

Backfire

August 2010



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

Cover : 'Crazy' Chris Hartnell at Shakespeare County Raceway by Martin Emsley

Sunday August 8th -Treasure Hunt & Picnic

August's treasure hunt will take place on Sunday afternoon at 13:30 and start from Cineworld Hengrove Park BS14 0HR. Find us in the car park. Food will be provided but please bring something to sit on. If interested, please give **Nick Wood a call or a text** as soon as possible on 07786 936941 as we need an idea of numbers for catering.

Monday 9th August - BPMC Club Night - 8.30pm

Our regular club night at North Bristol RFC. We should have some film and pictures up on the big screen, as well as an opportunity to come along for a drink and a chat.

Saturday 14th August - Castle Combe Track Day

Further details can be found later on in this newsletter.

Monday 30th August - Two Club Sprint - Colerne Airfield

Colerne Airfield will once again be the venue for this years Bristol Two Club Sprint. The Regulations are now available on the website. The Entries Secretary is Dave Bence who can be contacted on 0117 937 2344 should you wish to receive a printed copy or want further information. We also would be pleased to hear from you should you wish to volunteer to help marshal on the day.

Monday 13th September - BPMC Club Night

Saturday 16th October - Pegasus Sprint - Castle Combe

Entry forms should be out very soon and will be sent to past competitors and published on the website.

Change of Date - Chepstow Autosolo Sunday the 31st October

We have decided to move our Chepstow Autosolo from the planed 18th of September date. We have done this to avoid a few clashes on the same weekend – the Castle Combe Rally Day, The Airbus Families Day and another Solo. Our event will now be on Sunday the 31st of October, the move to a Sunday also means we will be using the Stables area, to avoid clashing with the Sunday market in the triangle area. More details to follow, but it should be a good way to end the season.

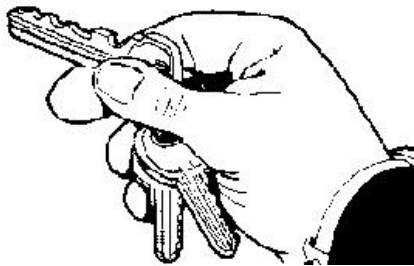
As always, we are looking for contributions for Backfire

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The views and opinions printed in this newsletter are those of the contributors and not necessarily those of BPMC

Website WWW.BRISTOLPEGASUS.COM

Publication deadline for Backfire - September - 3rd September



CHAIRMAN'S CHAT

By Andy Moss

I am pleased to say we have had another busy month for the club, and I am therefore going to start this month with a few thanks.

First a big thank you to Nick Wood for both having the idea and putting the work into the club trip to Shakespeare County Raceway. I was surprised that it was a relatively short trip up there, even going slowly as I was towing the Westfield. We had a good turn out of club members, both those who went out on the track, and those who came along for the BBQ and social. There was no doubt that it offered a lot of fun for the money and some of the club members took advantage of running on both Saturday and Sunday. While we were there we had the chance to have a look around the venue, and if there is enough interest we may be able to expand the range of activities on offer if we visit again next year – watch this space. The other person who deserves a big thank you is Martin Emsley, who took charge of catering and made sure we were well looked after in terms of burgers, sausages, bacon and eggs. On top of this he also took on the role of official photographer, providing a disk of pictures for all of those who were out on track – thanks. Martin also somehow ended up providing commentary information sheets for the PA announcer – as usual this involved Martin's sense of humour, and even if the information was not entirely true, it was funny. At one point he was let loose with the PA microphone, and very professional his commentary was too.

The next weekend we had the Frenchay car show – this seems to get more popular each year and I am not sure if they could actually fit any more cars in – already they have spilt out into the surrounding area. Alan Spencer organised and he did an excellent job of rounding up an interesting mix of cars – Thanks Alan.

Two days later it was our July Treasure Hunt – thanks go to Mal and Donny Allen who organised the event, again we had a good entry. I ran out of time and light, but myself and my daughter Laura enjoyed having a go. With a few people not being able to do the event with their regular treasure hunt partners, we got everyone to the start and did our best to pair people up – this seemed to work well, and I don't think anyone fell out with their new team mate If you are interested in doing the August event and need a driver/navigator get in touch and we will do our best to match up crews. This will be a Sunday event with a picnic at the end, so it sounds as though it will be good fun – make sure you come along !

Looking forward, we have two major events in August – The Castle Combe Track Day remains one of our most popular events, and is again a sell out this year – if you have not booked your place Tony Smith has a reserve list, but otherwise why not come up to Combe

and have a look at what is going on – entry is free and you can have a good look around the paddock and spectator areas.

The final August event is our bank holiday visit to Colerne for the Two Club Sprint, entries are filling up quickly, but are still available – as always no spectators are allowed at the venue, so the only way to see the action is to come and marshal. If you have not marshalled before we can make sure you are put with an experienced person, and of course the marshals are vital to the running of the event - call me on 0117 9041841 if you are interested.

Finally we have news of a change of date for later in the year – we have decided to move our Chepstow Autosolo from the planned 18th of September date. We have done this to avoid a few clashes on the same weekend – the Castle Combe Rally Day, The Airbus Families Day (which we have a club stand at) and another Solo. Our event will now be on Sunday the 31st of October, the move to a Sunday also means we will be using the Stables area, to avoid clashing with the Sunday market in the triangle area. More details to follow, but it should be a good way to end the season. Any road car is suitable and these events are great deal of fun without the need for a competition license or any special equipment. Suitable for beginners and experts alike - we have not fixed the entry fee yet but typically it is around a bargain £25-£30.

