

# Backfire

August 2011



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

Cover: Nick Wood in his Westfield at the BPMC Drag Racing  
day at Shakespeare County Raceway - Photo Simon Child

# 2011 BPMC Events Calendar

Recent updates shown bold/red make sure you update your Calendar or Diary!

Month	Date	Day	Event	Venue
Aug	6th	Sat	BPMC/MGCC Wessex Sprint	Castle Combe
<b>Aug</b>	<b>7th</b>	<b>Sun</b>	<b>Treasure Hunt</b>	<b>Queens Square Bristol 2pm</b>
<b>Aug</b>	<b>15th</b>	<b>Mon</b>	<b>Club Night &amp; Driving Tests</b>	<b>Easton-in-Gordano / Rudleigh Inn</b>
Aug	21st	Sun	Mendip PCT	Chew Stoke (MGCC Invited Event)
Sep	4th	Sun	Autotest / Autosolo	Chepstow Race Course
<b>Sep</b>	<b>12th</b>	<b>Mon</b>	<b>Talk by Mike Marsden</b>	<b>The Parkway, Stoke Gifford</b>
Oct	10th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	15th	Sat	Pegasus Sprint	Castle Combe
Oct	16th	Sun	Kimber Trial	Chew Stoke (MGCC Invited Event)
Oct	28th	Fri	Navigation Scatter	Announced in time for the event
<b>Nov</b>	<b>14th</b>	<b>Mon</b>	<b>Talk by Alan Freke</b>	<b>The Parkway, Stoke Gifford</b>
Nov	17th	Thu	Karting	Announced in time for the event
Nov	25th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	12th	Mon	AGM & Buffet	The Parkway, Stoke Gifford
Dec	28th	Wed	Xmas Noggin & Natter	Announced in time for the event

## Deadline for Next Backfire: 2nd September

As always, we are looking for contributions for Backfire



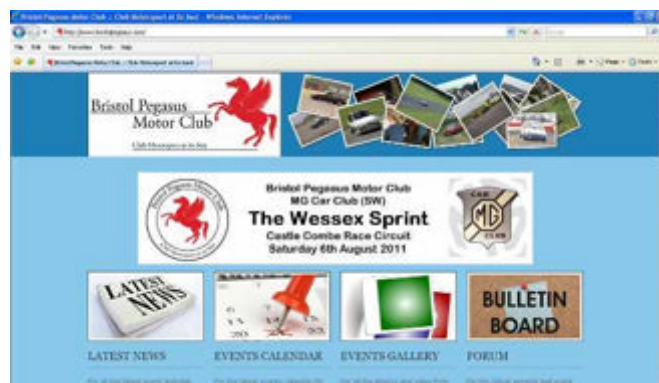
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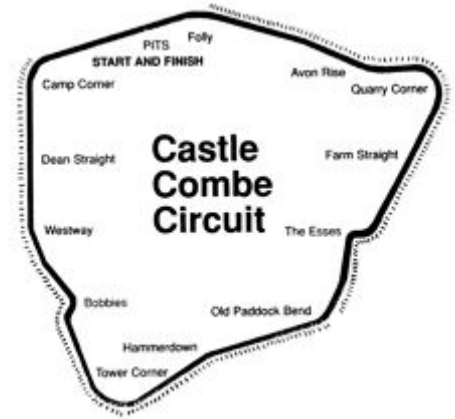
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For all the latest news  
Why not visit our website  
[www.bristolpegasus.com](http://www.bristolpegasus.com)



## Saturday August 6th - The Castle Combe Wessex Sprint

Our new co-promoted event at Castle Combe run with the MG Car Club. The event will offer a different format to existing events at the circuit and will give you the chance to drive all the corners on circuit at competitive speeds whilst still offering a traditional format with two practice and two timed runs.



### Full Lap Format with 2 Practice and 2 Timed Runs

## Sunday 7th August - Treasure Hunt - Queens Square 2pm

Nick Wood and Cherry Robinson organise the August Treasure Hunt and it will be something a little different. **Start at 2pm** in the car park around Queens Square the route will be on foot around the city docks area. The event will be ideal as a family day out and you may like to visit one of the many excellent child friendly pubs in the area for a drink en-route. Contact Nick 01275 833098 or 07786 936941 or nickswood@hotmail.com.

## Monday 15th August - Club Night & Driving Tests

### Easton-in-Gordano / Rudgleigh Inn - **Change of Date & Venue**

**NOTE CHANGE OF DATE - THE AUGUST CLUB NIGHT IS 1 WEEK LATER**

Something a little different for the August Club Night which moves a week later than previously advertised, to avoid a busy weekend before the original date. We have been offered the use of a field near Easton-in-Gordano belonging to club member John Puzey, and we will be setting out some simple fun driving tests. The plan is for this to be a social activity, rather than a serious competition, so you can turn up in your ordinary road car and have a bit of fun on the tests that take your fancy. There will be no charge to enter. Even if you don't want to drive you can still have a laugh at everyone else.... After we have had some fun we will retire to the Rudgleigh Inn for a drink and a chat.

*To make the most of the remaining summer sun we will start earlier than normal please Arrive for 7pm for the driving tests - we will move to the Rudgleigh Inn around 9pm for a drink & chat. Field is between the M5 Junction 19 Gordano Services Roundabout and the Rudgleigh Inn on the A369 - There will be Pegasus Sign and Orange arrows - take care turning across the road*

## Sunday 21st August

### Classic Car Meet at Camerton Village Hall - BA2 0NL

We have been invited to take our classic/exotic cars along from 10am - 4pm. Entry is free.

