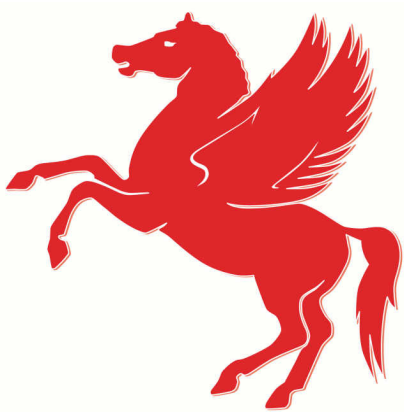


# Backfire

February 2009



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

**Cover Photo : F1 Champions - Autosport International**

**Photo : Martin Emsley**

# 2009 BPMC Events Calendar

## Updates in Bold

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

## **Friday 6th February 2009 - Navigation Scatter**

The February Navigation event is a Scatter and is a joint event with BMC. The Start will be at Gordano Services J19 M5, and the event will take place entirely on map 172 The finish will be advised in the final instructions, but will be before midnight. Signing on will be from 18.45.

Initial Route information will be handed out at 19.30. The event will take place entirely on map 172 It should be possible to visit 75% of the points without covering more than 40 miles. Regulations and entry form are available from the club website or contact Paul Parker 01275 843478 or [britishsprint@paulparker.f9.co.uk](mailto:britishsprint@paulparker.f9.co.uk). There will be no entry fee, although cheques will be required for any insurance cover required. Insurance is £15 see the regs for details.

## **Monday 9th February 2009 - BPMC Club Night**

### **Guest Speaker Vince Woodman**

Our first club night at our **new venue at North Bristol RFC in Almondsbury** - more details later in Backfire. Guest speaker for tonight is Vince Woodman - touring car legend. Meet in the bar from 8 to get your drinks - Talk starts at 8.30.

## **Friday 6th March 2009 - Nav Ex**

More details next month

## **Monday 9th March - BPMC Club Night**

North Bristol RFC Almondsbury

### **Friday 13th March**

Stoneleigh Historic Show

## **Monday 6th April 2009 - BPMC Club Night**

### **Guest Speaker - Tony Castle-Miller**

Guest speaker Tony Castle-Miller - Fiat Arbarth specialist

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

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## **Publication Deadlines for Backfire**

**March - 27th February**

**May - 1st May**

**July - 3rd July**

**September - 4th September**

**November - 30th October**

**April - 27th March**

**June - 29th May**

**August - 31st July**

**October - 2nd October**

**December - 4th December**

# CHAIRMAN'S CHAT

By Andy Moss

January is normally a quiet month for the club, so it was really pleasing to get such an excellent turn out of club members for the first club night of the year. Luckily we were able to "take over" the bar as the room we had would have been far too small for the numbers who turned up. One side effect of the good turn out for the club night was that Dick Craddy had the opportunity to encourage people to come out for his Nav -Ex and his efforts were rewarded with an good turn out of 8 crews for the first competitive event of 2009.

This month social secretary Nick Wood has arranged a guest speaker for us, and we will be using our new venue for the first time, so hopefully we will get another good crowd.



I made a last minute decision to go and spectate on the Exeter Trial - I had been due to go to football on the Saturday afternoon but that fell victim to the cold weather. So it was around lunchtime when myself and my son, Simon, set off down the M5. We decided to go to the section known as "Simms" on the basis that this was one of the later hills. On arriving the hill was busy with spectators so we made out way to the top, where we first spotted Alan Spencer, who was with Mal and Donny Allen, Pete and Carly Hart and Bill Farrow. They had been

running an overnight section - apparently they had arrived at 1.30 am to setup and the last car exited the section at 9.30 the following morning - now that is dedication on a freezing cold night. Makes a nice comfortable post at Combe in the summer sound very luxurious.

One thing that was impressive here is that the trial results in a lot of people invading the village of Ilsington and it would be quite easy for the locals to feel upset that their quiet village was being disturbed. Fortunately things were quite different here, partly I suspect because of the public relations efforts of the organising club, the MCC. The locals had embraced the trial and used it as a fund raising opportunity. There were cream teas for sale in the village hall, and at the top of the section a make shift cafe had been setup in a horse box ! As we had left in a rush we had skipped dinner and so took advantage of a piping hot Cornish pasty and a cup of tea - very nice it was too.

We then made our way back down the hill to find a vantage point and bumped in to club website editor and Devon resident Richard Reynolds with wife Sharon and young motorsport fan Abi. So, all in all, a very sociable afternoon - not bad going considering we could have gone somewhere else on the trial route and not met anyone !

Back to club events and planing has already got under way for the Clubs sprints. We had a Colerne planning meeting earlier this week. Following a year off from Sprints to concentrate funds on the Marlin, I plan to take the Westfield out on a few events this year, so am looking forward to the season getting under way, and of course to the better weather and lighter evenings.

Finally a mention for some excellent Social events over the coming months. Social secretary Nick Wood has lined up guest speaker Vince Woodman for this month, followed by a trip to Stoneleigh in March and finally Fiat Arbarth specialist Tony Castle-Miller visits us for a talk in April.