2010 BPMC Events Calendar

This month & updates shown bold

Month	Date	Day	Event	Venue
Aug	8th	Sun	Treasure Hunt & Picnic	Announced in time for the event
Aug	9th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Aug	14th	Sat	Castle Combe Track Day	Castle Combe Race Circuit
Aug	30th	Mon	Two Club Sprint	Colerne Airfield
Sep	13th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Oct	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Oct	16th	Sat	Pegasus Sprint Castle Combe	Castle Combe Circuit
Oct	29th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Oct	31st	Sun	Autosolo	Chepstow Racecourse
Nov	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Nov	18th	Thu	Karting	The Raceway Avonmouth
Nov	26th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	13th	Mon	AGM	North Bristol RFC Almondsbury
Dec	30th	Thu	Xmas Meeting	Announced in time for the event

BPMC Bring Your Car Club Night June 2010



Following on from the first time we did this last year, we decided to make the June club night our "Bring your car" evening, and also encouraged people to bring along friends who may not currently be club members.

We also had some interesting vehicles come along, including some great vehicles from Bristol Hot Rods and some interesting cars from Bristol Kit Car Club.

We chose June as it should be the lightest evening of the year, being mid summer. Despite this the weather could have been a little better, with a few ominous looking clouds overhead throughout. Despite the threat of rain we ended up with an interesting display of cars in the car park of our meeting venue at North Bristol RFC.

Everyone seemed to enjoy themselves looking round the cars and having a chat - perhaps next year we will get some sunshine to help encourage even more of you to bring along your pride and joys.



Clubmans Championship 2010 - Prepared by Chris Thompson

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED?
33.79	Chris Goodchild	1	7	No
26.48	Martin Baker	2	6	Yes
22.40	Andy Moss	3	8	Yes
16.93	Chris Thompson	4	8	Yes
12.92	Nick Wood	5	5	Yes
12.58	Paul Bird	6	3	Yes
12.15	Alan Spencer	7	4	No
11.06	Toby Harris	8	2	No
9.74	Martin Emsley	9	2	No
9.36	Cherry Robinson	10	5	Yes
8.88	Martin Corfield	11	2	No
8.67	Stephen Dummett	12	2	No
8.67	Bradley Hobday	12	2	No
8.56	Lisa Selby	14	2	No
8.50	Ian Cameron	15	2	No
7.94	Tom Hartshorn	16	3	No
7.94	Merill Spooner	16	3	No
6.93	Alan Dillamore	18	3	No
6.91	John Corfield	19	2	No
5.64	Pete Goodman	20	1	No

Marshals Championship 2010 - Prepared by Chris Thompson

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
7	Dick Craddy	1	3
6	Mal Allen	2	4
5	Donny Allen	3	3
4	Tim Murray	4	3
3	Bob Hart	5	1
3	Cherry Robinson	5	2
3	Nick Wood	5	2
3	Simon Child	5	1
2	Andy Moss	9	1
2	Keith Yeandel	9	2
2	Lesley Hart	9	1
2	Mary Craddy	9	1
2	Paul Bird	9	1
2	Dave Bence	9	1
2	Ken Robson	9	1

Hutton Moor Solo

By Andy Moss

We were again lucky enough to be invited to the Bristol Motor Club Solo at Weston, and several Pegasus members took the opportunity to enter. The event was blessed with good weather and a good turn out.



Above : Mark Benstock in Subaru Impreza

It had been a few years since my last visit to this event, and there were a few changes since I last entered. These included the course using a disused helicopter landing pad, which had been "found" under lots of undergrowth and cleared by the organisers, an excellent find. The surface had also broken up a little more on the main runway, and whilst not enough to cause any real problems, the additional gravel thrown up by the competitors made it quite slippery at times, this added a whole new dimension to the event, and made it a lot of fun, as you had to get the correct balance between power/speed and grip/steering.

Sadly there is a question mark over the venue for next year, as development is due to start soon on the site, however if it does run again next year I would recommend it as a fun low cost day out. Many thanks to our friends from Bristol MC for inviting us and organising.

Alan Spencer in the Mazda MX5



Chris Thompson in the Daihatsu Cuore



Mike McBride in the Mitsubishi EVO



Andy Moss in the Westfield SEiW



Alternative Motor Sport – a Holiday Saga, not a SAGA

Holiday

by Bob Hart

If you think this is just an excuse to bore you with holiday pictures, you are already forgiven. My excuse is that it was a motoring holiday. It was in May just after the Wessex Sprint and the motor vehicles concerned had no wheels. We went to Norway, stayed in Oslo and then went to the 'top' of Norway and yet further. Svalbard (or Spitzbergen' if you prefer) is barely 700 miles from the North Pole and for 8 months of the year if you want to get about you need a snowmobile/snowscooter/ skidoo. For someone who doesn't ski, gave up motorcycling 25 years ago because I kept falling off when it snowed and is mesmerised by snow scenes, what else would you do? Where and when else would you choose to do it with 24 hour daylight? 350 kilometres of riding in three days with overnight stops in a disused radio station and a Dutch sailing ship frozen for the winter in the middle of a fjord sounded (and really was) too good to miss.

Any trip out of Longyearbyen, the capital, has to have a plan lodged with the Governor's office, and someone in the party has to be experienced in the local conditions and be equipped to deal with unexpected encounters with polar bears or walruses, so our two Swedish guides carried rifles, flares and firecrackers. Clearly a tent is not the accommodation of choice in these parts, but our guides are carrying emergency bivouac kit plus rations for four nights for 16 people, towed on trailers behind their 1200cc snowmobiles.

Our scooters are Canadian Skidoos, a really simple practical piece of kit: motorcycle layout seating two if required, 2 skis at the front steered by handlebars, a monstrous toothed rubber drive track at the back and an 800cc engine in the front under the fairing. You hide behind the fairing and some of the engine heat gets back around your feet. The throttle is a thumb lever on the right. There are no gears and the clutch is automatic. There is a single brake lever on the left, but the driver briefing tells us that, should we need to use it (as in downhill), cadence braking is essential as you would in a car in the same conditions – there is no ABS and grabbing a handful of brake will turn it into a toboggan. That's all there is too it, but those thoughtful Canadians provide controllable electric heating for the throttle and brake levers.

