produce more in the future from Arthur's extensive library of club events.

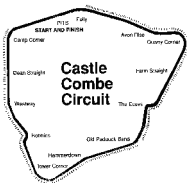
Please post - I enclose a cheque payable to Bristol Pegasus Motor Club for £4.99

Send to : 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP

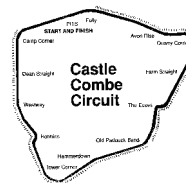
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Address

Post Code



Castle Combe Test Day and 60th Anniversary Event Saturday 16th July 2005



For the second year running our visit to Castle Combe was blessed with glorious sunshine from start to finish. Again the on track activities were a great success with places selling out very fast – our event must be one of the best opportunities to enjoy a top class circuit with very few other cars on the track at the same time.

Tony Smith and Phil Harris again did a superb job of organising things on the day, with Kieron Winter sorting out the entries before the day.

The Castle Combe team was led by David DaCosta who did an excellent job as Race School Instructor. The on track activities seemed to be pretty incident free, although several cars seemed to suffer from the usual boiled brakes.



Away from the track action, we had the added attraction this year of a gathering of cars and members to celebrate the 60th Anniversary of the Club. The event was held in the Strawford Centre, and current and past club members were treated to an excellent buffet lunch. Tim Murray and Martin Emsley did a great job of selling tickets for the raffle in aid of St Peters Hospice. Ken Robson organised a lunch time auction – two tickets for karting at the Raceway in Portishead and a pair of race boots attracting strong bidding in aid of St Peters.



Among the interesting vehicles on display was the Lotus of Mike Marsden – a car that was also on show at our 50th Anniversary event, a pair of superb Dellow trials cars, and a classic Jowett. Martin Emsleys Mustang was joined by a Mustang convertible, there were bikes from the Bristol Vintage motor cycle club, and an early Austin convertible.

Cars more familiar to club members included the Morgan of Bill Farrow and Nick Woods Alfa – Paul Bird also displayed his newly acquired Westfield that had failed the noise test earlier in the day – Paul was still out on the track though in the Renault with Paul Draper. Dave Parsons also made an appearance in his self built DPS – a car which he designed and built from scratch with trials in mind.



Track day entrants included several Westfields – including Chris Goodchild, Nick Cook and Andy Moss. Spence was out enjoying himself in the Mini along with Jonathon Milne in the Honda CRX. Among many members in ordinary road cars were Chris Thompson in the Saab, Martin Baker in the Seat Leon, who were joined by a standard Ford Mondeo and a nice Ford Puma. Mike McBride enjoyed himself in the Mitsubishi while Richie Deval was out in his excellent Ginetta. A good mix of other cars included a lot of MGs and Minis both old and new.

A total of £368.50 was raised for charity at the end of the days event. Thanks go to the Individuals and Companies (mostly persuaded by Martin Emsley) who donated prizes.



Many club members took the opportunity to get some extra tuition and advice – with both formal advice from Race School instructor David DaCosta and good advice from fellow club members – Martin Baker and Dave Cutcliffe being amongst those offering the benefit of their experience. The tuition is very worthwhile, and free, much more satisfying than just thrashing around unsure of whether you are getting it right or wrong.

By the end of the day there was virtually no queue to get out on the track, with everyone having used their tickets, and most people having been out for an extra run, there was the opportunity for those who wanted to have some extra track time.

The raffle was held at 3pm – the tickets being drawn by Donny Allen who was assisted by Simon Moss. To those who won in the raffle, congratulations - to those who were unlucky this time please have another go at the AGM.

It was a great day, with both the track day drivers and current and past members attending the 60th anniversary enjoying the day.

Thanks to all the people who worked so hard to organise an excellent day, let us hope for the same again in 2006.



60th Anniversary at Castle Combe

By Kieron Winter

It was decided to combine the celebration of the 60th Anniversary of the founding of the Bristol Aeroplane Company Motor Sports Club in 1945, with the Track Day to be held at Castle Combe. The Strawford Centre, built a few years ago, would be used to house the buffet lunch for members, past members and invited guests.



The track day got under way first, with Phil Harris signing on the entrants and Tony Smith sorting out the Paddock. This year the Castle Combe organiser was Adrian Fawdington. He is well known to the club from the BRSCC and for all the help he has given us in the past with the Pegasus Sprint. The Instructor was David Da Costa, the first time for our event. Following the briefings, the first drivers were out on the track by 9.00 a.m. and Tony and the marshals kept things flowing all day. There were no incidents on the track, only one Mini requiring a tow when it ran out of petrol! The day was very hot and a few cars began to suffer with overheating, lack of brakes and clutch cables breaking, which meant they packed up in the afternoon. Come the end of the day there was enough time for Tony to take out the Mondeo Estate and give Phil a few laps in the passenger seat.