# ***Bristol Pegasus MC NEEDS YOU!***

**We need YOU to Marshal at our Castle Combe  
Sprints**

**Saturday August 6th & Saturday 15th October**

**Do both or just one the choice is yours**

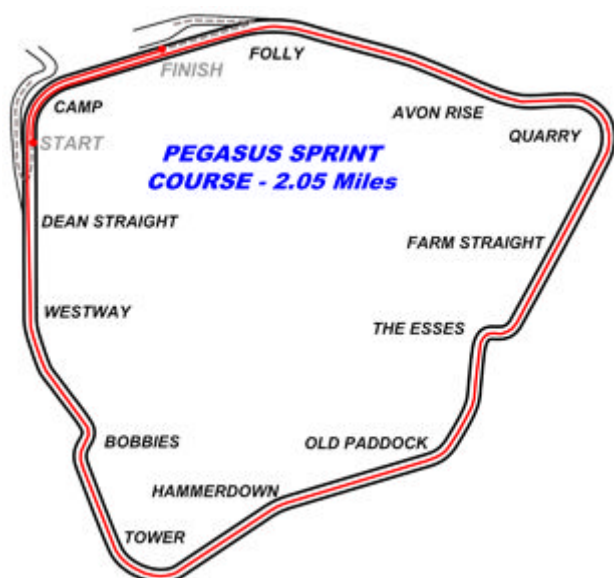


- Get involved
- Be close to the action
- Meet Other Club Members
- Free Hot Lunch
- All marshal's posts have shelter
- No experience required

**Contact Nick Wood 01275 833098 / 07786936941 / [nickswood@hotmail.com](mailto:nickswood@hotmail.com)**

## **Monday 12th September Club Night - Talk by Mike Marsden**

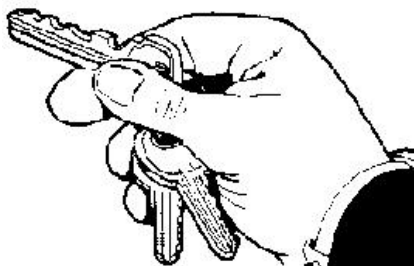
"An Introduction to the Aerodynamics of Cars" lasts just over an hour. The talk, perhaps rather ambitiously, covers road cars, racing cars and there's also a little bit on record breakers. It will start with some simple aerodynamics, so I hope that won't put people off too much. "



**Saturday October 15th  
Regency Laundry Pegasus Sprint  
New 2.05 mile course layout with  
2 Practice & 2 Timed Runs  
Supplementary Regulations now  
available**

**Details from the club website or Andy  
Moss 0117 9912702**





## CHAIRMAN'S CHAT

By Andy Moss

I have had an enjoyable July with both some excellent "official" club events and some enjoyable days with club members at other motorsport events. At the start of the month we made our now annual club trip to Shakespeare County Raceway. Despite a wet morning in Bristol, we had a dry day until around 4pm and a lot of fun, check out the pictures later in Backfire.



The next weekend we attended the Frenchay Car show – this seems to get more popular every 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 our stand and he did an excellent job of rounding up an interesting mix of cars – Thanks to Alan and to everyone who brought along a car.

Then on Monday evening we met up in a Layby near Thornbury for the July treasure hunt, we enjoyed another typical British summer evening - cloudy and overcast. This was a very entertaining event, and not just because myself and Tim Murray managed to win.



The following weekend it was off to Silverstone for the Classic. Many of you would have seen the advert for the event in Backfire. Unfortunately, I had something that could not be avoided in work, so it was late Friday afternoon before we hitched up the caravan and set off. Fortunately Martin Emsley and family had travelled up with Tim in the morning and saved

me a space next to them. When setting up the awning we saw Martyn Mitchell for a brief chat while we were rushing to get everything sorted before the rain came down. Martin Emsley told me he bumped into a few more members during the weekend, so it looks as though there were a few of you there. Also at the event were Chris and Claire who thanks to their period Winnebago were camped inside the circuit alongside their Backdraft drag racer - this became the focal point for us meeting up during the weekend. I have to say the racing was great, my favourites were the Group C cars, although the Grand Prix and Sportscar Masters were also pretty impressive. With great displays on the infield, a free fair ground for the kids (ok I spent a lot of time on the dodgems as well), flying displays, live music on the evenings and some great company we had a very enjoyable weekend. I am sure there will be more reports in next months Backfire.



The next weekend I planned to have a quiet couple of days, but Spence got in touch having been invited to have a go at Tavern Motor Clubs Auto Gymkhana near Keynsham. With a rare sunny day forecast, I decided to have a go and my daughter Laura got roped in to sit in the passenger seat. This turned out to be a very enjoyable event - Thanks to all at Tavern for the invite and for making us very welcome.

By the time you receive Backfire we should be a couple of days away from the first ever running of the Wessex Sprint at Castle Combe. I am pleased to say, that we have received enough entries and have a good mix of cars. There has been a lot of hard work behind the scenes to make this happen by many club members, and we have also been very fortunate to be joined by our friends in the MG Car Club in this venture. Thanks to a lot of effort by Nick Wood it is also looking as though we have enough marshals, but if you have not been in touch so far you would still be very welcome to come along - just arrive at the tower to sign on around 7.45am. I am looking forward to competing - the new format looks good and it will be nice to get in two practice and two timed runs as well as getting to drive Camp corner.

We have also released regs for two future events - our Chepstow Auto Challenge returns to an early September date and has proved to be very popular and a lot of fun - any car is suitable and no competition license, or special equipment is required. The regs are now also available for the Pegasus Sprint - this years event is the 21st running of the event that brought sprints back to Castle Combe. We have made a few changes to celebrate, which we believe will make the event even more enjoyable. Firstly we have increased the length of the course to 2.05 miles and competitors will get the chance to drive Camp corner twice on each run. We have also changed the format so competitors can enjoy two single lap practice runs rather than the single two lap practice format we have used in the past. There is also sports libre classes for the first time. We are also very happy to welcome Regency Laundry as event sponsor. Regs for both events are on the website or contact Martin Emsley on 01454 250067.