Learning the behaviour and control was forced on us in our first 10 minutes: it is the end of winter and we have to get out of town on dedicated tracks. In places the snow has blown off leaving barren tundra – rocks, large pebbles and moss-covered permafrost. In patches, pools have re-frozen and we also have to give way at and cross the tarmac roads which are clear of snow. Out of town at last we start to get up to a decent speed for the first time, climbing a

glacial valley on a well used track. Everything is white (so that's why we are all dressed in black kit!).

90 kilometres on the first day gives us a whole range of vistas (but mostly white) and towards the end a 3 kilometre crossing of a frozen fjord with open sea visible 5 kilometres down the valley. The skidoo is rear drive and reminds me of a mark 1 Escort – if you want to be silly, you can be and it responds well to opposite lock. A thumbful of throttle produces a big grin under the helmet that only you know is there!

Finally, after some 6 hours we reach Isfjord Radio, our night stop. For fifty years, this was the only means of communication with the rest of the planet. Now it is converted into fairly basic, but very comfortable, overnight accommodation for idiots like us. Lots of tired bodies fight for the showers and the bar. Lots of good food and wine are followed by a false sighting of a polar bear – actually a reindeer - they are remarkably similar in colour. A bit more wine and people start to drift off to bed. Escort by armed guide to the sleeping hut is mandatory. Rolf, a Norwegian, Mikael, our Swedish guide and I walk the shoreline. The virgin snow we are walking on is pure white, the sea is blue reflecting the clear sky above and the sun is shining brightly. It is very nearly midnight.

The second day is 145 kilometres. Morning overcast gives way to another cloudless sky, and with that the snow-covered hills at mid-distance themselves look blue. The guides bring us to an abrupt halt to show us a fresh polar bear track. That was the closest we got to one and from the size of the footprints it was probably for the best - they should stay on television. Wide open glacial valleys are like the M1 in the 1960's only much wider and less traffic. We were told afterwards that we were limited to 80 Kph. I might have complied had I known. The Dutch ship is frozen in the middle of a huge wide fjord. On the flat ice perspective and scale play tricks. What looks like a 10 minute walk is probably 5 kilometres. The views all round leave you speechless. Two glacial moraines are clearly visible at the end of the fjord. The map says they are 15 Km away.

We have another super evening on the ship. When I wake in the night, the skylight in the cabin is bright blue – the sun is still at it!

Day 3 is supposed to be 70 kilometres back to Longyearbyen. The weather is so good that we set off early in the wrong direction to the glacier fronts which are turquoise, heavily fissured and about 40 metres high. You don't get too close in case a tower block breaks off. We then continue up one of the glaciers. This is virgin snow and very smooth. Skidoos go quite a bit faster than 80 Kph when the conditions are right, and they were for a good number of kilometres – more big grins behind the helmet! From the top of the glacier, having climbed 2600 feet, more fabulous views for 100 kilometres in every direction. And then we had to ride

all the way back down that beautiful glacier and then the frozen fjord. The grin comes back thinking about it.

It really was a never-to-be-forgotten trip blessed with wonderful weather and good company. If anyone is turned on sufficiently to want to go and play up there, don't despair. You have plenty of time to save up your pennies. Rolf, our Norwegian friend, was on the trip with his father – he had bought his father the holiday for his 80th birthday!

The next day, before we came home, I managed to roll a dog sledge with Lesley in it. I blame the lack of an engine..... but that is another story!

Who needs a comp licence



Isfjord Radio, Midnight



The Ship in the Ice



We are standing well clear of the glacier front



CORINIUM STAGES RALLY 26th June 2010

by Phil Turner

After our success at Down Ampney Airfield in May I was looking forward to the next event which was the Corinium stages organized by Cirencester car club at the same venue, this time with my old friend Alan Spencer king of navigators, unfortunately things didn't go as planned from the start.



After the annoying misfire on the last rally I changed all the electrics on the car and after a quick road test all seemed to be well but straight into the first stage it was clear I still had the problem, after lots of tinkering and Alan falling over in the undergrowth it was time for the next stage and still it was there but not all the time so on return to service it was up with the bonnet and more tinkering with the carbs this time and the car did seem to run better.

Before I go into what happens next I need to mention the fact that the gear shift has a weak spring on the gate and tends to be a bit sloppy, so what happened was! we were now half way around the third stage with the car going a bit better and on a long straight at approx 100 mph, my trusty navigator called a ninety right which was spot on because it was and I changed down from fifth to fourth or I thought I did but I selected second by mistake [see why I mentioned the gear stick] this as you can imagine had a devastating effect on the engine by screaming its little nuts off and bending all the valves so game over and a tow back to service.



Not a good result this time so it doesn't look like I will be on the front cover this month.

Goodwood 2010 Photos by Martin Emsley



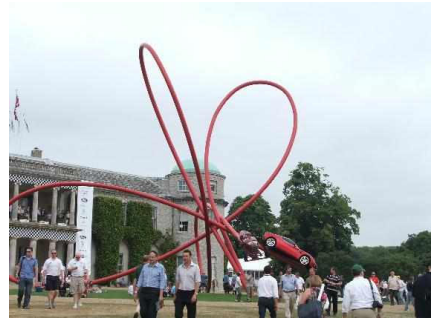
Goodwood 2010 Photos by Martin Emsley



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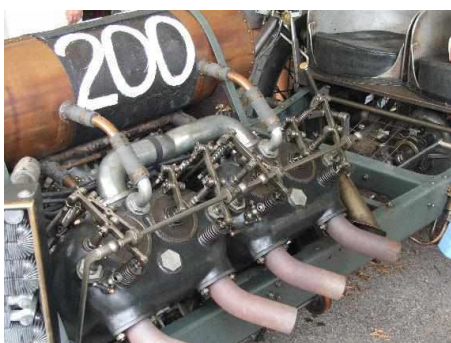
By Martin Emsley

Glorious Goodwood it certainly was, I had not been to The Festival Of Speed for a year or so and that made the trip this year a bit more special. Fabulous company and banter on the Friday, all ticket and sold out. Thanks to Tim, Dave Cutcliffe (remember him?) and Andy who very kindly drove. This year centred on the celebration of Alfa Romeo's centenary, the majority of cars being Alfa's, no bad thing especially with their competition pedigree. Cars from the wild and mild to ones we had never heard of let alone seen before. Many came from the Alfa museum; it must have been pretty empty back in Italy, and we were extremely concerned for their wellbeing, reasoning if there was any rain over the weekend they would be



sweeping up rust piles to take home. Two cars I particularly wished to see were the Lotus 38 Jim Clark's 1965 Indianapolis winner, failed to see it on static display but was just about the last car we saw on the hill before we left. The other being the 1970 AVS Shadow Mk1, with an 8.1 litre Chevy, this has now been restored to its initial very radical form, which is very interesting, but I prefer the scaled down can-am car it later developed into.