Pete Stowe and Tim Murray had done an excellent job of tracking down previous members to invite to the event along with the current members. The first of these started to arrive by mid-morning. We had asked those coming to identify if they had an interesting car to that we would put on display. The area in front of the Strawford Centre played host to

20 cars and 2 bikes. Cars ranged from trials cars represented by two Dellowes and Dave Parsons' DPS, traditional British by Brian Owens' Austin 7 Ulster, Bruce Morgan's ex-Dave Franklin MGB GTV8, an MGA, Pat Butt's Jowett Javelin, two Morgans, Mike Bell's Reliant Scimitar (also doing the track day) and three cars from Lotus – Mike and Alyson Marsden's Mk IX, an Elan and an Elan +2S. A Maserati, Alfa Romeo and Ferrari represented Italy. Modern machinery included a Toyota Celica GT and Paul Bird's Vauxhall engined Westfield. Finally we had the heavy metal from America, Martin Emsley's hardtop Mustang was joined by a soft-top version and Marilyn Martin brought along a Cadillac. To add a bit of contrast Phil Perrett brought along two motorbikes - a Scott and a Moto Guzzi. The cars really did look good glistening in the sunshine.

A few members had contacted us to give their apologies for not attending due to holidays or health reasons (or racing at Anglesey), but we had over 70 people join us during the day. From the original club in 1945 we had Brian Owens, from the 1950's we had Gray Ross (all the way from Dartmoor) and former Chairman Alan Sargent. Pete Stowe had prepared some display material on the Club's history



and many people were able to spot themselves in the list of Club Champions and Committee members. Over lunch everyone was able to enjoy the buffet that was laid on and watch one of the videos that we made up from the films taken by Arthur Tankins. In fact a DVD has been put together by Andy Moss, which includes a selection of the films taken by Arthur over a 25-year period. These were being bought on the day, including by two people who then had to go and buy a DVD player!

It was also good to see more recent former Committee members, Richard Reynolds had travelled up from Devon and Rob Taylor (now Head of Vehicle Design at Red Bull Racing) was down with his family from Oxfordshire.

Martin Emsley and Tim Murray (with large sun hats) assisted by Simon Moss, did an excellent job of selling raffle tickets. Once again we were raising money for St Peter's Hospice and many members had kindly donated prizes. The Anniversary event was rounded off by the raffle draw at 3.00 pm when the draw was held. Martin was able to announce that over £360 had been raised on the day.

I think it can be summed up that we had an excellent day. The track day ran smoothly and efficiently, everyone brought their cars home in one piece and had plenty of track time. The Anniversary event brought together members past and present, we had an impressive display of cars and we raised a good sum of money for our chosen charity.

Thank you to everyone who helped in the organisation and running of the day and thanks to all of those who turned up to help us celebrate the club.



A Charitable Word By Martin Emsley



On behalf of The Bristol Pegasus Motor Club and St Peter's Hospice I would like to sincerely thank all those who have given so generously and supported fund raising in the first half of 2005. It is important and enables the organisation to carry on their invaluable work.

As you may recall I asked that we attempt to top £1,000 for St Peter's in this our 60th anniversary year. I would like to thank all of you who have contributed so generously in the first 6 months of the year and especially for the efforts and giving at the club track day in July.

I was delighted to be able to send a cheque for £791.96 to St Peter's Hospice, which is outstanding. There were several one off occurrences however the track day raffle and auction raised £368.50. Please keep up your generous giving; let's aim to break our target. Donations are always welcome; our next 'event' is the AGM raffle in December, though a while away please start trying to obtain raffle prizes, every little item counts.

This year the format will be a bit different, I am aiming at everyone who buys tickets winning a prize, large or small, so we need a lot of prizes. Your support and donations will be much appreciated in achieving this.

Many Thanks for your continued support and best wishes for 2005.

Navigational Exercise Questionnaire

Your chance to WIN A PRIZE!

In order to try and encourage more entrants to the BPMC Navigational Exercises (Nav-Ex's) we would welcome your input via this questionnaire to help shape the future of this type of event within our club. From the completed forms we will draw a name from the hat who will win a prize for their efforts! It will be possible to complete the questionnaire on-line at www.bristolpegasus.com or you may return it via one of the methods shown at the end of this sheet.

Name

(This is optional, however if we don't have your name you can't win the prize!)

1) How many Nav-Ex events have you entered with BPMC?

A. 0 B. 1 C. 2-5 D. 6+

(If answer is 0 please go to question 8)

2) Which category do you fall into?

A. Novice B. Expert

3) How difficult do you find the events?

A. Too Hard B. About Right C. Easy

4) Do you find the level of difficulty to be consistent?

A. Fairly Consistent B. Varies Dramatically

5) Were you put off doing future events due to the difficulty level?

A. Yes B. No

6) How did you find the balance between the time spent Plotting the route and that spent Driving/Navigating the route?