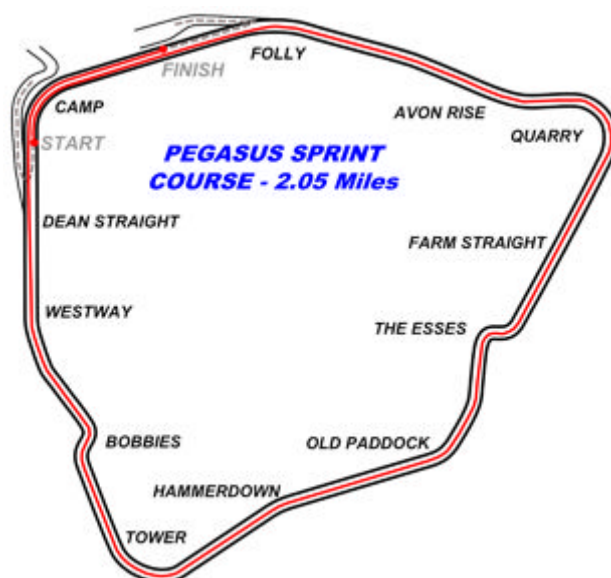
Bristol Pegasus Motor Club

**Saturday 15th  
October 2011**

**The Regency Laundry**

**Pegasus Sprint**

**Extended 2.05 mile course  
and new Format with 2  
Practice and 2 Timed Runs  
Regs out NOW.....**



**Remember When?**

**White Tree  
Garage**

**Quattro** **Audi**

Northumbria Drive, Henleaze BRISTOL 738758

## July Treasure Hunt



Monday July 18th and we are standing in a lay by on the A38 in the cold (its a typical British summer after all), waiting for cars to start rolling up for our treasure hunt. Having not organised a treasure hunt before we were hoping for a good turn out, and we were not disappointed with six crews turning out.

The route was recycled from 2002 and left unchanged as we thought it to be a pleasant drive. The questions were in the main of traditional fare, apart from two questions which introduced the crews to Geocaching. As the crews were not armed with GPS units, they were



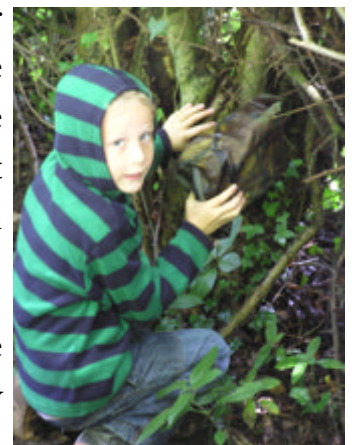
given written instructions and some photos and told to find a hidden 35mm film canister and a sandwich box. All the crews found the canister and the box and correctly looked up the answers that could be found inside them.



GEOCACHING.COM

Fortunately no crew threw the film canister on the train tracks above them, to prevent the following crews from finding it, though one crew allegedly thought about it. If the bomb disposal squad got called out on the evening due to two suspicious packages then we can blame the people who first hid them in 2009.

All crews turned up at the finish within minutes of each other, no one dropping any points for lateness. As they arrived it was getting very dark outside and inside the pub!





Liz Moss kindly helped with the marking, which required the use of a torch, it was that dark. Having remarked the papers the following day in day light it was a relief to find that the results were correct though a few points changed here and there.

The results were remarkably close from first to last and hopefully all the crews enjoyed the event.

**Chris & Coralie Thompson**

## Results

Position	Crew	Points Scored
1	Andy Moss & Tim Murray	53
2	Michelle Rogers & Chris Goodchild	52
3	Martin Baker & Evan Sanders	51
4	Phil & Maureen Harris	50
5	Bob Bull & Sam Jordan	47
6	Alan Spencer & Nick Wood	46

Below - Competitors cars share the start with some larger vehicles



**Monday 15th August - Club Night & Driving Tests - Easton-in-Gordano/Rudgleigh Inn**

**NOTE CHANGE OF DATE & VENUE -**

**THE AUGUST CLUB NIGHT MOVES 1 WEEK LATER 7PM START !**

We will be setting out some simple fun driving tests in a smooth field - mostly slow speed so there should be no danger of damaging your car. Turn up in your ordinary road car and have a bit of fun on the tests that take your fancy.

**Arrive for 7pm for the driving tests we will move to the Rudgleigh Inn around 9pm**

Field is between the M5 Junction 19 Gordano Services Roundabout and the Rudgleigh Inn on the A369 -

There will be Pegasus Sign and orange arrows - take care turning across the road !

# Silvertone Classic 2011





# A Driving Experience at Thruxton

by Ben Churchill

'Hang on, I've got to get a picture of your face!' said my girlfriend, in reference to my huge grin as I returned to the paddock after my drive in the Ferrari 458 *Italia*.

It's only now, a few days later, that I can sit down and put into words what an incredible experience it was driving such an incredible car. I'm sure I won't be able to say anything you haven't already read, seen or heard, but I'll try my best regardless!

My day started early, as me and my partner Michaela made our way to Thruxton circuit in Hampshire, ready for the 11am briefing. Upon arrival, we signed on, caught a glimpse of resident racing driver and *Fifth-Gear* presenter Tiff Needell, and made our way to the briefing room, but not before grabbing a bacon sandwich!



After a short but thorough briefing, a small group of us were taken around the track for a few laps in a Mazda 3 MPS, where we were shown the lines, braking points etc. We were then returned to the pit area, where we were each assigned an instructor and a Porsche Cayman, for our initial 'instruction' laps. I started off steadily as I got my bearings in the small German sports car, finding my way around the track amongst the various Exotica. By the

end of the stint I felt I was up to speed, even if I had been overtaken by a rather sideways Tiff, who was on hand giving 'thrill rides' to passengers in a BMW M3.

After a positive de-brief with my instructor, it was time to take to the wheel in the Ferrari. Anybody that's seen *Top Gear* recently will know what I'm on about when I say that this car simply has a certain something that gives you a certain 'fizzy' feeling! It may not be the fastest, most powerful, cheapest or most economical supercar on sale, but it just has that certain *something*. For arguments sake, let's call it *soul*. And by god, it's a beautiful machine!



I was shown into the car by another instructor, who talked me through the space shuttle controls, before jumping in alongside me. Putting the key in the ignition, you select neutral by pulling back on the carbon fibre wheel-mounted paddles, before pressing the red starter button, which fires up the incredible sounding V8 engine. My instructor then said something that I think may have been the cause of the huge grin;

'Right, as the car is semi-automatic, you can use your left foot to brake if you like' Left foot? As in, like a Formula One car? In fairness, the car only has two pedals, yet it's a slightly alien feeling using your clutch foot to slow the car. Once you calibrate your foot to the pressure needed however, it does feel natural.