## January Navigation Exercise

By Dick and Mary Craddy

**Another success for Matt and Mark around the Wye Valley on Friday 23rd.**

With temperatures approaching freezing point eight crews signed on at Fedw Wood on the unclassified road between St Arvans and Devauden, this being the 7.30pm start point for this years 'annual' visit to the environs around the Wye Valley.

We were pleased to welcome Simon Clemow and Jon Taylor from the BMC especially given that Simon had travelled from the Wells area to take part. It was also good to see Alan Dillamore successfully entering his first event as a navigator having teamed up with Ian Hall for the evening in Ian's Subaru. Ian should be commended for the encouragement he gave Alan who had never seen a Romer until I lent him mine at the start! Another returnee was Bob Hart who was driven by Lesley in Bob's Seat. Hopefully no 'domestics' occurred en route especially given that there is no automatic box in Bob's car! Another 'new' team was Nick Wood and Alan Spencer with Cherry 'observing' from the back seat of Nicks Peugeot. It was really great to see Alan back in competition again after his difficult 2008. Many thanks also to Andy Baverstock and Mark Davies who travelled from Tewkesbury to take part. This being the anniversary of their first outing in a BPMC event. Finally Andy Moss drove Martin Emsley in Martin's re-engined Fiat providing all of a further 150cc's making a new engine size of 1 ¼ litres!

After the necessary reminder of the need for sensible road behaviour, being a requirement placed on all competitors by the Gwent Police, Mary and I handed out the route instructions. Route cards for Beginners, with straight forward map references, Novice and Expert crews were available. While there were a few questions from the 'left hand' seat the three cards contained no difficulties given that the most crews had set off after around 45 minutes plotting time.

The route of 27.5 miles contained 55 passage points which, with the allowable 10 miles per hour average speed, gave a finish time at St Briavels, on the Gloucestershire side of the Wye, at 10.15pm. From the start the crews found themselves straight into the woods 'above' Tintern and by heading north, basically following the Wye, they reached Penault just south of Monmouth. These northerly roads having not been used in our previous routes in this area.

En route the crews should have passed via, The Cot, Botany Bay, Cicelyford, Maryland, Trellech and Pen-twyn before turning south via Tregaggle and Whitebrook before crossing the Wye into Gloucestershire at Bigswear before a straight run to The George at St Briavels. Many of these little known places being well known to regulars on our regular January event. The finalised results are shown below. As we can see from an available total of 275 marks the Matt Marples/ Mark Austin crew just took the honours from Ian and Alan who now become Novices for their next event! Only 15 marks separated the crews down Martin Baker and Chris Goodchild in 4th place overall with a commendable 255 points. It is every organisers aim to 'get a result' on the road but this was a little close!

With Bridge Tolls refunded, the cost of which will give our treasurer another excuse to highlight the 'cost' of this event at the next AGM, we all drove carefully home given that the freeze had set in. Again in 2010? – We'll see.



## Autoglym Motor Club Quiz 2009



Following the clubs victory last year, Bristol Pegasus was again one of the four motor club teams to reach the national final of the 2009 Autoglym Quiz. The finals were again held at the Motor Heritage Centre at Gaydon on Saturday 17th January. The Bristol Pegasus team consisted of John Page, James Page and team captain Tim Murray.

The teams were drawn from a hat and the first semi-final was a re-match between ourselves and last years runners up, Stockton & District Motor Club. Perhaps the hardest draw we could have got. Quiz master Graham Robson explained the rules to the teams and the first semi final got underway. Things did not get off to a good start when Tim was told his answer to the first question was incorrect, despite him being sure he had given the correct answer.

From this point Stockton managed to build a commanding lead which they were holding comfortably. It was not until the last 5 minutes of the 20 minute session that we got back into our stride and as the clock ticked down it looked as though there was a chance of us catching up. Sadly as the clock ticked down we could not quite catch up and were just one point behind when the time ran out, a good effort considering we were trailing by seven points at one stage, but not quite enough. The final score Stockton 22 – Bristol Pegasus 21. In a close second semi-final Oxford Motor Club beat new finalists Telford by 25 points to 20.



There was an hour break before lunch with time to look around the collection. Despite the fact that many of us had visited the museum several times recently there was still plenty to see – if you have not been to Gaydon it is well worth a visit. A buffet lunch was then laid on for the teams and supporters and soon it was time to return to the room for the final.

The final would last for 30 minutes and Stockton took the lead early on and never

really looked in any danger of loosing. The winning margin in the end was 20 points. Stockton 57 - Oxford 37.

The Bristol Pegasus team were presented with an engraved trophy each and received an Autoglym cleaning case each. The club also collected a £500 cheque to add to our funds. Thanks go to the excellent turn out of club members who came along to support and offer encouragement. Despite the result it was an enjoyable day out and still an excellent achievement for all involved to make the final again. Congratulations to Stockton and District MC – we had a nice chat with them after the event and are looking forward to the decider next year !