The Red Arrows put on a stunning display, the morning cloud level was low so they did the 'flatter' routine and were amazing. I am always awestruck by their precision and skill. The only disappointment was the giant *Quadrifoglio* with two Alfa's mounted. It was not as visually striking as previous sculptures and in my opinion should have been in green not red, the badge denote variants of cars where the name denotes the high-end of the range in comfort and engine size, but previously denoted Alfa Romeo racing cars in the pre-Second-World-War era.



Some of the pioneering giants with their huge engines and exposed valve gear were amazing; how they were driven at high speed for hours on end defies belief and the engineering The Marcos – Buick Mantis XP; that strangely angular wooden chassied car designed for Le Mans had an engine bay fire as it returned to the paddock, luckily the marshalls were really on the ball and did not see any signs of damage when



we looked later. Many folk were walking straight past the rather standard looking Alfa 164, little realising it was a special built in 1988, built for a planned F1 support series and housing a mid-mounted 3.5 litre F1 engine. Another rarity on static display was the 1971 Lotus 56B gas turbine F1 car, with no gearbox or clutch but 4 wheel drive Emerson Fittipaldi

took it to 8th at Monza. There was a great McLaren collection, obligatory M8D, the one used in tribute to Bruce a little while back, we had a long chat with very friendly guy from McLaren but could not wangle a trip. I wanted to start the M8 and whilst the McLaren bod was enthusiastic, asked me not to as he feared he might lose his job as a result. The 'musicians' hot rods etc. on the cricket pitch made quite an excellent display and could not forget the amazing Auto Union which Nick Mason conducted.



The collection Alfa -Romeo tipo 33s in various forms from 1966-1977 were simply amazing, and beautiful, some successful whilst some..... The new McLaren MP4-12C had it's own marquee with not only a full car but also a chassis which was a work of art in its own right. Yes please I want one. The amazing thing is there is never enough time to do it all justice in a single day and though we

had a good tour of the exhibitors area, highlights included chatting with Andy Green on the Bloodhound stand and watching Air / Army cadets assemble Jago Jeeps in under 4mins, we completely failed to see the motorbikes or the rally cars. We stopped on the way back at the, now excellent pub, with no beer; so called because we stopped there years ago and yes, you guessed it..... Maybe an excuse to go again next year?



The following day was the family day at Rolls-Royce, again terrific weather. Superb displays put on throughout the whole facility, reminded one why Rolls-Royce is the premier engineering company in UK. There was a magnificent replica of the Bristol Fighter outside the canteen, the ACE group had a display of classic cars as did the RREC and a few Bristol busses for good measure. The highlight, I think, was one of the EJ200 engines destined for Bloodhound running on the test bed. Children could throttle it into reheat and back and then received a certificate; the view through the armoured windows on the gallery was outstanding. Whilst the R-R Spitfire is currently grounded for maintenance, 300 1;48th scale, limited edition, models of it were produced for the day, they are superb and of course, I had to purchase one. Meanwhile another Spitfire did a brief display which included beating up the facility at rather low level. Brilliant

Most of you missed a real treat over the weekend 9-11 July. Nick put a huge effort into organising the 'run wot u brung' trip to Shakespeare County Raceway, not only a chance to run your car on the quarter mile but also a prolonged social occasion dominated by 'car' talk. It was a shame more of you did not come along as you missed out on a great weekend. A lot of effort goes into planning and organising a varied event, activity and social calendar so it would be nice to see a few more new faces coming along - if you fancy doing something different let us know. On a similar theme our Comp Sec. John Corfield has not had a huge response to his request for organisers for our 2011 events. The committee needs feedback from the members and support yet we seem to be met with very loud, resounding.....silence, from the majority. Please consider getting a little more involved next year, it can be very rewarding, and without your help at other events, we may have to cut back on some of the events you enjoy competing in.



The Shakespeare Raceway Weekend was brilliant, all credit to Nick for suggesting and organising something a bit different. The folks there were so friendly and accommodating were warmly welcomed as fellow 'petrol heads'. We had, I think, 12 members run on 'the strip' and all seemed to enjoy the experience; the 'christmas tree' start very different from the sprint start, and Spence (fastest BPMC reaction time award) bemoaned the lack of corners! Though a couple of friends offered me runs in their cars I have to be honest in that I feel no desire to 'drive' and most will probably agree my BBQ and photography skills are well ahead of my driving inability. An important part of the weekend was club member Chris Hartnell in his Wild Bunch dragster - Backdraft, many thanks to Chris for facilitating our visit and hosting us brilliantly. He was also the most spectacular driver there; entertaining all with his 'wheelie' starts, just superb. On the Saturday night the Wild Bunch had a medieval themed fancy dress, Chris, the knight, was riding around on his electric bar stool, cunningly disguised as a dragon. Liz Moss got most excited about this and wanted to 'ride the dragon', she did well but it did not go so well in the potholes which dot the paddock. Chris kindly donated the awards for BPMC fastest reaction time (Spence) & fastest run (Pete Goodman) many thanks for everything.