What followed were four laps that I will never forget. Don't ask me how fast I went, I couldn't tell you. I know I got up to seventh gear, and I know that the howl from the engine is spine-tingling.



There was a lot of speed and noise, some overtaking on my part, and then it was over, far too quickly. By far the most impressive thing is the paddle shift gearbox. Its eye-blink quick, with just a flick of your finger, a change in engine-note and another thump in the back as the car just devours the track. Small lights illuminate on the steering wheel as you reach the higher rev range, and then it all starts again as you shift up. Braking was equally impressive, as was the steering, and anything else you care to mention. It was just over far too quickly! On returning to the pits, my instructor ran through the laps with me, and awarded me with a score of 81%. We'd been told earlier during the initial briefing that anything over 75% was a good result, so it goes to say that I was well pleased, And to top it all off, I stayed ahead of Tiff!!

Michaela decided to get in on some of the action too, going for a passenger ride in a Peugeot Sport 2000 (essentially a mini le mans racer) which left her with an equally wide grin, and I thought I'd pay a bit extra to take one of the circuits Formula Renault single-seaters around the track, which was again amazing but in a completely different way from the Ferrari.



Before heading off, we also went over the road to the kart track for a short arrive-and-drive session. Finally, after a good few adrenaline-fuelled hours, we headed back to Bristol.



I would definitely recommend Thruxton motorsport centre if you are looking for a driving experience day beyond our own Castle Combe.

They offer fantastic value for money, and a selection of cars people only dream about driving. You won't be disappointed, I know I wasn't!

# Club Night Directions: The Parkway

**Address: The Parkway, 43 North Road, Stoke Gifford, Bristol BS34 8PB**

## **Directions from the M5:**

Leave M5 at junction 16 (signposted Filton, Thornbury).

At Almondsbury roundabout, take the 1st exit onto the A38 (signposted Bristol).

At Aztec West roundabout, take the 2nd exit onto the A38 (signposted Bristol).

Branch left, then at traffic signals turn left onto Gipsy Patch Lane - B4057 (signposted Yate).

At roundabout take the 3rd exit onto Hatchet Road.

At roundabout take the 2nd exit onto Hatchet Road.

At mini-roundabout turn left onto North Road go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.

## **Directions from the M4:**

Leave M4 at junction 19 (signposted M32).

Follow M32 for one junction, and come off at junction 1.

Follow signs to A4174 ring road towards Filton and Bristol Parkway.

Follow A4174 to large roundabout, turn right (signposted Bristol Parkway) onto Great Stoke Way.

At next roundabout, turn left (Den Road), then right at next roundabout (Brierly Furlong).

Go straight ahead under railway bridge, then second right into North Road (first right goes into Bristol Parkway station).

Go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.



# ESCURSIONI

By Martin Emsley

Firstly a correction to last months column, at the gymkhana we completed a total of 24 tests; 12 in morning and.....well work it out for yourself! We are currently busy planning the Chepstow Challenge 2011 for Sunday 4th September to be held, again, in the stable area at Chepstow Racecourse. This event has proved to be a tremendous amount of fun over the past few years and I hope a number of you will be encouraged to come out and compete. In addition I require a couple more willing people to help with the running, no experience necessary, just enthusiasm. Please get in touch with me if you are prepared to be part of the small team. Also please get in touch with Nick if you can help with the Regency Laundry Pegasus Sprint on Saturday 15th October.

The Touring Assembly went well, things we might do differently next time but for a first attempt was much fun.

The following day Mal was over and between us we changed the MX5 clutch, though it had a few more miles in it seemed a good plan to get the biggest task done and out of the way. Was great to have some help, our biggest problem was the last task; removing the taper plug in the gearbox to refill it which



necessitated the purchase of a rather large pipe wrench! We succeeded without any further issues. Also a bit of a surprise to find it is fitted with the viscous limited slip differential, had read various versions as to their fitment and seemed almost standard on the Eunos Roadster, not that it will improve my driving! By the time you read this the cam belt change and full service should have been completed, though in advance am wondering what difficulties and additional parts that will show up. It appears to me that the car has been quite well cared for over the years so am hopeful I will not uncover any serious problems.

August is always a busy month mostly with people on holiday and abundance of events hoping to catch the English 'summer', so thought it is wonderful concept to shift the August club night by a week and take up John Puzey's kind offer of the use of his field. Am trying to persuade Charlie to bring the Matiz with equipment in so we can take the Eunos for a play. I think it will be great fun; a bit of a run around cones for fun on grass followed by a 'noggin and natter', hopefully sat outside, weather permitting. The Zafira no longer has a total loss oil system, switch change took all of 60 seconds but cleaning up the residue took a lot longer.



Looked at the old switch but it is not obvious where the leak developed. Similar story with the Matiz; took the intake butterfly off end of plastic manifold and had a good look / poke around, nothing obvious there and difficult to exactly pinpoint noise. Rest of service was carried out and belts for power steering and alternator adjusted. Upon testing the car later the noise had gone so am none the wiser, though I am suspecting a belt may have been too tight causing bearing rumble. Final job is to try and get a replacement for the broken piece of trim inside the rear door, that is proving challenging despite ebay.

Very much looking forward to our trip to Silverstone for the classics at the end of the month with Andy's family and Tim. Weather permitting it should be quite an event and fun occasion, look for a report next month. Also on the horizon is the Dorset steam fair 31st Aug - 4th Sept and The Classic car show at NEC Nov 11th-13th Nov.



# SPEED Pt1

By Chris Hartnell & Martin Emsley

I was just so excited and emotional, a boyhood dream come true; stepping up onto the blue bodywork then sliding into the cramped cockpit where one of my all time heroes had strapped himself in and literally diced with death in pursuit of the ultimate goal. In the years we have owned and run 'Backdraft' so many doors and opportunities have opened for us, yet this, after several years patient waiting had to be one of the best so far.



