

# Backfire

December 2009



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

Photo : Guest speaker Barrie "Whizzo" Williams ( left ) is presented with a gift from the club at the November club night by our vice president Dick Craddy

# 2010 BPMC Events Calendar - 2010 Update

**Some 2010 Dates are still subject to change**

Month	Date	Day	Event	Venue
Jan	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jan	22nd	Fri	Navigation Exercise/Scatter	South Wales
Feb	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Feb	19th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Mar	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Mar	12th	Fri	Historic Motorsport Show	Club Trip - Stonleigh
Mar	19th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Apr	11th	Sun	Trial	Dundry
Apr	12th	Mon	Club Night	North Bristol RFC Almondsbury
May	3rd	Mon	Wessex Sprint	Colerne Airfield
May	31st	Mon	Llandow Sprint	Llandow Circuit
May	17th	Mon	Treasure Hunt	Announced in time for the event
May	10th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jun	6th	Sun	ACE Classic Tour	Llandow (nr Llantwit Major)
Jun	14th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jun	19th	Sat	Chepstow Autosolo/Autotest	Chepstow Racecourse
Jun	21st	Mon	Treasure Hunt	Announced in time for the event
Jul	12th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jul	17th	Sat	Frenchay Car Show	Frenchay Museum
Jul	19th	Mon	Treasure Hunt	Announced in time for the event
Aug	9th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Aug	14th	Sat	Castle Combe Day	Castle Combe Race Circuit
Aug	16th	Mon	Treasure Hunt	Announced in time for the event
Aug	30th	Mon	Two Club Sprint	Colerne Airfield
Sep	13th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Sep	18th	Sat	Chepstow Autosolo/Autotest	Chepstow Racecourse
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
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

## This Month

Event details on these pages are updated by Richard Reynolds, who can be contacted by email [webadmin@bristolpegasus.com](mailto:webadmin@bristolpegasus.com) or phone 07866 422138.

### Monday 14th Dec - AGM. Buffet and Prizegiving

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 14th December 2009, at North Bristol RFC, Almondsbury, Bristol. The meeting will commence at 8.00 p.m. (please note that this is 30 minutes earlier than our usual start date for Club Nights). The evening will feature the club prize giving.

Bring your partners along to our Xmas meeting. There will be a buffet and plenty of socialising. Eat drink and be merry ho ho ho.



### Wednesday 30th Dec - Xmas Noggin & Natter

Golden Heart Winterbourne 8pm. Come along for a post Christmas beer and a chat.

## January 2010 Events

### Mon 11th Jan - BPMC Club Night

North Bristol RFC Almondsbury from 8.30pm

### Friday 22nd Jan - Navigation Exercise/Scatter

Dick Craddy organises – keep this date free for annual trip across the Severn bridge.

## Forthcoming Events

### March 8th - A Talk by Martin Clark

Martin has been a Clerk of the Course on rallies for 40 years, and was at the very beginning of historic rallying. He has a long history as a competitor. Peking to Paris, Cape Town to Kenya, and the recent World Cup Rally in Tunisia are just a few recent events that Martin has controlled.

**As always, we are looking for contributions for Backfire**

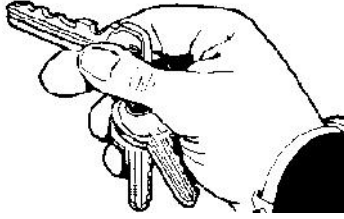
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## Publication deadlines for Backfire

**January - 1st January**

**February - 29th January**

**March - 26th February**



## CHAIRMAN'S CHAT

By Andy Moss

November got off to an excellent start with the visit of Barrie "Whizzo" Williams for our club night. We were very fortunate to get such a well known motor sport figure to come along, and credit must go to Nick Wood who organised the evening. We first made contact with Barrie during the club visit to Race Retro in March, when Nick and Martin Emsley ended up on stage with him and Russell Brooks. Nick decided he was going to ask if he would come along to one of our club nights. I must admit I thought, like many well known figures these days, he would expect a fee. As we cannot afford to pay for speakers, it was very refreshing to find someone as well known as Barrie willing to come and talk to us in return for us covering his expenses. Perhaps the difference is that Barrie himself started off by joining his local Motor Club and getting involved in grass roots events. This is a bit different to many of the stars of today who make their way up through Karting and never really experience the amateur motor sport scene. There is a full report later in Backfire, it was a very enjoyable evening with a packed room, which itself included a number of other well known local personalities.



The other club social event this month was the Charity Karting at the Raceway. Ken Robson was again the driving force behind this event, and he did an excellent job of making sure it was a sell out. As well as our own club members, we were joined by a number of other clubs and it was certainly a good social occasion, as well as being fun out on the track. There are photos later in Backfire. Thanks to all those who joined in and made it a success once again. The team at the

Raceway always make us very welcome, and play a big part in raising money for our chosen charity, this year the Wiltshire Air Ambulance.

The final competitive event of the year was the Navigation Scatter. This was organised by Martin Baker and Chris Goodchild. I took the Mondeo out with Martin Emsley doing the hard work reading the map. We had a very enjoyable evening - congratulations to Martin and Chris for putting on an event that was fun for the new crews, whilst remaining a challenge for those of us with a bit more experience.

Away from club activities I had a couple of good days out. The first was a visit to the NEC Classic Car Show. Myself and Martin Emsley made an early start, only to find we had an hour or so to wait before the doors opened at 10am – must read the information before setting off



in the future. This was a very impressive show, and when we left near closing time there were still parts of it that we had not looked at.