A. Too much Plotting
B. About Right C. Too much Driving/Navigating

7) As a novice entrant, did you feel enough help/assistance (where necessary) was on offer to get you under way?

A. Yes B. No

8) Would a fixed format for novice entrants help encourage participation?

(By this we mean that a publicised, fixed format with workable examples could be offered to novices in advance, such that there are no 'shocks' on the night of an event)

A. Yes B. No

9) The events take place on a Friday Night, does this prevent/discourage you from participating?

A. Yes B. No

10) Is there anything else that we could change about an event to encourage you to participate in future events?

.....
.....

11) Do you have any suggestions for us to encourage new crews to participate?

.....
.....

You may return your form via one of the following methods:

Via the website as stated above.

Bring the completed form to a club night at The Wheatsheaf.

Fax the completed form to 0870 1392108

Post the form to:

Nav-Ex Questionnaire
54 Wiltshire Avenue
Yate
Bristol
BS37 7UG

If you do not wish to cut you backfire, simple write the question number and your answer on a blank sheet of paper.

Bristol Classic and Motor Show 2005 Sunday 12th June

We visited the Bristol Classic and Motor Show on the Downs for the first time this year. Although we had considered having a stand at this event in past years it had always clashed with the CCC day at Castle Combe.



John Corfield and Ken Robson Organised the club display – the original plan being for our stand and the Marlin Racing Club to be in the same location. However a few last minute changes of plan by the organisers meant that the Marlin cars ended up on the other side of the display area !



We had a varied selection of cars on the Club stand – The road going XR2 of Martin Corfield, Nick Wood's Alfasud of sprint car, Bill Farrows Morgan and the Maseratti of Reg Palmer.

Rex Meaden brought along both his superb Riley and Scimitar GTE – The Riley without doubt being one of the nicest cars on display in the whole show.

To prove we are an “environmentally friendly” club Mark Elvin brought along his Honda Insight Hybrid electric / petrol coupe – this attracted much interest throughout the day.



During the afternoon we were treated to the Ikea hot air balloon team attempting to inflate their balloon in high winds – despite being tied to a couple of Land Rovers it looked as though it was going to escape on a couple of occasions

There was plenty of opportunity to have a look around at the other exhibits – as well as the club stands there were many classic cars entered by individual owners. For non car enthusiasts there was plenty of other entertainment – Local radio station GWR had a stand and there was a fun fair and other attractions for the younger enthusiast. A small Auto jumble section was also interesting for the bargain hunters amongst us – although this was easy to miss hidden behind the fair ground attractions.



For those more into modern cars there were a number of trade displays from local car dealers as well as manufacturers stands.

Martin and Charlotte Emsley did an excellent job selling raffle tickets on the Marlin stand – a track day ride being the first prize in aid of charity – the main beneficiary of the event being Barnardos.

A good day out – we gave out a number of leaflets on the club – so hopefully we may have gained a few new members as well. Thanks to all those who organised or brought cars along for display.



Fancy a ride in the countryside?
Fancy a fun evening out?
Well, look no further!

TREASURE HUNT

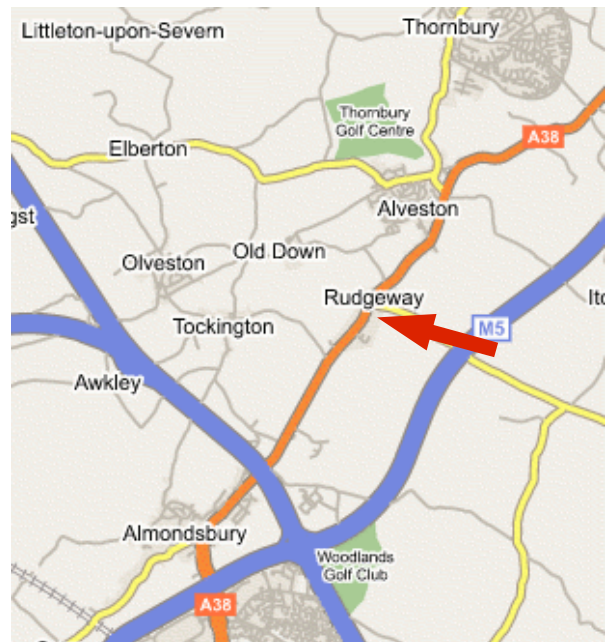
MONDAY 22nd AUGUST

Start from the junction of the A38 and the B4227

Rudgeway
(MR 172/626 867).

7.15pm for 7.30pm Start.

Nice, easy and not too
cryptic
Just bring a pen, a car
and yourself
(teams of two ideal, but
the more the merrier).
No fee to club members.
Finishes at the
Wheatsheaf
Winterbourne.



Small prizes to be had!

Interested ? *and why wouldn't you be !*

Ring Andy Moss on 0117 9041841 if you need more info.
See you on the night !!