# AUTOSPORT INTERNATIONAL 2009

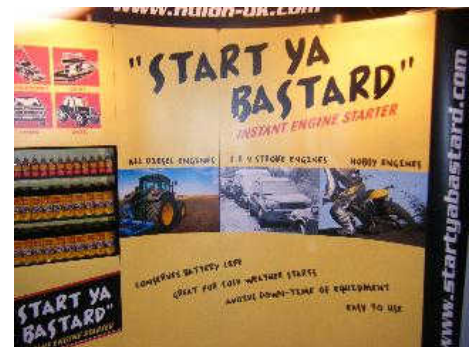
By Martin Emsley



Well Autosport international has always been something that gets me through the pressures and politeness of Christmas and the subsequent low period. Always an interesting day out and definitely not to be taken too

seriously. In recent years it had become a bit boring; same layout and stands, but 2009 was so different. Andy and I went for our traditional adventure on the Friday trade day; we try to cover the whole show and just about do it by closing time, rather exhausting, having arrived when it opens. It gets quite interesting when having worked out a logical sequence; up one aisle and down the next one of us spots something 'interesting', we get very disorientated and ever so slightly 'Have we seen this, this looks familiar' not wanting to miss anything.

The new layout seemed to give a bit more room to the show though it was by no means as busy as usual; I do like being able to look at and gain access to things without big crushes. Early on I managed to upset a guy on a stand ; two of these 'rubbish' stands side-by-side, one with the cloths that will soak up gallons of liquid and beside him the man with the glue that would stick anything. I suggested to him he glue the bottle tops of the coke bottles so the other guy would have nothing to pour out and soak up. He was not too amused and I told him it was all rubbish, for no particular reason, and then told fella with the 'best car polish in the world' it was not as good as Mer, great fun. The stand shown on right had to take some sort of award and it was almost tempting to buy the product and see if it really would 'do what it says on the label'



Murray Walker was on stage at his absolute best talking about the IoM TT races of 1950's and the visiting contingent from Japan that included Mr Honda himself, it was superb, what a wonderful man. My 'game of the show was the theoretical concept of collecting different engine components from various stands and 'building' an engine, well you can just imagine; 4 different height &

diameter pistons attached to four dissimilar rods, fixed to a sawn down 8 cylinder crank etc. etc, oh and the crossflow cylinder head finish machined by a cnc porting and



polishing multi-axis machining centre, looked good enough for the mantelpiece, and naturally the whole thing topped off by this brilliant induction set-up.

I did my usual job of complaining to the Autoglym people, explaining that their free samples used to keep me in polish year on year I never had to buy any! Can remember Andy and I leaving the show with carriers bulging with polish sachets. "Ah yes that is why we stopped doing it sir, not good for sales." There was the usual exhibition of last years F1 cars and we were lucky enough to get this scoop shot of the McLaren underbody aerodynamics that we hope will help D.C. (Dave Cutcliffe) with his new machine. Also displayed were the majority of British F1 Champion's machines, Lotus F1 cars and the D. Coulthard collection, very impressive and so interesting, the vehicle engineering evolutions over the years.



Was seriously worried about our chairman; we have heard so much about his Marlin re-build in Backfire, apparently this is the machine it is based upon.

Be afraid, be very afraid.

Wandering along we reckon to have seen

Mal Allen's new MG Midget based trials buggy, it appears he did not understand when Donny asked for a more comfortable car.



Meanwhile in an effort to identify tenth of a second gains and not being able to afford telemetry it appears Bird & Draper have fitted out their latest project so nothing will get missed. Whether it will get past the scrutineers is another thing but 'Birdy' has a certain persuasive charm. (Rumoured) Also surprising was how close we could get to Lewis' McLaren (Hamilton Not Bird!) and we were so shocked to find a BPMC logo on the rear wing, just goes to show our influence and involvement in Motorsport. There was another great stand with some really nice Motorsport themed trophies on, that really caught our attention and Andy chatted and picked up some details whilst I contemplated the purchase of a set of three large 'gold' cups, for myself, simply because.....



Still there were a lot of free stickers, to cover my garage cupboards, and pens of all shapes, colours and types, something we are never short of at home thanks to Autosport International, the girl's are very specific in wanting the ones with soft finger rests and I have to get two of each of course! Unusually this year did not come back and immediately chuck away half the crap I had picked up whilst suffering arm and backache from carrying it around all day. I finally learnt and only collected what I really wanted. Saw the man who supplies 'red caps' and other injection moulded bits, in years gone past they used to have a large 'bin' of samples to which I was invited to help myself. Nothing this year and I expressed my extreme disappointment. He did agree to send me a selection so we will have to see if they materialize.