A week or so later myself and Nick Wood went to the Exeter Kit car show. Despite the heavy rain in the week before, the morning of the event was quite nice in Bristol and a quick check on the BBC website suggested there would be rain showers but nothing too bad. The decision was therefore made to take the Westfield. The journey started well, but by just south of Weston the sky had opened. It was surprisingly dry with just the side screens and no hood, most of the water was blown over the top of the car. The worst part was water off the road getting past the bottom of the side screens. A quick stop to put on the water proofs and we made it to Exeter reasonably dry. It was nice to bump into some club members during the day. Dave Bence had also braved the weather in his Onyx Firefox but both Mark Astin and Dave Holliday had been far more sensible and had come in their tin tops. Overall the show was very good and as a big part of it is the outside display of kit cars that people had brought to the event, it was nice that there were plenty of other people stupid enough to brave the weather in their pride and joys.

Looking forward to next month, at the time of going to press we are looking forward to helping out on the Allen Trial – hopefully the wet weather will keep up until Sunday to make the sections slippery, before drying out for the day itself! The club AGM is next, and as well as the formal business we are looking forward to a good social and an excellent buffet which again will be provided by John Puzey, who did us proud last year. We will also be meeting between Christmas and New Year for an informal get together at the Golden Heart in Winterbourne, come along for a beer and a chat.

Finally it just remains to wish all club members and their families a great Christmas and a happy new year.

## Editor's note

Another year nearly over! May I wish you all a very Happy Crimbo and a brill 2010. And good luck in whatever you do next year be it competing, marshalling, organising or just spectating.

Don't forget to come along to the AGM for some festive cheer.....

Cherry





**Bristol Pegasus Motor Club**  
Club Motorsport at its Best - [www.bristolpegasus.com](http://www.bristolpegasus.com)

Club Calendar 2009

## 2010 Bristol Pegasus Club Calendar

Many members enjoyed the club calendar we have produced in recent years and we are looking to repeat this for 2010.

We have a limited number of Calendars available for those who have not already ordered - these will be available on a first come first served basis at the AGM in December. The cost per calendar on the night will be £4 and they will be the same full colour format as last year.

### Ecurie Shoestring Quiz

1. Who was the first person other than Jenson Button or Sebastien Vettel to win a Grand Prix in 2009?
2. In what year were the works Minis disqualified from the Monte Carlo Rally on a technicality, handing victory to a Citroen DS?
3. In which town were Peerless cars built?
4. Which team did Nigel Mansell finish his F1 career with?
5. What's the fastest single-lap average speed recorded at the Indianapolis Motor Speedway?
6. Which sprint course includes corners called The Molehill and Fradley Hairpin?
7. Who was the first driver to break the 25-second barrier at Shelsley Walsh?

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# The South Gloucestershire Adventure

## Navigation Scatter - 27th November 2009

Five crews braved the cold and wet of Chipping Sodbury car park to have a go at our first attempt at a Nav Scatter. It might have been six, but Mr Plod, having driven around us twice, showed no interest in taking part. It was, however, nice to see three crews (and two brand new members) that we don't believe we've seen on navigation events before.

The clue points were roughly split north and south of Chipping Sodbury itself, the extremes being in the top right-hand corner of map 172 (beyond Wotton-under-Edge) and Abson in the south. Of the 44 questions, 32 could be arrived at by simple grid reference plotting; the rest required varying degrees of navigation skill. These ranged from simple "tulip" diagrams and junction descriptions to a herring bone which followed footpaths through the woods east of Wickwar and a series of numbers which translated into angles of departure from grid lines. A convoluted short story about the misfortunes of Russell and Sheryl Crow, however, required only the ability to draw two straight lines!

From observation at the start, and indeed on marking the exercise, it appeared that the majority of crews had opted for the northern section before heading to the finish at the Dog, Old Sodbury. We arrived slightly ahead of the crews, via a nice warming coffee stop *chez* Chris.

The general feeling among the crews, including the newcomers, was that they had enjoyed themselves immensely, despite the less than perfect weather conditions, so we may just be tempted to run another one next year. Maybe.

And the results -

1/ Andy Moss/Martin Emsley	264 points
2/ Dean Hogarth/Alexis Taylor	226
3/ Alex Wooldridge-Smith/Mark Astin	211
4/ Colin Ladd/Chris Clarke	126
5/ Rob & Matthew Glanville	92

Martin Baker/Chris Goodchild

# An audience with Barrie 'Whizzo' Williams

by Dick Craddy

Once again Nick Wood's initiative bore fruit when he invited 'Whizzo' to speak to us on 9th November. This came about as a consequence of their meeting at Race Retro earlier in the year. (Whizzo, Russell Bookes, Nick and Martin Emsley were invited to form a quiz team by our good friend Graham Robson).

It was not surprising that at a youthful 71 years of age and having driven in over 1000 races and rallies Whizzo has an endless stream of stories starting from his teenage years. His initial interest in serious motor sport was triggered by Reg Parnell and his Aston Martin exploits. As a consequence a youthful letter to Aston Martin resulted in a reply from none other than David Brown who advised that as a starting point Whizzo should gain an understanding of engineering which, the letter explained was, the basis of Reg Parnells' success.

As a consequence Whizzo started an apprenticeship at David Brown Gears in Huddersfield. From that base he initially started competing in Huddersfield Motor Club events where he rallied and raced a Morris 1000. He recalled an early success when he won an economy run in a Renault Dauphine. Whizzo moved on to a Mini Cooper that was soon to be followed by a 1071cc Cooper S. This was ordered from a hospital bed as he recuperated from a motoring accident. It was typical of Whizzo's life that his first S was stolen from outside a friends house on the day he took delivery. It was soon replaced by a second car courtesy of General Accident insurance. Given that his home town is Bromyard, Whizzo became a regular competitor in Hereford Motor Club rallies in and around the Welsh border area. It was there that he first met Bill Bengry for whom he had great admiration.