Like most who are enthusiasts of something the seed was planted when I was a young boy, something captured my imagination and captivated me about speed racing and it has been my life ever since; for some like Arfons, Breedlove and Noble it is a quest for the ultimate whilst for others like myself it is same desire just lived out at a different level. So others might be enthralled and aspire to circuit racing or rallying and peruse their dream in their own attainable manner but for me it was speed record, dragsters and hot rods that really got me buzzing.

I have always recognised that we are the guardians, for a period of time, of 'Backdraft', it is not precious, to be protected, but there to be used so we take every opportunity to let anyone who expresses a desire, and will fit get to sit in her, though understandably driving is down to me and Claire. In 2009 we received an invitation to display and 'run' the car to Beaulieu, along with some others, for the Hot Rod and Custom Car show. During the show we got talking to a Gent, he approached us because we had 'Allard' shirts on and he assumed we were helping out with the restored car. Well you know that I'm not shy and am very enthusiastic about what we do and we kept bumping into him and managed to get him into our car, it transpired he is the curator, Doug Hill, of the fabulous motoring collection. I am certainly not slow in coming forward when he said 'This is not as claustrophobic as Bluebird' that was my 'in', I asked whether there was a chance for me to sit in CN7. The answer was affirmative but not whilst there were other people around otherwise the queue would stretch around the museum and through The New Forest!

Doug Hill is such an enthusiastic guy and took us for an exclusive tour around the museum during which he fired up the 'Blower Bentley', this while people were around, giving us the history of all he pointed out or opened up, took us to the workshop and showed us Marlene Dietrich's Auburn with cracked paintwork caused by changes in temperature; this has since been perfectly restored. I have to say that enthusiasm is infectious and Doug was so also so

passionate it was him who gave me the encouragement and confidence to come and talk in front of Bristol Pegasus Motor Club, not something that comes easy to me, if he could do it so could I.

So could we go in 2010? Unfortunately not as it clashed with one of our race meetings, however in 2011 we got invited to take the car to display again. In the meanwhile I had not had any contact with Doug, so before the show I managed to get his mobile number, gave him a call to remind him of his kind offer, I think initially I caught him a bit off guard, but when up to speed could not have been more accommodating, come and see me and we will fix it up, 'a promise is a promise', definitely do it early in the morning before the public.

So we got down there for the show, set up, we could not do it on the Friday but on Saturday over strolls Doug who says you can either do it now or tomorrow. Well we all know tomorrow never comes so I yelled at Claire to switch off the bacon in the oven, that was quickly forgotten about as we headed off to the main building. Because CN7 only has 6 degrees steering and the cars were being arranged on different floors the car was on a special trolley, which would not affect access, I was like 'wow this is really going to happen'. He opened the canopy and left us to it, his parting shot being to make sure Claire gets to sit in it too. I carefully climbed in, slipped into the seat and to be honest felt a bit numb trying to take in the enormity of the opportunity. Claire was running around trying to snap photos from simply every angle with anything that would take a picture. Much though I know about Bluebird, it really seems huge when you are in it, I did not find it claustrophobic but I am used to the canopy on 'Backdraft', Claire later commented upon how quiet it was with the hood closed.

So I lowered the canopy, wow, I knew all the systems were dead and began touching the controls, the very same ones that Donald Campbell used. I felt very privileged, there are not many people who have had this opportunity, I enjoyed it so very much. After a while, I swapped with Claire, she is in awe of it as well, and was overcome with emotion, she had tears in her eyes. Doug came back and we just could not thank him enough, it was an experience money simply cannot buy and I was on cloud nine! Then he asked if I would like to sit in the Golden Arrow too? Would we ever? I didn't notice it in Bluebird where you are enclosed and part of the vehicle, but felt really exposed, out in the open, sat in Golden Arrow, got just a little bit of the feeling of how that hero; Sir Henry Seagrave, looking down the never ending 'nose' must have felt. It was amazing and of course this vehicle did the least mileage ever in attaining a record. We then moved over to the 200mph Sunbeam and a resident mechanic came over took off a cover exposing the gearbox and began to explain how the engines (2) came from an airship, and that it was not 1000hp but rounded up to sound impressive, good publicity and for selling Sunbeam cars long ago.



I was absolutely buzzing by this time but Doug said he had some things to show us in the workshop so off we walked; sitting there was the Sir Malcolm Campbell Sunbeam which was having its engine rebuilt and a general restoration in preparation for getting it ready to run, he showed us why; the original conrod being buckled, I really wanted that bit, the engineering of it being just incredible, having been produced in the days before CAD and CNC machines it was beautifully crafted. A cover was off the engine exposing a multitude of sprockets that take drive from crankshaft to camshafts, there are no timing marks it all has to be done by calculation and trial & error, truly phenomenal. He showed us the T35 Bugatti run at Goodwood that had a twisted chassis and explained the work that went in to repair it, proper craftsmanship; they are really clever people down there.

As we came out I got to stand in an ex-Jenson Button Honda, could not sit in it as the wheel did not come off and Claire got into a replica of Chitty Chitty Bang Bang that the owner had driven down in the pouring rain before returning tour stand, the rest of the day passed in a daze and yes we did eventually have our bacon rolls.

*(to be continued)*







Photos by Claire Meaddows & Chris Hartnell

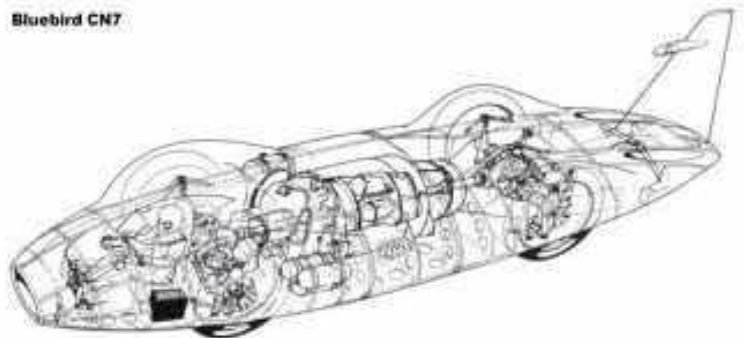
## Bluebird CN7



The Proteus Bluebird was unique in many ways, not least in being the first car designed for a world land speed record attempt to use a gas turbine engine. The unit chosen by the Bluebird's designers (the Norris Brothers) was a Bristol Siddeley Proteus 755, known to engineers at the time as a free turbine, but these days referred to as a "turbo-prop".