Fantastic to see Richard Noble and the Bloodhound SSC stand, boy is it an interesting project just hope it gets the support and success it deserves. Richard was in his usual fine form with a captive audience; it is being developed, managed & built in Filton, Bristol. We are going to have to try and get Richard to a Club night. Did try to talk a fellow into letting me have a larger throttle body to fit to the Fiat, he actually agreed I could have it at the end of the show but wanted

slightly more than the £1.50 I was offering. Andy and I had a very interesting conversation about then needing to uprate the injector, then the ECU etc, as with failure modes everything modified has a knock on effect. We had a demonstration of a secure, computerised storage cabinet, the presentation was very good and we ended up with free gifts. Certainly provoked thought and we could identify other applications though was a bit small, and expensive, for keeping all our club equipment in especially the cones.

Really funny on the Xtrac & other such stands; grown men crowded around just pulling or pushing on the gearsticks, most weird, but they seemed to be enjoying themselves and queuing up for a go. Saw the girl pictured right and thought she might be the ideal assistant for 'The Detail Doctor' nice car too! Towards the end of the day at the Dunlop stand and ready for more refreshment when Andy shot me a challenge which led to me successfully gaining entry to their VIP suite and blagging two hot beverages, good result. On same stand bumped into Ted Williams, was very interesting hearing about his current racing machinery and hopefully we will visit at some stage also asked him back as guest speaker one evening. got chatting with a gent who runs Britcar; he was very interesting has raced against Tarquini, Marshall amongst





others and was most enthusiastic when I asked him to come to the club.

Great day out, highly recommended and finally which car did I want to bring home? no choice really (See left). Just to complete a wonderful day we stopped in at The Swan Tytherington, had a superb meal and very fine pint of Old Speckled Hen, highly recommended. already looking forward to 2010.

## 5 minutes to fame

I was pretty stunned and taken aback that Lewis Hamilton got an award in the New Years Honors list, whilst he may deserve it, you decide for yourself I just believe that it is too much too soon, two good seasons in F1 and a championship in the second. In some walks of life you just seem to get an award for being there, or being the one who is seen. I should not belittle Lewis' dedication, sacrifices and achievements but do believe other more worthy achievements should be recognised. Top of my list would be the knighthoods for Richard Noble and Andy Green, both for Thrust SSC and the first supersonic land speed record, Richard for the whole thrust programme which now enters another exciting phase, as well as being a LSR holder driving Thrust 2. Andy for driving Thrust SSC & JCB Diesel to superb records, putting his life on the line for British achievements. Their current awards do not properly recognise their achievements. In days of old when record breaking was more in the public spotlight such men were honoured, feted and knighted.



So who do i think should be recognised? Well what about Sir Stuart Turner for his long, successful, career in motorsport and in particular motorsport safety, Sir Ron Dennis (only a CBE), how much has he contributed to local economy and how many championships?, British prestige etc, arise Sir Ron, awards are overdue for Adrian Newey, Ross Brawn, Dave Richards, Patrick Head & Eric Broadley. It just does not make much sense to me. And did anyone see an award to a British porn star for services to the British film industry and economy??

Martin Emsley

## The Good, The Bad & the Ugly



Clockwise from top left: 1) Iconic 2) Sadly a replica 3) Hideous, but what is it? 4) Beyond belief – A Ferrari Limo!  
5) Who in their right mind? 6) One for Spence 7) “Will Tim’s Ginetta be ready for next year?” 8) Bill’s new electric Morgan?

# BOXING DAY AT MALLORY PARK

by Ian Hall

Imagine trying to navigate a high-powered plastic speed boat through a fast moving and out- of -control log-jam or the traffic @ The L'Arc de Triumph in Paris or even the rush hour @ the Magic Roundabout in Swindon. Well, that was like the mad "Plum Pudding" races @ Mallory Park on Boxing Day.



Getting up @ 4am.on Boxing Day isn't everyone's idea of fun after an almost alcohol -free Christmas Day. (just one glass of wine with the turkey!!) I was in need of getting out of my sad & depressing 2008 blues having lost so many friends. I had not raced since Sept 2007 and couldn't wait until April 2009 to go racing again. Not since the traditional Boxing Day Brands Hatch meetings of old had I ventured out into the usually dodgy weather. My wife Jenny gave me a very odd look when I suggested it and my best mate Dick who has helped me faithfully for 30 years was actually speechless!!

I really didn't know what to expect. It was a non-championship "Run What You Brung" pair of races for anything goes sports and saloon cars. Qualifying and 2 races for a reasonable £100. There would be no timekeepers, grid would be formed by order of receipt of entries (I was 26th out of 30 ) and the second race would be the finishing order of the first race **but in reverse!!** I was at the back of the grid for both races as it turned out, with 30 cars on the 1.35mile relatively narrow track and surrounded by lots of heavy metal in my plastic Darrian. There were gentlemen racers, good racers, bad racers, mirror-less racers, idiots and Kamikase Pilots !! Driving representatives of all National Series Sports & Saloons from Mazda Mx5s, Clios, MG's, Morgans, Fiestas, Maestro's MR2's, bog-standard Morris Minor & 4 big bad heavy Jaguars, a beautiful chevron B8 and my unfairly the best power/weight ratio Darrian.