By 1964 Whizzo was rallying in earnest when he won the Welsh Rally in his Cooper S, navigated by John Griffiths. This being achieved without any significant backup crew unlike the 'works' entries. Stories flowed forth about rallying. Whizzo soon branched out into Europe and Scandinavia. On his first visit to Sweden, for the Swedish Rally, he was befriended by Eric Carlson and his wife Pat Moss Carlson albeit he soon came to the conclusion that notwithstanding the best efforts of John Davenport, his navigator, and himself the locals had skills way beyond his own skills at that time. A 'straight on at T junction' story resulted in the need to dig themselves out of a snow bank not once but 3 times given they were shunted back by following wayward cars. All of this was much to the amusement of local spectators. Vivid tales of 'hairy' rides with Tom Trana, Ann Wisdom and others added yet more humour to his easy style.

Particular mention was made of Tiny Lewis and of Julian Bronson and John Chatham both of whom joined us on this occasion. His regular references to many local motor sport venues



showed how far and wide his activities have been. Competing at long lost venues, particularly race tracks, further illustrated how extensive has been his activity in motor sport at a very high level.

Whizzo's life has, therefore, been dedicated to motor sport. In latter years he has driven trucks as a way of funding his lifestyle. He shared 1960's accommodation in London with Tony Lanfranchi and Vern Schuppan when the former freely shared his experiences of life in general and women in particular with Whizzo. A brief spell racing Chevron single seaters was curtailed by a realisation that 1960's cars, particularly Lotus cars, were not too safe. Regrettably too many injuries and fatalities made Whizzo heed his fathers firm advice about holding onto common sense. He has great respect for Jackie Stewarts campaign that brought awareness of the need for major improvements in safety to all forms of motor sport especially racing. Indeed not so many years ago he inverted a car at Silverstone and while his helmet was pressing into the gravel trap found himself telling the slightly hesitant marshals to 'bloody well get me out of here. I'm the President of the British Motorsport Marshals Club!'.

There can be no doubt that all of us who were present came away with our own favourite story. Of particular note was the occasion at a Spa 24 hours meeting. He was sharing a caravan with Joe Bonnier and Rene Wissell, who were to share a Lola T70 the next day it was agreed that, after a good meal, they would practice in the dark. Whizzo was invited along to sit, without seat belts, in the back of a hire car. To him visibility was very poor but this did not deter Bonnier and Wissell from some very fast 'over the limit' laps leaving an experienced Whizzo somewhat in awe of their night driving skill and vision. A quick trip to the loo was necessary to rectify his feelings immediately afterwards!

Whizzo has been connected with many motor racing families and still keeps a close interest in their offspring. He particularly mentioned Graham and Damon Hill (much respect there) and Josh, Damon's talented son who has inherited the family genes but, as yet, has not found the need to work hard at racing like his father and grand father. He will no doubt soon realise that necessity.

Whizzo has clear views about the cars he has driven. He speaks with great nostalgia about the Cooper S albeit it was soon surpassed by the Cortina GT and then the Lotus Cortina. He did not approve of the decision by Ford to ace the Consul GT but as it paid well.....! Indeed he will claim that on only one occasion did he go into debt to buy a drive. Fortunately he promptly and fortuitously gained some sponsorship that rectified the situation. Without doubt his all time favourite is the Lightweight E type Jaguar. He does not rate some Ferraris however. He accepts drives on the basis that he cannot afford to repair them if he bends them.

Whizzo is clearly widely respected in International motor sport circles. He in turn respects

those who are courteous and in this context he particularly mentioned Ayrton Senna and Lewis Hamilton. An example of the way he is regarded came over in a simple story he told of Stirling Moss, for who he in turn holds the highest regard, who recommended to the Clerk of the Course at the recent Goodwood Revival (only a National B status event by the way!) that 'my friend' Whizzo is the best man to drive the Fergusson front engined FWD. Whizzo was really flattered especially given that the meeting was a celebration of Sir Stirlings 80th birthday. By the way the car is difficult to drive given that it has three differentials that frequently do not work in unison! A spin into a gravel trap was evidence of that.

Well, those are a few of my, perhaps slightly imperfect, memories a two hour unrelenting flow of good stories that illustrated a very balanced and modest view of his extremely successful life in motor sport. Stories laced with a clear indication of the technical competence that David Brown felt was necessary at the outset. A man without an ego who, after the meeting was pleased to help Pete Goodman with some tips on tuning the rear suspension of his Elise. Would it be that there were more like Whizzo around in motor sport. Outstandingly memorable.

## Escursioni

by Martin Emsley

Where does the time go? Christmas again - we only had one the other day! Well, I shall start at the end and wish you all a very happy Christmas with a safe, healthy and enjoyable New Year. Story at the moment is my 'study'. It had got very jumbled over the last 10 years, since we moved in, and was also the next room in line for decorating. Thus at the beginning of November it was gutted and the refurbish commenced. As I write this at the end of the month all the cupboards and shelving are being fixed - some new, some existing - but most interesting is moving all my books, models and 'treasure' back in and discovering stuff I had completely forgotten about. Needless to say these 'discoveries' take rather a long time so it will be a while until I get everything organised again.

Probably mentioned already but my memory is bad and I can't find my previous Backfires to look at. Yes, I know - look online, but therein lies another problem. My computer was offline for a while during the filling and paintwork and I am desperately trying to catch up with e-mails and other wonderful cyberspace-type things. So there's this Can-Am retro event at Road America next July and I'm going to try to get there. As a result of Pete Lyons' kindness I have been in touch with Oscar Koveleski, who in turn put me in touch with Tony Adamowicz, both of whom raced in period. They have taken my nebulous idea on board and already have plans of their own - parking my motorhome up with them, making me an honorary member of The Polish Racing Drivers of America and getting me to give them a



talk or two in the evenings about motor racing in England. Sounds like a real hoot, now I just have to make it happen. I am so very lucky that my wife is supportive of this madcap idea and Charlie has expressed an interest in going with me - she will be great with the name board on the grid. Watch this space. By the way, others of you must have some great tales. I recall some super travel ones from Kieron and Pete Stowe, also Dick Craddy, but how about the rest of you? Please share your tales with the rest of us via Backfire. Otherwise you will just have to put up with my boring drivel to fill your magazine!