I did some running around on Sunday morning compiling car/driver fact sheets for the Commentator. In my own inimitable fashion, facts got slightly distorted (why let the truth get in the way of a good story?) one of the best being; Kennneth Robinson in the Marlin Sexi, being read out several times on the PA and causing much amusement. We also set up a

‘grudge’ race between the smallest engined cars; Anton in the Abarth 695 and Chris in the Daihatsu Cuore rally car. I was invited to commentate on their first run, those who heard it said how good and amusing it was!! Or were they being polite?



Nick even organised the weather and it was absolutely spot on. All our people did really well, putting up a fine show though Nick got a bit frustrated in the Mazda when shifting 2nd to 5th spoilt a few runs. The weekend was also ‘The World’s fastest Mini’ contest and there were a couple of beautiful Mini ‘Sprints’ just like Spence has in his garden. The Minis varied from standard 1000cc up to what was effectively a swb Sierra Cosworth with a Mini shell on,

a Clubman with Vauxhall 16v motors front and back; some of the engineering was just superb, and was hilarious to see a ‘Mini’ beat a modern Ford RS Focus over the quarter mile, several times!! And then there were the bikes, those blokes are b-----y mental but flaming quick, how they stay on is a total mystery to me. Also some classic iron, just too much of a variety of machinery to list them all though one of my favourites was the just right black ‘60s Plymouth Roadrunner and then there was the Ford Galaxie 500.....



I am sure that someone else will write something so I shall end here, but looking forward to doing it again, maybe next year.

Happy motoring



Rolls-Royce Open Day - Photos by Martin Emsley



Shakespeare County Raceway

Run What You Brung - July 2010

Bristol Pegasus members have always enjoyed a variety of events, with the emphasis on having fun at a low cost. So when we found out we could go Drag Racing for a mere £20 for a days motorsport we did not take much persuading to give it a go.

The venue for our adventure was Shakespeare County Raceway near Stratford on Avon. To add a bit of fun to proceedings we decided to have an overnight camping trip, with a BBQ on the Saturday night.

As with our own events the first stop was the scrutineering area. The car was checked over, with an emphasis on basic safety and making sure we were not going to drop any fluids on the track. The surface on the 1/4 mile strip is specially treated for extra grip, and a side effect of this is that any dropped oil or water is even more of a problem than on the surfaces we use for sprints.

Next you were issued with your competition number, no messing about with sticky numbers, the scrutineer simply writes it on your windscreen using an easily removable marking. Off to signing on, hand over your £20 and join the queue. As organiser Nick Wood had been in conversation with the Raceway they were expecting us, and we were made very welcome - we even got a mention on their website.



Knowing we were new to it all they made a special effort to explain the way everything worked. The timing system comprises three light beams at the start, the first two for lining the car up, and the third which is broken to start the clock. You line yourself up, with staging lights coming on as you break the first two beams. No timing strut required, and it seemed to work well, we wondered why something similar is not used in sprints ?

These lights are part of what is referred to as the "christmas tree", which also contains red, amber and green lights. Go too far forward when lining up or jump the start and you get a red light. Then the amber lights come on rapidly followed by green. Whilst your run time does not start until you break the beam, you try to go as quickly as you can to get a fast reaction time, which is reported on the timing slip printout that you can collect at the end of your run.

Split times are shown at 60ft, then at intervals along the measured 1/4 mile. From these you

can see how you did against the car in the lane alongside you - quite a difference experience for us sprinters to have another car next to you, but you are well apart, and it all feels quite safe. As many of our cars were light, but lacking in power compared with the car next to us, we were finding we were doing well off the line, but loosing out on as the regular drag racers extra power kicked in further down the track. Huge time clocks at the end of the strip allow you to see your time during your run. Once clear of the finish there is plenty of space to slow down - if you are in the offside lane we were warned not to turn across the nearside lane until we could see the other car had braked and was clear.

So was it good fun ? - yes, quite addictive really - some members managed 11 runs during the day, so they must have been having a good time, and it was certainly good value. The only slight catch was you found yourself wanting to go quicker, and that would of course involve more BHP and the associated expensive engine mods. I suspect for many serious competitors the engineering challenge of gaining that extra power is a big attraction of the sport. Many of us found we were starting to get consistent times as the day went on, which perhaps suggested we were getting as much as we could from the cars - unlike sprinting there is of course less chance to take the wrong line or brake too late etc.

Will we be doing it again ? I suspect so as it was a lot of fun and there was a great atmosphere throughout the weekend - we have a few ideas for some added attractions to add to a weekend of motorsport fun - watch this space, and come and join us next year





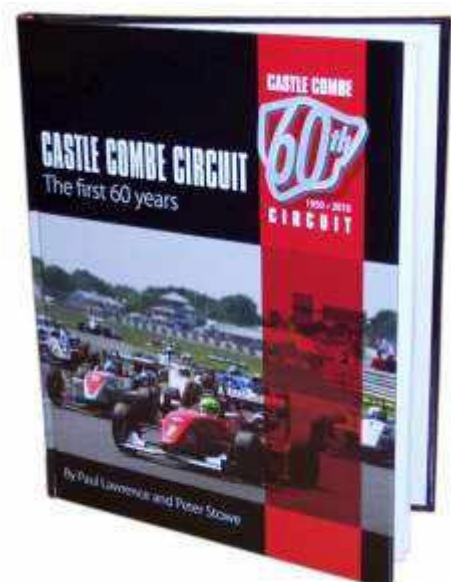
Photos by Martin Emsley

Castle Combe Circuit – The First 60 Years

A new book by Paul Lawrence and Pete Stowe charting the 60-year history of the circuit has just been launched. Completely updated from the original book published in 2000, it includes new facts that have come to light in this current decade and all-new photos, many never before published. Copies are available from the circuit office (Monday-Friday) or from the circuit shop at major events, or can be sent by post.

The price is £20.00 plus £4.00 packing and first-class post.

To order, please send a cheque for £24.00 to the circuit office, Castle Combe Circuit Limited, Castle Combe, Chippenham, Wiltshire SN14 7EY.