But this wasn't going to be a stroll in the park. My plan was to wait for the probable first corner accident to sort itself out & then try to make my way through the grid. Actually I couldn't see the lights as I was sat behind a Jag so had to wait for the cars in front to move first. The Jag spun avoiding the expected chaos at turn 1 & I had to stop as he completely blocked the track parked as he was sideways on – great! So I was last & half a lap behind the

leader ( the quick 2 ltr Fiesta who had started from the 2nd row ) I put my foot down to try & close the gap. 3 well-behaved cars can run side by side @ Mallory and I kept catching groups of dicers until I caught up with a very quick Kamikase Seat Leon. Out of the hairpin we caught up with a Jag – I went to the right entering the appropriately named left-handed ‘ Devil’s Elbow’ –the Seat went left then appeared left across the Jag’s bonnet and exited stage right into a multiple of spins all along the startline straight. I went to the left following the Jag but still had to use the grass to avoid him as he started to return in my direction! Fortunately I only lost a front corner splitter & came home 2nd overall behind the Fiesta.

Race 2 was equally fraught after a first lap red flag. This was due to the aforementioned Seat caught between 2 Jags - ouch - one destroyed Turbo Leon. The narrow race-winning Fiesta was very good at getting through the dicing groups & it took me 6 frantic fun laps to get to the front of a now shortened to 10 mins race. I certainly had fun, but only once getting within 1.5 secs of my lap record. I was usually 3-5 secs or slower due to the busy track.

It was a beautiful, clear, sunny cold day but I didn’t notice it due to all the action! The only real problem was the low sun making it very difficult to see the entry to the super-fast 180 degrees Gerards Bend which I love so much and reminds me of Colerne. I was very sad for the totalled Seat driver’s wallet.

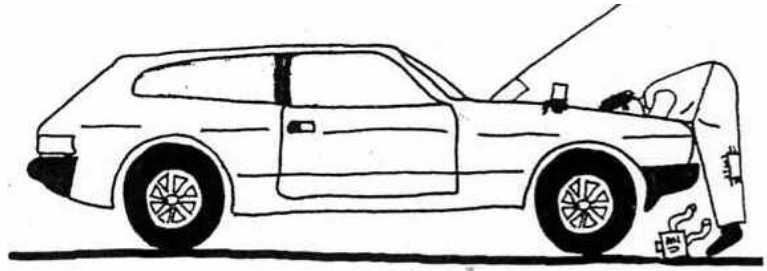
I won a couple of glass tankards and a Christmas Pudding (not as nice as Jenny makes) and am now a fully qualified member of Michael Caines “Self Preservation Society” !!



# 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, Some thoughts on Gearboxes.

A gearbox is a gearbox is a gearbox, right? Well, you'd think so, but a quick survey of the cars I look after could lead you to think otherwise. As I was eating my Corn Flakes it occurred to me that they were in fact all different in the gearbox category. Hence this article.

So, from the least to the most, first there is a 3-speed with automatic overdrive on second and third. This is on my 1938 Riley Big Four Kestrel, which has graced these pages before. The gear-lever is a long cranked item with first to the left and back, the gear to the left and forward is reverse! Second and top are therefore in the same plane, making for easy changes once on the move. The automatic part of the box is Borg Warner and is operated by planetary gears. To engage overdrive you accelerate to a certain engine speed (about 35-40 in top), release the accelerator for a second or two, the gear drops in, and away you go.

Oh yes, and just to confuse things still further, the car has a freewheel capability (to save fuel), although overdrive is a direct ratio with no freewheel. This arrangement works well in practice and allows for excellent A and B road progress, and keeps us away from the lorries on motorways. The only downside is that overdrive has to drop out of its own accord, ie when the car speed drops below about 30mph. This is inconvenient when wanting sharper acceleration to overtake but you're still travelling above 30mph. Overdrive second is rarely achieved, usually unintentionally. On balance, the 'box works well, especially since I had the rear axle ratio changed, now giving about 25mph per 1,000rpm in overdrive.



Next up is our Bentley (a 1989 Mulsanne 'S') which is also a 3-speed but this time a GM automatic, with the gear lever on the right-hand side of the steering wheel, and with the familiar P R N D L arrangement. Of course, there are just two pedals with this one, one for 'go' and one for 'whoa', the whole set-up being so much easier than the Riley. But then, with 50 years between them, perhaps that should be expected. To be fair, you don't really feel

the gear changes and, despite the sporting nature of the car, 'L' is rarely engaged. The

previous owner fitted Arnage 17" wheels which look really good, but has played havoc with the gearing. The tyres it came was about 5% undergeared (the original gearing was 30 mph per 1,000 rpm), so when it came time to replace them I decided to go up a size, and this has resulted in the car being 5% overgeared. With the power and torque of the car, this is not felt in driving, but its nice to know that the fuel consumption will have been improved, even if only by a little bit.

I have an MG hibernating in the garage, my granddad's 1958 ZB Magnette, which is awaiting the finance to get it recommissioned and back on the road. This has the bog-standard BMC **4-speed**, with a normal gearlever. I remember driving it in the late '60's and early '70's when it was a sporty saloon that kept up with the traffic very nicely, thank you, the box being positive in its movement with no vices. However, when we get round to getting it on the road, perhaps we should put an MG'B' engine in (identical externally) and a 5-speeder or 4-speed with overdrive box with a 'B' final drive. Why? Well, the original is geared at 16.4 mph per 1,000 rpm in top, which means that the old girl will be revving away to make decent progress.