Now I just love driving the Golf. Sure, the Mustang was great but rather limiting, and I'm finding that I take every opportunity to take out my latest toy rain or shine. So much so that when we visited the Lake District in October we took the blue thing instead of the Zafira. Clocked up some 630 miles in the week, and loved every one of them. The enjoyment is back in driving, with the only problem being the water temperature sender beginning to break down - a common fault that was fixed with £30 and 5 minutes upon returning home. Stayed in a wonderful cottage in Coniston village, on the road to the lake, a two-minute walk to my favourite watering hole - The Black Bull. We were able to indulge in the magnificent Bluebird Bitter and sample their quality grub on a couple of occasions before the stagger back. Once again visited The Ruskin Museum in the village - the extension is complete in readiness for the arrival of Bluebird K7 in about a year's time. Also took the opportunity to visit the Motor Museum at Holker Hall for one last time. It moves to new premises in spring 2010 and not before time. It looks very jumbled currently, something fascinating at every glance but the premises are not so conducive to the long-term welfare of the exhibits and it will be great to see them better laid out. It would have been superb to have seen all the Campbell stuff moved to Coniston village too, but I do not believe it will happen. Before the Ruskin extension was built there was talk of a separate Campbell museum in the village to bring a lot of stuff together - shame it didn't materialise. Anyway, great look around and for the first time I noticed, hanging from the rafters, some unusual bicycles. Each was rather different to the norm, so I got some pictures with a view to doing an occasional review in Backfire in the future. May be of interest?

Finally read the brilliant news that the world of 'Bloodhound' is to continue in this fair city of Bristol. Absolutely fantastic to have a Land Speed Record project on our doorstep, then a pang of guilt - why have I thus far not taken the interest in this as I did in Thrust SSC? Hell, I haven't even signed up for the supporters club yet - what is going on? Really must sort my priorities. Talking of which, Charlie has had her first driving lessons, and I too have taken her out. She's doing really well. Certainly found it more difficult than expected but putting in a lot of effort, concentration and listening (both of us). Hope this bodes well for a long and safe time behind the wheel, and I will get someone else to teach her car control at speed.



# !!!! Membership Renewals – Final Reminder !!!!





A slight change of plan in that this issue of Backfire is accompanied by a generalised membership renewal form. Whilst the details held by the club are not on the form you still only need to add what's changed; so if your details have not changed from last year just complete your name and leave all boxes in the middle section blank.

Whatever the situation for you, PLEASE remember to sign and date the declaration (and partner if renewing), write out your cheque and post both to me. We're trying to make this as easy as we can but feel free to add a comment to your form if you think it could be improved. Of course, if you've renewed already please just ignore the forms

Remember, as an alternative, you can **renew on-line** at any time using the BPMC website so please don't feel you have to use the 'paper & post' option. The online membership fee is 50p higher, to cover the costs we are charged for accepting the payment on-line, but this is offset by not needing a stamp so it balances out.

**MOST IMPORTANTLY**, bear in mind that whilst your membership runs until 31st March 2010, **membership cards expire on the 31st December and you must have a current membership card to enter any club event from that date.** In other words, if you don't enter events Jan – March then you have plenty of time to renew at your leisure (but there's always the risk that you might forget!).

John Corfield  
Membership Secretary

	<b>Bristol Pegasus Motor Club</b> Membership Renewal or Application																	
<b>For 2010 the membership fee is a flat rate of £9 (irrespective of when you join) Please make payments to "Bristol Pegasus Motor Club".</b>																		
<b>Renewal:</b> Membership cards expire on the 31st December and you must have a <u>current membership card</u> to enter any club event from that date. However, if you renew anytime up to the following 31st March you will keep continuity of membership from the previous year. (ie You have a three months period of grace if you don't need a card!)																		
<b>Application:</b> As a new member your membership card will expire on 31st December of the current year unless you join after 1st October when your membership card will expire on 31st December of the following year (ie up to 15 months)																		
	<b>For RENEWALS you need only enter changes to your previously supplied information in the relevant boxes below and then complete the declaration.</b> <b>For NEW APPLICATIONS please complete all the boxes below (as appropriate) and then complete the declaration.</b> <b>In EITHER CASE please ensure your partner signs if they are included.</b>																	
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<ul style="list-style-type: none"><li>By including your e-mail address you agree to receive communications from our club by e-mail. You will receive the club magazine "Backfire" by post to the address given above (it is also available as a download from <a href="http://www.bristolpegasus.com">www.bristolpegasus.com</a>).</li><li>The Data Protection Act 1998 affords protection to both manual and computerised records. Any personal information you provide will be used only for the purposes of Club administration and motor sport activities. By signing this Application Form you explicitly consent to the Club processing your personal data for these purposes.</li><li>Partners are entitled to enter motor sport events but have no other rights or privileges.</li><li>The Regulations include the Memorandum &amp; Articles of Association together with Rules or Bye-Laws in force from time to time, all of which are available on request.</li></ul>																		
<b>DECLARATION</b> I, _____ and Partner (where applicable) _____ (print your full names if not given above) wish to renew, or apply for (as appropriate), membership of the Bristol Pegasus Motor Club. I understand that acceptance is at the discretion of the Committee and that I will be bound by the regulations of the Club including contributing up to £1 in the event of the Club being wound-up. Signed: _____ Date: _____ Signed (Partner): _____ Date: _____																		
<b>Please ensure your form is legible, complete and signed</b> and then send it with your payment to: John Corfield, BPMC Membership Secretary, 16 Ragleth Grove, Trowbridge, Wiltshire, BA14 7LE (Cheques payable to "Bristol Pegasus Motor Club"). (Contact John on 01225 755911 or 07717 677271 if you have any queries)																		
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## Website updates this month

- Added many photo collections for various events this year, including the Pegasus and Wessex sprints.
- Don't forget about the new forums section on the website @ [\*\*http://www.bristolpegasus.com/forums\*\*](http://www.bristolpegasus.com/forums)

## Classic Car Show

### By Martin Emsley

Every year I think about going to see 'The Quo' on their annual money-making pilgrimage to Bristol. I quite like their music, it's something I would like to do once, and above all I understand it's a good show and most entertaining - obviously a very personal opinion. Many of those sentiments hold true for the Classic Car Show at the NEC. I had not been for many years and this year it was to be open on the Friday too, so Andy and I decided to venture up. First point to note is that it's a good idea to check the opening time! We did spend a very pleasant hour and a bit drinking coffee and chatting as we waited in anticipation of the doors rolling back.