Airbus Filton Family Day - Saturday 18th September

Airbus is celebrating the 40th anniversary of its foundation and 100 years of aerospace design, engineering and manufacturing in the West of England in line with the BAC100 celebrations. BPMC has been accepted as an 'exhibitor' and is especially valued as its origins lie at Filton where it started life as the BAC Motor Club. We plan to have cars to typify each decade from 1940's to 2010 (the lifespan of our club) plus some 'specials' made for club level motorsport. If you are interested in promoting BPMC and club level motorsport with your car on display **PLEASE contact me** John Corfield john_e_f_corfield@hotmail.com; 07717677271. If you work for Airbus, BAE Systems or GKN Aerospace then you can apply at work for a ticket to give you and your family/friends access. I will apply for exhibitors passes - Whilst manning our stand will obviously be a part of your day, there will also be much to see.

Update on the 2010 Tuition and Track Day at Castle Combe Circuit on Saturday 14th August.



As I write this I have just 1 place remaining for the BPMC Tuition & Track Day at Castle Combe Circuit on August 14th. I will be starting a reserve list which can be monitored by visiting www.castlecombetrackday.org.uk So, if you haven't already bought your place for the Tuition and Track Day, download the booking form from the website, complete, and post with a cheque for £123.00.

We have an excellent mix of cars at this year's event, everything from Fiestas, Saxos, Golfs and even a Panda to Westfields, Caterhams, Subarus, Lancias, Lotus, a Mercedes and even a Noble.

A reminder to those of you who have bought tickets, please acknowledge receipt of your acceptance documents to confirm you have received them and all is correct.

I have also had the approval from the circuit for another Hot-Rod Parade to give lunchtime entertainment. So we are on track (if you pardon the pun) for another great family day out. Remember, admittance to the circuit is free so come along, bring a picnic and watch the activities.



Final update in the August Backfire.

Tony Smith 0794 110 14 13
entries@castlecombetrackday.org.uk

www.castlecombetrackday.org.uk

Magic Day 25 July 2010 Castle Combe

by Matt Johnson

Having had a later start to the sprint season than I had expected due to a few issues with my recently acquired Evo 4, I paid more attention to other parts of the club website than usual recently looking for things to do to get more experience driving my new acquisition. I noticed something called Magic Day which involved driving at Castle Combe to raise money for the Teenage Cancer Trust so I signed up along with my eldest daughter's boyfriend, Ollie, who also wanted to drive.

It was strange to be entering an event simply by sending an email and not filling in forms and receiving booklets by return. It was even stranger however to have a rather long briefing in the morning and a further briefing in the afternoon. Personally I prefer the briefing I once had which constituted "You know what to do. Be sensible and get out there and enjoy yourself"! It is true, however, that there was a wide range of cars and many of them were driven by people under 17 as the event is run by the Under 17s Car Club. I have to say the driving standards of the Under 17s surpassed those of some adults I know.

Once out on the track it also took a bit of time to get used to a myriad of cones of many colours which were used to turn the track into a two way road with several roundabouts. There was also a speed limit of 60mph which was rather frustrating as that arrives in less than 5 seconds in the Evo. Rather like F1, it was a question of looking for the gaps in the cars going round and using the mock roundabouts to turn round and go for it.

In essence, people pay either £1.25 for a ride or, more commonly, buy 10 rides for £10. All the money goes to the Teenage Cancer Trust. Passengers then queue up by your car and you drive them round the circuit for a lap or two. The most popular vehicles seemed to be a Lamborghini, original Fiat 500 and a Series 2A Landrover. There was a very wide range of vehicles including a Nissan GTR, Ariel Atom, KTM Crossbow, Honda NSX, various kit cars, a handful of TVRs and a couple of motorbikes. There were also a couple of police cars – a BMW and a Lexus. It was nice to sit in the front seat having only ever been invited to sit in the rear before! We must have provided about 20 rides which took care of the entire fuel load of an Evo. I think Ollie must have been driving it harder when I wasn't looking!

True to form after a few laps, the Evo began to drip oil. Evos are by far the most exciting but also most frustrating and wallet – emptying things I've driven so far. However, no sooner had I spied the dripping oil than Dan from Wiltshire College Motorsport division and James from Litchfield Imports were over offering to help. We took the car over to the College buildings, diagnosed a loose connection to the oil cooler and they kindly cured the problem. Thanks lads!

After lunch we had a brief talk from a teenager who had had to have treatment for cancer

which reminded us all why we were there. I am delighted to say that by the end of day the event had raised £3585 beating last year by £200. Furthermore, the sun came out in the afternoon which meant I went home with a fluorescent red neck rather than the feeling usually associated with standing around a track all day of having been through a car wash several times!

There will be a Magic Day in 2011. Don't go to tear round the track but do try to go if you want to share your car with some appreciative passengers whilst raising money for a worthwhile cause.



Competition Secretary – 2011 Events

“Volunteers PLEASE come forward”

My heartfelt plea last month didn't result in any offers and whilst this is a bit disappointing I readily accept that obviously people are busy and have other commitments. However I also know that often people will step forward when they know that there's a bit of a struggle going on. So, here's the 2011 schedule again and **PLEASE**

volunteer now and you'll have nearly a year to do the planning!

January 28th	- Navigation Event	- Dick Craddy.
Mid March	- Navigation Event	- VOLUNTEER PLEASE
Mid May	- Treasure Hunt	- VOLUNTEER PLEASE
3rd Week of June	- Treasure Hunt	- VOLUNTEER PLEASE
3rd Week of July	- Treasure Hunt	- John & Liz Corfield
Mid August	- Treasure Hunt	- VOLUNTEER PLEASE
Last week of October	- Navigation Event	- VOLUNTEER PLEASE
Last week of November	- Navigation Event	- VOLUNTEER PLEASE

PLEASE also let me know if you are willing to get involved in official roles at the club Sprints, Autotest/Autosolo and Trial. Regards John Corfield - john_e_f_corfield@hotmail.com or 01225 755911 or 07717 677271.