Our Reliant Scimitar SE6a (see picture above) which I've had for 9 years now, has a Ford **4-speed with overdrive**, the switch being on the dash and usable by the drivers right hand without taking the hand off the wheel. It's a Laycock de Normanville unit and operates on 3rd and 4th, with 3rd overdrive being quite an aggressive ratio for 'A' road work, and 4th overdrive being a cruise gear,



which we've really appreciated on trips to Ireland, Germany, Denmark and Sweden. This actually makes it more usable than a 5-speeder with rapid changes available at the flick of a switch. I fitted later Middlebridge 15" wheels (they took over the manufacturing rights and built another 77 cars, with the Ford 2.9 litre fuel injected engine), and was able to fit tyres that also geared it back to 30 mph per 1,000 rpm in overdrive top.

The daily drivers are Carolines '57 reg Ford Fiesta which has a **5-speed** and fits her needs extremely well, where most journeys are local, and my '03 Ford Galaxy (130ps diesel) which comes with a **6-speed**. The Galaxy is geared at 30mph in 5th and 33mph per 1,000 rpm in 6th, and gives very relaxed and economical cruising, our first 5,000 miles giving no less than 44mpg overall, with 48 mpg available on trips, and our Swedish holiday last year breaking the 50mpg barrier.

So there you have it, 6 cars and 6 different gearbox solutions, a range from 3 to 6-speeders, two with overdrive, another an automatic, and even one with overdrive AND a freewheel! But

which is best? There is no doubt that gearboxes have improved over the years, with the newer 4 all being fully usable to modern requirements. Just the Riley requires a bit of thought, but that's the challenge and joy of vintage motoring, isn't it !!

All for now, and keep enjoying your cars!

[www.bristolpegasus.com](http://www.bristolpegasus.com)

Membership can now be done online. No more excuses for not renewing! New members can also now join via our web page. A big thank you to Richard Reynolds who has done a lot of work on this and on many other web based projects on our behalf. The club web page is excellent and is constantly being updated. Well done Richard. Your ongoing hard work and enthusiasm are much appreciated.

## !!!! MEMBERSHIP REMINDER !!!!!

Following on from the above, please can all those who have not yet renewed their membership for 2009 (about 80 of our 2008 members) note that **your membership will lapse on 31st March 2009**. Apart from not then having a current membership card (ie no entry to club events unless a member of an invited club) you will not receive further Backfire magazines. Many thanks to all those who have renewed/joined already this year.

Regards,

John Corfield, Membership Secretary.



## RACE RETRO 2009 CLUB TRIP

We will once again be running our very popular and fun trip to Race Retro 2009 on Friday 13th March. This will involve transport in a 'luxury' minibus expertly piloted by Martin Baker, likely on-board entertainment, a good show, and finishing at our usual pub for a pint and tasty meal. All at a discounted Club price of £15 including ticket and minibus. To register your interest in joining this great day out, first come- first served; please contact Martin Emsley 01454 250067.

## Monday 9th February 2009 - Club Night

### Guest Speaker - Vince Woodman

**To celebrate our first club night at our new venue we have been lucky enough to secure a very special guest speaker. Local Motorsport legend Vince Woodman, from Chipping Sodbury will be visiting the club for a talk at our February Club Night.**



After hillclimbing various cars Vince began his racing career at Castle Combe in 1965, when he raced a Ford Lotus Cortina in Saloon races. He then established himself as one of the West Country's top drivers, winning many UK races – 22 in the 1973 season using a pair of Broadspeed Escorts - and the Castle Combe Special Saloon Class A championship on two occasions in 1977 and 1980. During 1974-75 he raced a Chevrolet Camaro, being part of the winning team in the Tourist Trophy.

Meanwhile, Vince's international reputation was growing and he became a regular and successful competitor in Touring Car races throughout the world, often linked with the Ford marque. For most of the late '70s and early '80s he was one of the leading contenders in the British Touring Car Championship in a series of Esso-sponsored Capris. Later he raced a Vauxhall Carlton-Chevrolet in Thundersaloons and has also competed in the World Sports Car Championship.

One of his best known cars was the Cologne Capri, an ex-works car, built by Broadspeed in 1973. Vince returned to race this car at Castle Combe in 2008, just a few days before his 70th birthday, taking a race victory in the two-day Classic Carnival, some 22 years after his famous car last raced there.

This car still holds the Special Saloon lap record at Castle Combe set in 1977, before the circuit was slowed with the addition of two extra corners.

Many of us will also remember staring at RS Fords at his Coalpit Heath Dealership, VMW Motors ...

This promises to be an excellent evening please arrive from 8pm for an 8.30pm start to the talk. North Bristol Rugby Club, Almonsbury Bristol (map on back page).