Once inside, I was amazed at the sheer size of the show, taking up more halls than 'Autosport'. Being open for half an hour less than that show, I had serious doubts about our ability to get around it all. What an amazing array of vehicles. One of our early stops was at

the old police car stand - they had a wonderful selection of ex-force cars, obviously a bit different to the usual classics and mostly equipped as in period. We spent far too long around the American cars, again a wonderful cross section of 50s and 60s machinery, presented in far better condition than in period. Was amazing to see so many of the huge chromed extrovert finned barges in one place, the size and detail in the flesh absolutely amazing.

A huge inflatable rainbow stood out, denoting The Gay Classic Car Club. Again a lovely selection of vehicles, but why the need to set up a separate organisation denoting sexuality when the common interest is with the cars ? We pondered this, along with 'how do you recognise that a classic car is gay ?'.

Another lengthy visit was at the Austin/Nash Metropolitan stand. Now, I don't have a particular affinity for these quirky vehicles, but an old friend in Australia runs one and I wanted to take a closer look. They had a fine collection of vehicles displayed and were very interesting.

I think both Andy and I have a soft spot for Gilberts. I recall a pretty blonde female teacher at my school driving an orange example (ah, the joys of puberty). The Owners Club stand was nicely presented with a timeline range of cars. We also got a rather interesting explanation about design and construction. They're somewhat more thoroughly thought out and designed than other small-volume fibreglass cars. With hindsight maybe they're just done differently, such was the opportunity offered to small-scale constructors some years ago.

The autojumble took up far too much of our time - while there was something fascinating to see at every turn, not too much money was handed over. We both invested in some bargain new garage overalls though. As with many shows there was a stand seemingly out of place, this one giving samples of a rather pleasant single malt whisky. My attempts at procuring a free bottle as I was driving and being responsible were met with a fun response but were ultimately unsuccessful. Eventually we staggered into the classic bike hall and had a few brief minutes to once again admire some great machinery that folk had obviously lavished a large amount of time and money upon. Of course, there was so much more we saw, particularly interesting some of the 'as found' barn-find cars. Favourite was the red Riley MPH sports car, so low slung and purposeful, and an MG saloon, and a Porsche 911 and and.....go take a look yourself next year.

An absolutely fabulous show - wonder how many of you got to visit it? After a horrible drive back in appalling conditions, we retired to The Swan at Tockington for a rather excellent meal of cod and chips. For a change Andy was able to enjoy some excellent 'Speckled Hen' straight from the barrel. Great show, great vehicles, great company, great day.



# NEC Classic Car Show 2010 - Photos by Martin Emsley





# NEC Classic Car Show 2010 - Photos by Martin Emsley

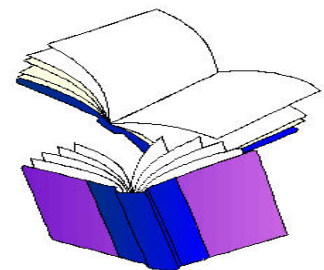




# A MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL CLUB MEMBERS



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# 2009 MARSHALS CHAMPIONSHIP

## (41 CLUB MEMBERS SCORED POINTS)

**Prepared by Chris Thompson**

TOTAL POINTS SCORED	ENTRANT	POSITION	NUMBER OF EVENTS
11	Chris Thompson	1	5
11	Martin Baker	1	5
9	Dick Craddy	3	4
8	Andy Moss	4	5
8	Nick Wood	4	5
7	Tim Murray	6	6
6	Ben Challinor	7	5
6	Bob Hart	7	2
6	Mal Allen	7	5
6	Simon Child	7	3
4	Lesley Hart	11	2
3	Cherry Robinson	12	3
3	Donny Allen	12	2
3	Mark Benstock	12	2
3	Phil Harris	12	2
3	Tony Smith	12	2
3	Trevor Newman	12	3
2	Alan Spencer	18	2
2	Chris Goodchild	18	1
2	Dave Bence	18	1
2	John Corfield	18	2
2	Ken Robson	18	1
2	Martin Emsley	18	1
2	Paul Bird	18	1
2	Pete Stowe	18	1
2	Phil Turner	18	2



**2009 CLUBMANS CHAMPIONSHIP**  
**91 CLUB MEMBERS SCORED POINTS**  
**19 MEMBERS QUALIFIED - BEST 10 SCORES COUNT**  
**Prepared by Chris Thompson**

<b>TOTAL POINTS SCORED</b>	<b>ENTRANT</b>	<b>POSITION</b>	<b>NUMBER OF EVENTS</b>	<b>ORGANISED OR MARSHALLED ?</b>
39.71	Chris Goodchild	1	9	Yes
35.99	Andy Moss	2	10	Yes
26.94	Paul Bird	3	7	Yes
22.93	Martin Baker	4	5	Yes
18.06	Nick Wood	5	8	Yes
16.92	Ian Hall	6	4	Yes
14.82	Alan Spencer	7	7	Yes
14.49	Alan Dillamore	8	5	Yes
12.63	Martin Emsley	9	3	Yes
12.29	Dave Bence	10	3	Yes
12.22	Cherry Robinson	11	8	Yes
9.29	Ken Robson	12	3	Yes
7.98	John Corfield	13	3	Yes
6.29	Chris Thompson	14	2	Yes
5.38	Dick Craddy	15	1	Yes
4	Liz Moss	16	4	Yes
2.25	Bob Hart	17	1	Yes
2.25	Lesley Hart	18	1	Yes
1.83	Simon Child	19	1	Yes

## **Ecurie Shoestring Answers**

1. Mark Webber (German GP)
2. 1966
3. Slough
4. McLaren
5. 239.2mph (Arie Luyendyk, 1996 Indy 500 practice)
6. Curborough
7. Graeme Wight Jnr



# NOTICE OF AGM

**Monday 14th December 2009**

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 14th December 2009 at North Bristol Rugby Club, Almondsbury, Bristol.