The Proteus drove all four wheels of "Bluebird", and at full throttle delivered 4,250 horse power. There was no clutch and a fixed gear ratio, providing two-pedal control. Like all turbines, the Proteus turned over much faster than a piston engine, delivering maximum power at 11,000 rpm. The Bluebird was 30 feet long, 8 feet wide, and 4 feet 9 inches high without its removable fin (with the fin in place this stretched to 7 ft 8" high). It weighed a relatively modest 9,600 lb when ready to run, and has a front track of 5 feet 6 3/4 inches and a rear track of 5 feet 6 inches.

Naturally enough the Bluebird used aviation turbine kerosene, and it was fortunate that BP was helping sponsor the car, given it consumed fuel at the rate of about one-and-a-half miles per gallon at full speed.



On Donald Campbell's record attempt at Bonneville Salt Flats, Utah, in 1960, the Bluebird accelerated from a standstill to nearly 400 mph over one-and-a-half miles in 24 seconds. Most surprising was that less than 80 per cent of full power was then being used. This Bluebird was then severely damaged after a huge crash later in the same month. The car was completely rebuilt, thanks to the generosity of Sir Alfred Owen, with the only noticeable changes being a different shaped cockpit cover and the addition of a tail fin for extra stability.



The first trials of the rebuilt Bluebird CN7 took place at Lake Eyre in Australia in May 1963, with the world land speed record being set at 403.10 mph at Lake Eyre on 17th July, 1964 after months of torrential rain and flooding.



It required no cooling system, and no clutch because it used the equivalent of a fluid torque converter. The output shaft was coupled permanently and directly to bevel gears in both the front and rear axles. The engine turbine provided no engine braking on the over-run at low speeds, but at 400 mph approximately 500 hp was available for braking when the throttle was closed. There was, however, two rather more ingenious braking systems fitted to the Bluebird. Power-air flaps opened out from the rear of the vehicle, and power operated Girling disc brakes were fitted to all four wheels; remarkably for the time these discs were able to run at a maximum temperature of 2,200 degrees F.-almost white hot.



## ***Bristol Pegasus NEEDS YOU!***

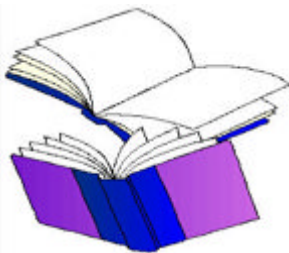
**The successful running of our sprints at  
Castle Combe depend on YOU as a Marshal**

**Saturday August 6th and  
Saturday October 15th**

- Get involved
- Be close to the action
- Meet Other Club Members
  - Free Hot Lunch
- All marshals posts have shelter
  - No experience required



**Contact Nick Wood 01275 833098 / 07786936941 / [nickswood@hotmail.com](mailto:nickswood@hotmail.com)**



**Online Books, Videos, CDs, DVDs**

**Visit the bookshop [www.bristolpegasus.com](http://www.bristolpegasus.com)**

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

**All commission to Wiltshire Air Ambulance**



# Frenchay Car Show 2011



# Independence Day Touring Assembly

Great concept from Nick to hold a touring assembly down to the Bookbarn at Hallatrow. Was a good co-incidence that it was American Independence day, hence the name, though few took notice of that except for Mal who decked the Midget with flags and a rather dubious First Nations head dress! The weather was most kind, we hit a perfect window giving an idyllic and balmy evening, perfect for open top cars especially Duncan's flame belching 1913 Monarch.

The start at The Parkway saw a superb variety of vehicles, as did The Griffin; it was fantastic to see such a diversity of machinery all of which inspire their owners in different ways, the enthusiasm was simply electric and great fun. There was much generosity from drivers with spare seats taking other folk as passengers; Ralph bought along some foreign students and they got rides of a lifetime in Rob's TVR and I believe with Ken in the Marlin, thanks guys.

Chis lead off in the 'burb' whilst we swept at rear, just after M32 Bob Bull pulled over with sticking handbrake but thankfully his gorgeous Lotus was soon on its way again. Got a little bit confused upon arriving at The Griffin to find a group of cars still there so without further ado led them off for a pleasant convoy to The Book Barn. What I could not fathom out was how we managed to arrive before the main 'Parkway' group until Chris, not anticipating leading the second half, revealed they took the scenic route! No harm done as all arrived safely, all that is except the excellent Hudson and Ford Pilot though the Hudson had vaporisation problems and we suspect he did not start off.

I was in total awe of the cars at the 'barn' and the handful of bikes, best being Paul's old BSA, and yes it did leave an oily signature upon the ground. The barn was open for the £1 book section and I believe most people found a bargain or two to interest them, the café was open and provided some very nice refreshment also. There was certainly a lot of banter and lively conversation around the various book shelves with many opinions being voiced as to suitable books for other people. Everywhere you looked there were huddles of people engrossed in enthusiastic conversations about the machinery.

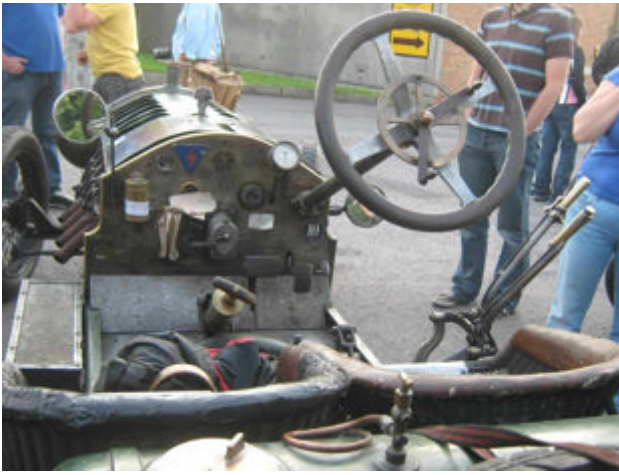
Tim very kindly wandered amongst them with the collection for The Wiltshire Air Ambulance that raised a rather excellent £60.33, thanks to all for your generosity. As darkness descended goodbyes were said and people departed in small groups, highlight again being Duncan and push starting the big machine, I hear he and Woody had a rather spirited drive back, I imagine it you did not know what it was would be terrifying having that pair of huge headlights and flame belching creation rapidly gaining on you. One thing that is very surprising is that it runs open exhaust stubs, no silencing yet is surprisingly quiet, why?