## 2008 Review of the Year

### This month our review of 2008 looks back at competitive events

We again ran a full season of competitive events, which included a new sprint at Castle Combe and using a new Solo course at Chepstow.

Those events that were held around the lanes started with Dick Craddy and Andy Rigler's Nav Ex over the other side of the Severn Bridge. They had a good turn out of 6 crews. This event remains a popular one, thanks to good organisation and some interesting roads - we will be venturing over the bridge again next month if you fancy giving it a go.

Bristol Motor Club ran a Scatter in February and BPMC was represented by Dave Turner and Alex Messenger who managed a very creditable 3rd place, which was excellent considering this was one of the first scatters they had tried.

Unfortunately our own March Nav-Ex did not attract enough entries to the start at the Swan at Tytherington, which meant the organisers and two crews who did appear were forced to spend the evening in the pub instead.

The second half of the year started off with a joint scatter – two BPMC crews entered finishing in second and fourth places respectively. Finally Martin Emsley and Tim Murray ran the December Nav-Ex from Tytherington – whilst there was not a huge turn out for this we did have enough to run an event and it was pleasing that novices Andy Baverstock and Robert Milligan both shared cars with two of our more experienced competitors.

There were four Treasure Hunts run over the summer months. We started the year in May with Chris and Fiona Goodchild taking us to Oz and beyond – no not Australia, but Ozleworth. The next event was organised by Lewis Bird and Martin Baker and this time did not involve bribing the organisers with chocolate.

July's Treasure Hunt was organised by first time organisers Ken Robson and Dave Bence, and comprised of an almost circular route taking us from Almondsbury back to the Masons Arms in Rudgeway – a good event and it was nice to be able to sit outside the finish pub on a pleasant evening.

The final event of the year featured another first time organising crew of Phil and David Turner. A good event and I was impressed with the way they managed to start the event from inside the pub. Nick and Cherry brought some French students who were staying with them to see what the English get upto in their spare time – I am not sure what they made of it all.

Generally the treasure hunts were well supported this year, and they still seem a popular part of our calendar.

Before the Sprinting season started, a training day for marshals was held at Castle Combe. Among the subjects covered were Personal Safety, First Aid & Fire Training, as well as Incident Management. Thanks go to Bob Hart who coordinated the marshals, those who gave the training and those who came along to receive it.



The Sprinting season got under way early this year with the Great Western Sprint at Castle Combe. This did not run as smoothly as we would have liked and it was a huge disappointment to all involved that we could only complete a single timed run before time ran out. There were a number of factors that contributed to this, not least the bad weather and some time keeping issues. We decided not to continue our involvement with the event

next year without major changes to the format, however Bristol Motor Club will run it on their own, and our members will receive an invitation – hopefully some changes they propose and some better weather will make it a better event next year.

Next was the Wessex Sprint at Colerne. Events on the track of course were overshadowed by the loss of our Chairman Kieron Winter. We were all moved by the many tributes paid to Kieron and we are determined that he will not be forgotten. I know the way in which club members have risen to the challenge of keeping things running would have made him very proud and happy, and we are all determined to do our best to meet the very high standards that he set for us all to live upto.

Following events at Colerne, we made the decision to cancel our Production Car Trial as a mark of respect. We intend to run this event again this year.

At the end of May we headed over the Severn Bridge again to Llandow. This year we had an improved entry, having had time to find replacements for the Westfield Championship which meant that we were down on numbers last year. Another wet event, and despite there being a few times when we doubted the weather would let us continue in safety, the day was incident free and enjoyed by the competitors.

The Two Club Sprint was held on the usual August Bank Holiday date and we had an over subscribed entry, with a very healthy number of single-seaters and British Sprint Championship entries. Special thanks go to Nick Wood who as Chief Marshal spent a lot of time phoning and chasing to ensure that we had enough marshals for the event. Thanks also those who organised and marshalled – we had a very good turn out of BPMC members, who filled many official roles as well as making up a good percentage of the course marshals. We also had a visit from senior MSA official Allan Dean-Lewis who was impressed with the way the event ran. It was also great to see Stewart Robb Junior set a new course record in his Pilbeam Judd.

The Sprinting season ended with the Pegasus Sprint at Castle Combe. This event saw Ian Hall as Clerk of Course with Martin Emsley as deputy. Nick Wood again did a great job in recruiting marshals. Once again the weather was not kind to us, and it took a lot of work on the part of all concerned to get things finished on time – a special mention must go to Mal Allen and his startline crew who play a vital part in keeping things flowing.



We again returned to Chepstow race course – this year to run two events. In June we ran on the same course as last year - with previous clerk of course Martin Emsley unavailable, Mal Allen stepped into the role and ran an excellent event. We had a good turnout of marshals which meant we could let the competitors off from getting involved as they normally do in Solo. We also decided to run as an “all forward autotest” –

for most practical purposes this made no real difference to the format of the event from last year, but did mean we did not have to worry about having a single tight turn at the top of the hill, and it also allowed a few club members cars to arrive on trailers, which are banned from Solos.