The meeting will commence at 8.00 p.m.

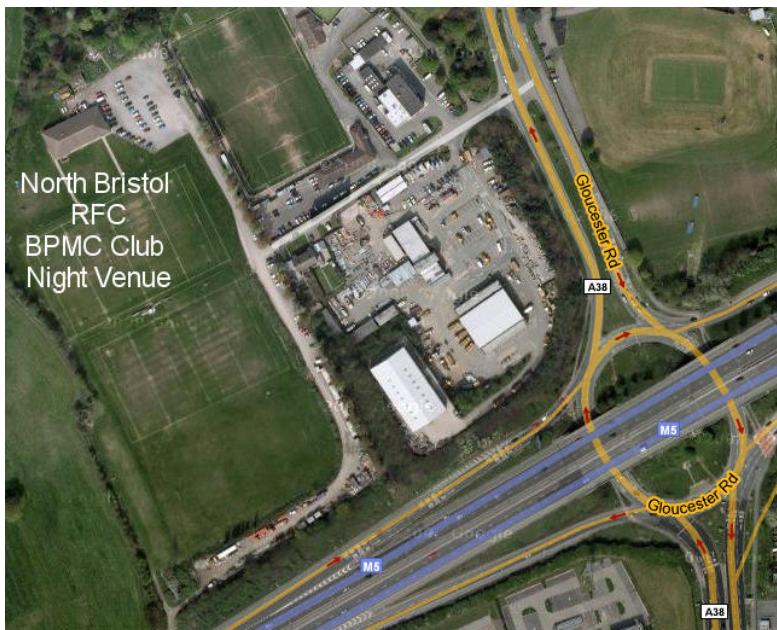
## Agenda

- Propose Minutes of the 2009 AGM
- Chairman's Report
- Treasurer's Report
- Re-appointment of Auditor
- Changes to Articles of Association
- Nominations for Board of Directors
- AOB

Following the AGM there will be a presentation to the 2009 Award winners. There will be a free buffet during the evening.

## Club Night - Directions

### North Bristol RFC - Almondsbury Bristol



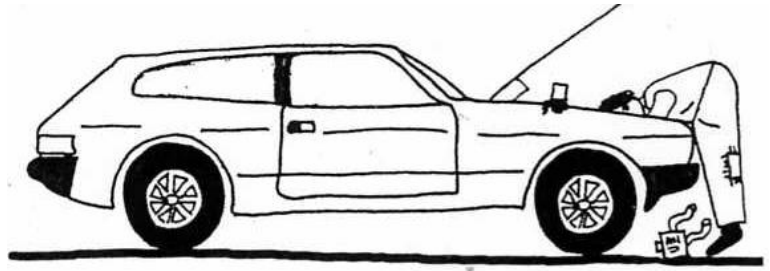
Exit M5 at Junction 16. Arriving from the south, take the left exit lane. Turn left at lights and venue is 150 metres on left-hand side. Arriving from east, take right-hand lane on slip road.

Take 3rd exit.

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

# REX'S RAMBLINGS

by Rex Meaden



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

## This time, RILEY PRICES

At the Beaulieu Autojumble in the 'For Sale' paddock near the museum I saw a lovely 1937 Riley 12/4 Kestrel with the 'Sprite' engine, for sale at £24,950. Then, around the corner at the Bonhams Auction tent was a thoroughly dilapidated pile of bits version of the same car requiring total restoration. £1,500 I thought, parts car only. Knowing what it cost to restore my Big 4 Kestrel Riley (even Mrs M doesn't know that figure!) in the '90's, the up-together Riley looked very good value with change from 25 grand.



My cars restoration took 7 years to complete, and was the subject of a number of good stories and caused me to meet and strike up great friendships within the Riley and restoration trade. But even now, 13 years after completion, the restoration costs far exceed the cars value. So, its value to me is in the pleasure of ownership, and in the pleasure it gives other people to see it on the road, which is fair enough, I suppose.

Imagine my surprise when I discovered that the Bonhams car actually sold for £7,820! Who buys these things? A 'near concours' model was sold at Barons in June for £21,750!

The Bonhams car actually came from the collection of the late Barry Burnett, along with a number of other cars of his at the same sale. Barry and his father owned an industrial estate near Wrinton, and spent 3 days a week servicing the estate, and the other 4 days working on their collection of cars which they'd built up since the early 1960's when prices of now great machinery were pitifully low. They had several '30's Rolls-Royces, the full range of '20's Bentleys, along with Delages, Delahayes, a 'D-type' Jaguar (yes, an authentic one), Alvises,

Lagondas and so on, as well as a good smattering of more common fare. A fascinating collection and many of them roadworthy. One jewel was the unique Corsica-bodied underslung Double-Six 50 Daimler of 1931, famously registered GP 4831, and purchased in the 1960's for about £250! I was allowed to drive this one, and it was a beast to position it on the road although very smooth and tractable – the feeling of occasion was unmissable with a huge length of bonnet in front and a letter-box windscreen to look through. In recent years he was persuaded to part with this beauty, and when next seen it had been given a 100-pont restoration and won first prize at the prestigious Pebble Beach Concours in Florida! And yet I drove it in Somerset, how about that.