What a great fun evening, for me is what being a car enthusiast can be all about. Hopefully we can do something similar next year.









Photos from various sources

# THE CHEPSTOW CHALLENGE



***SUNDAY 4th September 2010***

Following the success of past events we return to Chepstow for more fun around the cones. The event will use the stables area at Chepstow and will be run as an All Forward Autotest giving us a bit of freedom in the layout of the courses and allowing a wider variety of cars to enter. Our aim is to run a fun driving event rather than a memory test - the course layout will use numbered cones and yellow marker cones.

If you enjoy Auto Solo you will love this event.

Supplementary Regulations now available from website **[www.bristolpegasus.com](http://www.bristolpegasus.com)** or from Martin Emsley, come and join the fun. Marshals also required please.





## Club Championship Positions as at July 31st

### Results Prepared By Chris Thompson

POINTS SCORED	ENTRANT	POSITION	NO. OF EVENTS	ORGANISED OR MARSHALLED ?
26.40	Andy Moss	1	7	Yes
19.89	Chris Thompson	2	7	Yes
18.06	Alan Spencer	3	7	No
17.90	Chris Goodchild	4	4	No
17.36	Martin Baker	5	4	No
14.17	Tim Murray	6	4	Yes
13.87	Mal Allen	7	3	Yes
10.00	Liz Moss	8	5	Yes
9.58	Coralie Thompson	9	3	Yes
9.25	Alan Dillamore	10	3	No
8.38	Nick Wood	11	5	No
8.29	Donny Allen	12	3	Yes
7.80	Cherry Robinson	13	4	No
6.58	Ralph Colmar	14	2	No
6.43	Merill Spooner	15	2	No
6.43	Tom Hartshorn	15	2	No
5.00	John Corfield	17	2	Yes
5.00	John Puzey	17	1	No
4.83	Bob Bull	19	2	Yes
4.67	Phil Harris	20	2	Yes
4.67	Maureen Harris	20	2	Yes
3.50	Ben Churchill	22	1	No
3.50	Colin Ladd	22	1	No
3.00	Dick Craddy	24	1	Yes
3.00	Martin Emsley	24	1	Yes
3.00	Martyn Davies	24	1	No
2.00	Carlie Hart	27	1	Yes
2.00	Chris Hartnell	27	1	No
2.00	Claire Hartnell	27	1	No
2.00	Pete Hart	27	1	Yes
1.42	Ken Robson	31	1	No
1.00	Duncan Pittaway	32	1	No
1.00	Ian Woolcott	32	1	No
1.00	Matt Baggs	32	1	No

## 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 are available in the following colours and sizes:**

White, grey, light blue, royal blue and black - S, M, L and XL.

## Tavern Motor Club Auto Gymkhana - 31st July 2011



# Bristol Pegasus Fantasy Formula One 2011

## Results upto German GP Prepared by Simon Moss

With the Hungarian race just too late to be included in this months results, we then have a four week break , before we move to Spa for the Belgian GP on the 28th of August. Keep an eye on the website for result updates in between Backfires.



Martyn Davies	Ambrosio	Vettel	Redbull	Virgin	Virgin	Australian	605
Millie Parker	Glock	Vettel	Redbull	Virgin	Virgin	Australian	595
Helen Davies	Rosberg	Vettel	Sauber	Williams	Red Bull	Malaysian	566
Dave Cutcliffe	Rosberg	Vettel	Ferrari	Sauber	Virgin	British	560
Joe Robson	Alonso	Vettel	Lotus	Renault	Sauber	Australian	547
Jonathan Prestidge	Alonso	Vettel	Lotus	Mercedes	Virgin	British	523
Jenny Hall	Hamilton	Vettel	India	Sauber	Williams	Monaco	520
Ann Farrow	Ambrosio	Vettel	Ferrari	India	Renault	German	507
Rex Meaden	Glock	Rosberg	Redbull	Rosso	Ferrari	British	464
Sharon Reynolds	Barrichello	Webber	Hrt	Mercedes	Williams	Chinese	464
Steve Clark	Resta	Vettel	Ferrari	Rosso	Rosso	Belgian	464
Martin Emsley	Alonso	Vettel	Rosso	Williams	Renault	Belgian	462
David Garnett	Perez	Vettel	Ferrari	Sauber	Williams	Italian	453
Judith Bird	Button	Rosberg	Renault	Sauber	Ferrari	British	445
Ken Robson	Alonso	Webber	India	Renault	Sauber	Australian	441
Chris Bennett	Alonso	Kovalainen	Ferrari	Lotus	Ferrari	Belgian	433
Alison Bennett	Kobayashi	Rosberg	India	Redbull	Rosso	German	429
Mike Marsden	Alonso	Rosberg	Ferrari	Rosso	India	British	428
Donny Allen	Alonso	Sutil	Mclaren	Sauber	HRT	British	425
James Page	Alonso	Rosberg	Lotus	Renault	Red Bull	Spanish	425
Alyson Marsden	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	421
Mal Allen	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	421
Simon Sweet	Button	Webber	Mercedes	Sauber	Sauber	Australian	416
Charlie Emsley	Buemi	Heidfeld	Ferrari	Rosso	Red Bull	British	415
Elisabeth Lewis	Alonso	Rosberg	Ferrari	Virgin	Renault	Spanish	412
Alex Wooldridge Smith	Rosberg	Webber	India	Mercedes	Ferrari	Canadian	405
Ian Hall	Alonso	Hamilton	Lotus	Mercedes	Virgin	British	405
Paul Bird	Alguersuari	Rosberg	Mercedes	Renault	Red Bull	British	395
Rob Parker	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	394