RMS Motor Services offers BPMC members 10% off their bill for servicing, MOT preparation, air conditioning etc

Please mention BPMC when booking.

81 Portview Road
Bristol BS11 9JE

0117 9820077/07973952779



HEDTEC.CO.UK

HEDTEC CRASH HELMETS - *EXCLUSIVE OFFER ONLY TO BPMC MEMBERS*



We are pleased to offer BPMC members a £10 discount towards a Hedtec crash helmet and any BPMC member who buys a helmet will also receive a £25 voucher towards a Motorsport Events 2010 track day.

Hedtec helmets are pure bred motorsport helmets and have the look and feel of products costing 3-4 times as much.

- Outstanding Quality
- Superb value
- Inexpensive spare visors
- An independent brand not to be confused with others
- Hedtec helmets are Snell SA2005 approved and legal for MSA and FIA events
- Full specifications at www.hedtec.co.uk

HELMET	RRP INC VAT	BPMC PRICE
RAPIDO OPEN FACE	£109.00	£99.00
XTREME FULL FACE	£139.00	£129.00

Please note that this offer is for one crash helmet per member and that the track day voucher is for 2010 only and is not transferable. This offer is exclusive to BPMC members only. For 2010 track day calendars visit www.motorsport-events.com

To join the helmet revolution please call the distributor Motorsport Events Ltd on 0870 787 2116. To reserve yours call today!

motorsport-events.com 

Website updates this month

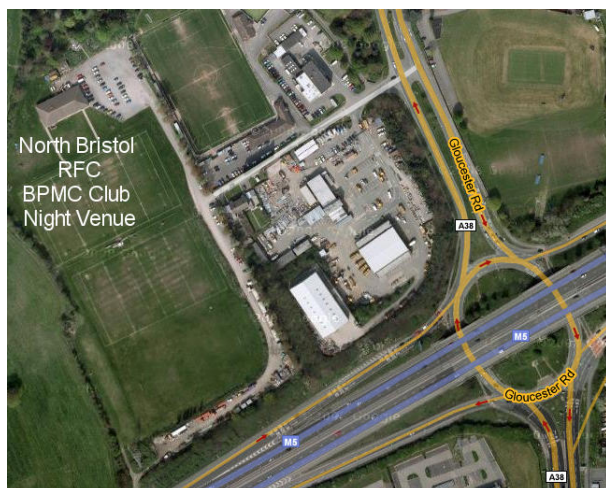
Check out the new front page: it's easier now to find what you're looking for...

The MSA now has a new publication called MSA News which is designed to keep the UK motor sport community updated monthly with the work of the governing body by providing a dedicated communications channel through which to disseminate important announcements. You can find links to the latest editions @

www.bristolpegasus.com/latest-news

Don't forget about the new forums section on the website @

www.bristolpegasus.com/forums



Club Night - Directions

North Bristol RFC

Almonsbury 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

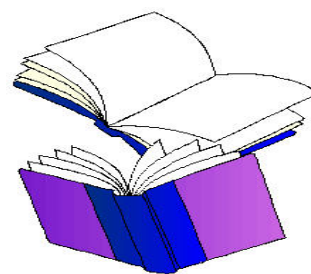
Football Association building. At T junction, turn right into North Bristol RFC.

Online Books, Videos, CDs, DVDs

Visit the bookshop

section at www.bristolpegasus.com

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



Top Secret

Dave Cutcliffe's new racer - Goodwood Exclusive

Frenchay Museum Car Show Club Stand

By Andy Moss

Once again the club decided to have a stand at the Frenchay Museum Car Show. This year the stand was organised by Alan Spencer. As well as bringing along his Parsons Trials special, Alan did an excellent job of encouraging members to bring along their cars.



We had a mix of different vehicles, including Bill Farrow who had travelled furthest to be there, bringing his Morgan from Dorset, Mike Marsden with his Lotus and Gerry Bath with the Lotus Elite. Ken Robson brought along his Marlin 5exi and did an excellent job of selling the club to those visiting the stand. Finally we were joined by the Martyn in the Datsun 240Z and the Mitsubishi EVO of Mike McBraida. As well as those exhibiting we were joined by quite a few other club members who dropped in on the stand to say hello, and one of the attractions of the event for those bringing their cars it is normally turns out to be the a good opportunity for a bit of a social.

Every year the show seems to pack more cars into the relatively small space available at the museum, and almost as impressive is the range and quality of the cars on show. I am sure if there was more space available they could attract even more entries. As well as the excellent display of cars we had Pete Stowe's excellent display of historical information about the club. There are more photo's in the Gallery section of the club website.