Barry when I knew him was a real character, often staying only just this side of the law, but enjoyed life. I remember him wearing long leather boots with a tweed suit, much more akin to the '30's than the '80's, and at that time used a Bentley S3 as his daily driver. He has now sadly gone, which is why his collection is being

dismantled. Still, fun while it lasted.

## AN APOLOGY

In a recent issue I described my joy at seeing an article about our own Gerry Bath's Lotus Elite in a restoration magazine that I purchased while on holiday. The author of the original article has been in touch (must have seen the article via our website, I guess) to make a couple of points. Firstly, if we were going to write about a magazine article we should at least have credited the magazine from which our story (and pics) were taken. I quite agree, it was **CLASSICS MONTHLY**. His second point was that I had suggested that he had been economic with his reporting of Gerry's answer to the question, 'Are you a member of any Motor Clubs'. I said that Gerry would of course have included our own BPMC in his answer, whereas he assured me that there was no editorial pen applied, and the Lotus clubs listed were the only ones mentioned. Mea culpa, sorry for that.



## STRANGE SIGNS

The photo attached is to be seen at the entrance to the Broughton Shopping Park alongside the Airbus factory there. So why 19 mph? Crazy!

All for now, and keep enjoying your cars!



## BPMC Charity Karting 2009 at The Raceway





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*Carriage is charged at cost based on weight—Please give us a call to discuss your requirements*

**Issued 10th November 2009**

**[adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)**

## **Club Officials seminars 2010**

As mentioned in the August issue of e-Wheels, from January to March 2010, the MSA (with the support of the British Motor Sports Training Trust) will be running a series of Club Officials seminars at locations across the UK and letters asking MSA Registered Clubs to nominate a number of representatives to attend have been sent out.

The seminars are targeted at unlicensed officials including (but not limited to) club stewards; those involved in club administration and event organisers. Topics covered will include How to run a Club efficiently and How to run an event safely. Workshop groups will cover speed, rally, clubsport and permanent fixed venue events (race, kart, drag racing etc).

If you are a club member interested in attending these seminars, approach your club committee or secretary so that you can be considered for inclusion on the list of nominees.

Day, date and broad locations are:

Sunday 24 January – Northern Ireland (Aldegrove area)  
Saturday 30 January – South East (Sevenoaks area)  
Sunday 31 January – Central Southern (Basingstoke area)  
Saturday 20 February – North (York area)  
Sunday 21 February – Eastern England (Peterborough area)  
Saturday 27 February – Midlands (Solihull area)  
Sunday 28 February – North West (Runcorn area)  
Saturday 6 March – Wales (Llandrindod Wells area)  
Sunday 7 March – South West (Exeter area)  
Saturday 13 March – Scotland Central (Motherwell area)  
Sunday 14 March – Scotland Highland (Inverness area)

## **MSA Club Registration**

We remind all clubs that MSA Registration is due by the end of November. This will ensure your club receives the 2010 Yearbooks before the end of the year and Club Social Insurance cover will be in place for 2010. To access the renewals page on the MSA website, please login as the club and click on Member Services. It is important that you check the club official details are correct in Edit Club before you complete your renewal.

### **Events Fixture List**

Organisers are reminded that events of National B status or above must be inscribed on the MSA Fixture List (A.3). The fixture list is published on the MSA website. This is in addition to your Regional Association Calendar.

Club Secretaries should have the club login to access Member Services where fixtures can be applied for by selecting Clubs>Fixtures>Proceed>Create Fixture. Please note fixtures must be submitted singularly and will appear on the fixture list once approved.

Online permits for events in 2010 are available as soon as club registration has been completed. You will require a copy of your draft supplementary regulations in PDF file format when applying.

### **Autosport International show**

The MSA has teamed up with Haymarket to offer all MSA licence holders, registered marshals and licensed officials a £5 discount on the price of a ticket to the weekend days (16 and 17 January) of Autosport International, reducing the cost from £29 to £24.

On the Saturday and Sunday, Haymarket are kindly providing an MSA Club Lounge within the show. Any member of any MSA-registered club will be welcome in the Club Lounge to have a sit down and a cup of tea or coffee, or to catch up with friends.

The MSA will also use the Club Lounge area to hold a series of free seminars for show visitors covering such topics as How to get started in motor sport and Educational opportunities for motor sport drivers.

In order to book MSA-discounted tickets to Autosport International, please visit the Haymarket ticketing website at [www.autosport-show.com](http://www.autosport-show.com), then click on 'book tickets'. Enter the promotional code: GM10MSA to receive your discount, or call 0844 579 3188 and quote this code. Bookings must be made by 31 December 2009.

It is also possible to attend the trade days on Thursday and Friday 14 and 15 January) at the regular price of £29. To register for the trade days visit [www.autosportinternational.com](http://www.autosportinternational.com).

### **Cost of licences frozen**

The MSA has confirmed that all competition licence fees will be held at their current level for another year.

“We recognise that economic conditions remain difficult for many people,” said Colin Hilton. “While the licence fee is only a small percentage of the costs of motor sport, we felt that retaining the current pricing levels is the right thing to do for the sport.”

Full details of applicable licence fees can be found online or in the MSA Competitors' and Officials' Yearbook.



### **Competition Licence renewals 2010**

You are reminded that the processing time of your licence can be reduced to fewer than seven days by applying online at [www.msauk.org](http://www.msauk.org). You can take advantage of this service if

- you are a first time applicant and you are applying for the following licence types: Non – Race Clubman, Non – Race National B, Kart Clubman or Rally National A Navigator or
- you are applying for exactly the same licence as held in 2009 and you do not require any of the following: Resting ECG, Stress Related ECG, a medical, Foreign Authorisation (non-British National), any International licence that requires proof of competing in 2009. Also, you must not be under the age of 18.

Please note – if you have never renewed online before or do not have a member login, you will need to set up a login request through the MSA website to renew online.