Victoria Phillips	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	394
Andrew Moss	Buemi	Webber	India	Mclaren	Lotus	Belgian	386
Joanna Prestidge	Button	Resta	Ferrari	Lotus	Ferrari	Malaysian	378
Bill Farrow	Alonso	Rosberg	India	Mercedes	Ferrari	Monaco	373
Simon Moss	Petrov	Webber	Ferrari	India	Lotus	Italian	372
Tim Murray	Barrichello	Button	Ferrari	Sauber	Renault	Turkish	372
Richard Grove	Hamilton	Rosberg	Ferrari	Lotus	Sauber	Indian	369
Peter Farrow	Massa	Trulli	Ferrari	Sauber	Mclaren	Japanese	368
Pete Stowe	Kovalainen	Rosberg	Mclaren	Williams	Renault	British	363
Chris Hartnell	Barrichello	Button	Lotus	Mclaren	Lotus	Monaco	360
Richard Ibrahim	Alonso	Barrichello	Ferrari	Rosso	Renault	Italian	348
Mary Craddy	Barrichello	Button	Mclaren	Sauber	HRT	Italian	342
Martin Baker	Alonso	Buemi	Ferrari	Williams	Renault	Italian	330
Liz Moss	Button	Kovalainen	Mclaren	Williams	Lotus	Turkish	328
Chris Lewis	Button	Rosberg	India	Mercedes	Williams	British	323
Claire Meaddows	Button	Schumacher	Mercedes	Virgin	Mclaren	British	323
John Page	Barrichello	Heidfeld	Ferrari	Renault	Sauber	Monaco	321
Dick Craddy	Heidfeld	Rosberg	Ferrari	Williams	Renault	British	310
Caroline Meaden	Buemi	Button	Ferrari	Williams	Renault	Hungarian	309
Ross Willing	Hamilton	Rosberg	Mercedes	Williams	India	British	308
Julie Farrow	Hamilton	Resta	India	Mercedes	Mercedes	Monaco	285
Matthew Johnson	Alonso	Resta	Mercedes	Renault	India	Brazilian	283
Richard Reynolds	Button	Massa	Renault	Williams	India	Singapore	257

## 2011 Formula 1 Race Dates

Round	Grand Prix	Date	10	German GP	24 July
1	Australian GP	27 March	11	Hungarian GP	31 July
2	Malaysian GP	10 April	12	Belgian GP	28 August
3	Chinese GP	17 April	13	Italian GP	11 September
4	Turkish GP	8 May	14	Singapore GP	25 September
5	Spanish GP	22 May	15	Japanese GP	9 October
6	Monaco GP	29 May	16	Korean GP	16 October
7	Canadian GP	12 June	17	Indian GP	30 October
8	European GP	26 June	18	Abu Dhabi GP	13 November
9	British GP	10 July	19	Brazilian GP	27 November

# BPMC Drag Racing Day 2011





## Sunday 7th August - Treasure Hunt - Queens Square - 2pm

**2pm Start** The event will be on foot event around the city docks area. Ideal family day out, the grown ups may like to visit one of the many excellent pubs in the area for a drink on route

## Monday 15th August - Club Night & Driving Tests -

### Easton-in-Gordano/Rudgley Inn **Change of Date 7pm Start!**

#### NOTE CHANGE OF DATE - THE AUGUST CLUB NIGHT MOVES 1 WEEK LATER

We will be setting out some simple fun driving tests in a smooth field - mostly slow speed so there should be no danger of damaging your car. Turn up in your ordinary road car and have a bit of fun on the tests that take your fancy. **We will start earlier than normal - Arrive for 7pm for the driving tests - we will move to the Rudgley around 9pm for a drink & chat.**

*Field is between the M5 Junction 19 Gordano Services Roundabout and the Rudgley Inn on the A369 - There will be Pegasus Sign and Orange arrows - take care turning across the road !*

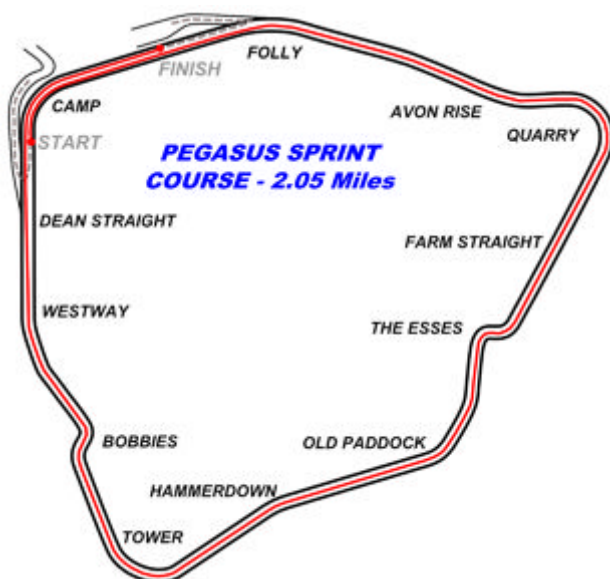
## Sunday 4th September - Chepstow Challenge

A great opportunity for a fun day out negotiating cones around The Chepstow Racecourse stable area. Running once again as an all forward autotest. Come along and give it a go.

Regs on the club website or contact Martin Emsley on 01454 250067

## Monday 12th September Club Night - Talk by Mike Marsden

"An Introduction to the Aerodynamics of Cars" lasts just over an hour. The talk, perhaps rather ambitiously, covers road cars, racing cars and there's also a little bit on record breakers. It will start with some simple aerodynamics, so I hope that won't put people off too much. "



## Saturday October 15th

### Regency Laundry Pegasus Sprint

#### **New 2.05 mile course layout with**

#### **2 Practice & 2 Timed Runs**

**Supplementary Regulations now available**

**Details from the club website or Andy**

**Moss 0117 9912702**