Fantasy Formula 1 - Results upto the German Grand Prix

Tom King	Vettel	Webber	Red Bull	Williams	Red Bull	British	806
Elisabeth Lewis	Alonso	Vettel	Red Bull	Renault	Renault	Monaco	727
Jonathan Prestidge	Alonso	Vettel	Red Bull	Williams	Ferrari	British	712
Tim Murray	Alonso	Vettel	Red Bull	Williams	Ferrari	Belgian	712
Dave Cutcliffe	Alonso	Webber	Ferrari	Red Bull	Hispania	Bahrain	711
James Page	Alonso	Vettel	Red Bull	Sauber	McLaren	Spanish	709
Rex Meaden	Alonso	Vettel	Red Bull	Sauber	McLaren	German	709
Paul Bird	Alonso	Trulli	Ferrari	Red Bull	Red Bull	British	670
Caroline Meaden	Hamilton	Webber	Red Bull	Williams	F. India	Canadian	669
Chris Thompson	Alonso	Vettel	Red Bull	Williams	Mercedes	German	667
David Garnett	Hamilton	Vettel	F.India	Red Bull	Sauber	British	664
Ian Hall	Alonso	Hamilton	Lotus	Red Bull	Ferrari	Monaco	648
Brian Hobday	Alonso	Hamilton	Red Bull	Williams	F.India	British	636
Ross Willing	Alonso	Hamilton	Red Bull	Williams	F.India	British	636
Helen Davies	Alonso	Hamilton	F.India	Red Bull	Williams	Monaco	628
Andrew Burgess	Alonso	Hamilton	F.India	Red Bull	Williams	Monaco	628
Ken Robson	Rosberg	Vettel	F.India	Red Bull	Mercedes	Malaysian	627
Bradley Hobday	Alonso	Hamilton	Red Bull	Williams	Sauber	British	622
Dick Craddy	Alonso	Hamilton	Red Bull	Williams	Sauber	Monaco	622
John Page	Alonso	Hamilton	Hispania	Red Bull	Mercedes	Australian	618
Simon & Laura Moss	Hamilton	Massa	Lotus	Red Bull	Renault	Singapore	571
Victoria Phillips	Hamilton	Massa	Lotus	Red Bull	Renault	British	571
Donny Allen	Alonso	Vettel	Ferrari	F.India	Renault	Turkish	561
Martin Emsley	Hamilton	Trulli	Red Bull	Williams	Ferrari	Malaysian	560
Stuart Morgan-Nash	Alonso	Hulkenberg	Ferrari	Red Bull	Williams	German	557
Greg Parnell	Alonso	Webber	Ferrari	Williams	Ferrari	Italian	556
Martyn Davies	Alonso	Vettel	Ferrari	T.Rosso	Ferrari	Italian	551
Lisa Selby	Button	Hulkenberg	F.India	Red Bull	Ferrari	British	537
Manisha Thorp	Hamilton	Hulkenberg	Red Bull	Williams	Ferrari	British	537
Sharon Reynolds	Schumacher	Webber	Red Bull	Virgin	Sauber	Abu Dhabi	536
Matthew Grove	Schumacher	Vettel	Lotus	Red Bull	Renault	Abu Dhabi	528
Toby Harris	Schumacher	Vettel	F.India	Red Bull	T.Rosso	Spanish	527
Ann Farrow	Hamilton	Vettel	Lotus	Renault	Ferrari	Italian	526
Chris Lewis	Button	Massa	Red Bull	Williams	Lotus	Brazilian	522
Judith Bird	Button	Massa	Red Bull	Williams	Lotus	Hungarian	522
Richard Reynolds	Button	Massa	Red Bull	T.Rosso	Williams	Australian	517
Jenny Hall	Hamilton	Vettel	Renault	T.Rosso	Renault	Monaco	517
Steve Clark	Hamilton	Vettel	Renault	Williams	F.India	Abu Dhabi	514
Matthew Johnson	Alonso	Vettel	Ferrari	Lotus	Mercedes	German	511

Mike Marsden	Alonso	Vettel	Ferrari	Lotus	Mercedes	Monaco	511
Charlie Emsley	Alonso	Schumacher	F.India	Red	Williams	British	494
Mary Craddy	Button	Vettel	F.India	Williams	Ferrari	Italian	492
Richard Grove	Kobayashi	Vettel	Ferrari	F.India	McLaren	Japanese	489
Tony Thorp	Alonso	Massa	Ferrari	Sauber	Ferrari	Bahrain	465
Alyson Marsden	Alonso	Hamilton	Ferrari	T.Rosso	Virgin	Australian	463
Liz Ibrahim	Kobayashi	Kubica	Sauber	Williams	Sauber	Brazilian	447
Joanna Prestidge	Hamilton	Sutil	Ferrari	F.India	F.India	European	441
Richard Ibrahim	Kobayashi	Vettel	Ferrari	Williams	Mercedes	German	438
Debbie Grove	Hamilton	Senna	Ferrari	Lotus	Ferrari	British	404
Joe Robson	Hulkenberg	Schumacher	Red Bull	Sauber	Mercedes	Monaco	373
Bill Farrow	Barrichello	Hamilton	F.India	Williams	Mercedes	Japanese	354
Andrew Moss	Glock	Rosberg	McLaren	Williams	Lotus	Belgian	335
Pete Stowe	Kovalainen	Rosberg	McLaren	Sauber	Williams	British	335
Trevor Newman	Petrov	Trulli	McLaren	Renault	T.Rosso	Turkish	332
Mal Allen	Glock	Hamilton	Lotus	Mercedes	F.India	Korean	317
Alex Wooldridge Smith	Hamilton	Schumacher	Lotus	Williams	Renault	Belgian	290
Coralie Thompson	Liuzzi	Schumacher	Ferrari	Virgin	Ferrari	German	272
Claire Burgess	Schumacher	Senna	Ferrari	Williams	F.India	Belgian	258

BPMC polo or Sweatshirts

Fancy a shirt with the club logo on? Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order.

alanspencer@orange.net 01179 712587 Poloshirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts available in the following colours and sizes

Colour	Small	Medium	Large	Extra Large
White				
Grey				
Light Blue				
Royal Blue				
Black				

This Month

Sunday August 8th -Treasure Hunt & Picnic

The August Treasure Hunt will start at 13:30 from Cineworld Hengrove Park BS14 0HR. Find us in the car park. It will end with a **picnic with food provided** but please bring something to sit on. If interested, **please give Nick Wood a call or a text** as soon as possible on 07786 936941 as we need an idea of numbers for catering.

Monday 9th August - BPMC Club Night - 8.30pm

Our regular club night at North Bristol RFC. We should have some film and pictures up on the big screen, come along for a drink and a chat.

Saturday 14th August - Castle Combe Track Day

Further details in this newsletter.

Monday 30th August - Two Club Sprint - Colerne

Colerne Airfield will once again be the venue for this years Bristol Two Club Sprint. The Regulations are now available on the website. The Entries Secretary is Dave Bence who can be contacted on 0117 937 2344 should you wish to receive a printed copy or want further information. We also would be pleased to hear from you should you wish to volunteer to help marshal on the day.

Change of Date

Chepstow Autosolo now Sunday the 31st of October

We have decided to move our Chepstow Autosolo from the planed 18th of September date.