### **International Licence renewals for under 45s**

A reminder from the MSA Licensing Department that if you are applying for an International Licence for 2010 and are under the age of 45, you must have a 12 Lead Resting ECG in accordance with FIA – Appendix L, Chapter II, 1.2.

### **Marshals Training Sessions – 2010**

The British Motor Sports Training Trust, as the MSA's own registered charity, grant aids a range of marshals training days run by Regional Associations and Clubs each year, and for 2010 almost 100 such sessions are being supported.

The training days are free to attend and open to all interested marshals at all levels of experience and are held at numerous locations around the country, throughout the year. These are organised across all motor sport disciplines and, where appropriate, may count towards the MSA marshals grading scheme upgrading and/or grade maintenance criteria.

Details of these training days are available from the Volunteers in Motorsport website at [www.volunteersinmotorsport.co.uk](http://www.volunteersinmotorsport.co.uk) > training section, or on request from the MSA. Contact should be made with the individual training day organisers for further details and to register for attendance.

### **Engaging with schools**

Motor sport was represented at the annual School Sports Partnerships' (SSP) Conference and Exhibition for the very first time. Run by the Youth Sport Trust and staged in Telford's International Centre, the event draws hundreds of delegates from within the SSP delivery framework responsible for increasing sport within state schools. The MSA promoted its Go Motorsport school visits programme as well as the British Schools Karting Championship.

## Safety seminars

Almost 100 delegates attended the first two in a series of safety-related seminars given by the MSA. The two full-day events, created in association with the FIA Institute for Motor Sport Safety and with the support of significant partnership funding from the FIA's Motor Sport Safety Development Fund, covered the topics of Officials Skills Safety Training and Facility Safety Improvement.

There was a strong international presence with representatives from Australia, Bahrain, Oman, Saudi Arabia and the Netherlands. The two seminars will be repeated on the first weekend in December and although the Officials session is already full, a few places may be available for the Facilities event on Sunday 6 December.

## Button and Franchitti congratulated

The MSA offered congratulations to Jenson Button and the Brawn GP team for clinching the FIA Formula One World Championship after a thrilling race in Brazil and to Dario Franchitti who won the IndyCar Series for the second time.



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Bristol Pegasus  
Motor Club  
Club Motorsport at its Best



*Included in this edition of Backfire is a copy of the Club's statutory accounts for the year ended 31st October 2009. We are required by law to submit these documents to Company's House and to circulate them to the membership ahead of the AGM. As usual, detailed accounts including an income and expenditure report will be presented for scrutiny at the AGM on December 14th*

**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB  
BALANCE SHEET AS AT 31 OCTOBER 2009**

	Note	2009 £	2008 £
<b><u>FIXED ASSETS</u></b>			
Tangible Assets	1	<u>8380</u>	<u>8380</u>
<b><u>CURRENT ASSETS</u></b>			
Stock for resale		15	20
Prepayments and Accrued Income		748	734
Investment Account		11423	11163
Cash at Bank and in Hand		<u>6848</u>	<u>8058</u>
		19033	19975
<b><u>CREDITORS</u></b>			
Amounts falling due within one year -			
Sundry		598	-
Accruals and Deferred Income		<u>1136</u>	<u>1953</u>
		1734	1953
<b><u>NET CURRENT ASSETS</u></b>		17299	18022
<b><u>TOTAL ASSETS LESS CURRENT LIABILITIES</u></b>		<u><u>25679</u></u>	<u><u>26402</u></u>
Represented by:			
<b><u>CAPITAL AND RESERVES</u></b>			
Balance brought forward		19622	17627
Revaluation Reserve		6780	6780
Net Surplus/(Deficit) for the year		-723	1995
		<u><u>25679</u></u>	<u><u>26402</u></u>

I certify that this is a true copy of the balance sheet approved by the board. The directors have taken advantage of the exemptions conferred by section 246 of the Companies Act 1985 on the basis that the company qualifies as a small company. For the year ended 31 October 2009 the company was entitled to the exemption under sub-section (1) of section 249A of the Companies Act 1985. No notice from members requiring an audit has been deposited under section 249B(2) of the Companies Act 1985.

The directors acknowledge their responsibility for ensuring the company keeps accounting records which comply with section 221, and for preparing accounts which give a true and fair view of the state of the company at the end of the financial year, and of its profit or loss for the financial year, in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Companies Act relating to accounts, so far as applicable to the company.



**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB**  
**NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2009**

**1 ACCOUNTING POLICIES**

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

**2 SHARE CAPITAL**

The company is registered in England, no. 2412971, and is limited by guarantee. There is no share capital.

**3 TAXATION**

Based on results for the year:  
Corporation Tax at 20%/21%

2009	2008
£	£
263	295

**4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS**

**5 STAFF COSTS**

The company has no employees. The directors serve without remuneration.

## Forthcoming Events

**Monday March 8th 2010**

**Club Night - A Talk by Martin Clark**

Martin has been a Clerk of the Course on rallies for 40 years, and was at the very beginning of historic rallying. He has a long history as a competitor. Peking to Paris, Cape Town to Kenya, and the recent World Cup Rally in Tunisia are just a few recent events that Martin has controlled.



# Monday 14th December - AGM, Buffet & Prize Giving



The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 14th December 2009, at North Bristol RFC, Almondsbury, Bristol. The meeting will commence at 8.00 p.m. (please note that this is 30 minutes earlier than our usual start date for Club Nights). The evening will feature the club prize giving.

Bring your partners along to our Xmas meeting. There will be a buffet and plenty of socialising. Eat drink and be merry ho ho ho.

## Wednesday 30th December Xmas Noggin & Natter

Golden Heart Winterbourne 8pm.  
Come along for a post Christmas beer and a chat.

### January 2010 Events

#### Mon 11th January - BPMC Club Night

North Bristol RFC Almondsbury from 8.30pm

#### Friday 22nd January - Navigation Exercise/Scatter

Dick Craddy organises – keep this date free for annual trip across the Severn bridge.