Our September Solo was a round of the Cotswold Motorsport Group championship, and we ran this in a different part of the race course – this was a flat open tarmac area that allowed us to run a more traditional Solo. Again a new clerk of course – this time Nick Wood. We modified the course as the day went on and made it gradually quicker – we made a conscious decision to keep things a little tighter at the beginning of the event to ensure things were safe.

Outside Events

Members have also been out and about competing in other events.

This year we have had two members top the ASWMC championship tables in their chosen disciplines. Congratulations to Grahame Harden who topped the Sprint Championship in his impressive Westfield and Mark Williams who took his self designed and built Mini Special to the top of the Autotest championship.

Dave Cutcliffe made his racing debut at Castle Combe in the Special GT championship at Castle Combe. We are also all looking forward to the return of Dave to Sprint track, hopefully in 2009.

In Classic Trials we have had Mal Allen, Pete Hart and Alan Spencer out competing.

We have also had regular reports from Phil Turner who has been out campaigning his Escort with Son David on a number of rallies throughout the year – David also drove the car with Lewis Bird who was making his navigating debut.

I am sure there are many more members out there competing and there must be some good stories, so why not write an article for Backfire so we can all read about it. The club has also supported the BMC Sprint at Castle Combe and the Allen Trial with marshals.

We had 90 members score points in the Clubman's Championship, six down on the numbers last year and 57 members score points in the in the Marshal's Championship, which was up from 52 in 2007.



Below are details of Rally Marshal training which may be of interest to members - we also have plans for our own Sprint Marshal Training at Castle Combe later in the year.

# MSA Rally Training 2009

If you wish to attend, please complete this form and return to :-

Derek Machin, BRMC Nat Training Officer, 64 Byrons Lane, Macclesfield, Cheshire, SK11 7JW

Logon onto [volunteersinmotorsport.co.uk](http://volunteersinmotorsport.co.uk) or email to: [training@brmc.org.uk](mailto:training@brmc.org.uk)

**Please Choose the Training Venue you want to Attend**

24/01/2009	Stockport	
25/01/2009	York	
31/01/2009	Gateshead	
07/02/2009	Gravesend	
08/02/2009	Cambridge	
14/02/2009	Chippenham	
15/02/2009	Bicester	
21/02/2009	Carlisle	

22/02/2009	Hamilton	
28/02/2009	Stafford	
01/03/2009	Derby	
08/03/2009	Jim Clark Rally	
14/03/2009	Swansea	
21/03/2009	Exeter	
29/03/2009	Rhyl	
04/04/2009	Aberdeen	

**Please Choose a Session**

Please  
Tick One

Introduction to Rally Marshalling	
Instage Marshal	
Radio Marshals	
Stage Timekeeping Marshals	
Senior Officials	

**Please complete in Capitals**

Name \_\_\_\_\_

MSA Number \_\_\_\_\_

Address \_\_\_\_\_

MSA Grade \_\_\_\_\_

Motor Club \_\_\_\_\_

Club Membership Number \_\_\_\_\_

Postcode \_\_\_\_\_

Number of Years Marshalling \_\_\_\_\_

Dietary Requirements? \_\_\_\_\_

Email address \_\_\_\_\_

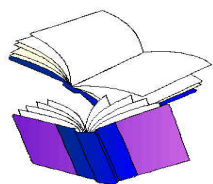
Disability? \_\_\_\_\_

Phone number \_\_\_\_\_

Mobile number \_\_\_\_\_

Signature \_\_\_\_\_

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



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

Click on the Amazon link at the top of the page. **Anything** you then buy on the Amazon site will earn 5% commission which the club will pass on to the clubs adopted charity for 2008 Diabetes UK.

The Amazon site sells books, videos, CD's, DVD's etc. etc.

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## Club Membership Application/Renewal now available Online

You can now apply for club membership or renew your existing club membership via our new online membership system. And you can currently pay using PayPal (you don't need an account to pay) or Google Checkout.

So if you have received your renewal form in your last Backfire, why not try using our new online membership to renew, as it couldn't be easier. No cheques to write or letters to send.

We are using the two main payment providers on the internet, so you can be assured of the highest security possible when submitting payment details. The Bristol Pegasus Motor Club does not hold or receive any credit/debit card details from the payment providers, as we only receive details that the correct payment has been made.

## Why not visit our website



[www.bristolpegasus.com](http://www.bristolpegasus.com)

## Club Night Venue - North Bristol RFC Almondsbury

We have an excellent new venue from February. We have arranged to use the club house at North Bristol Rugby Club which will be opened specifically for our club nights.



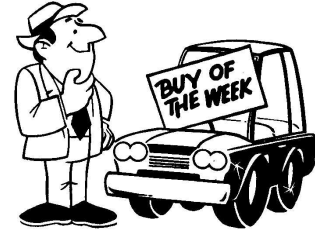
This is at Almondsbury behind the police HQ. We will have the choice of two areas - one is a comfortable Bar area, the other is a more open area idea for guest speakers etc. There is a well lit large car park, idea for bringing your interesting cars along in the Summer !

We think we are very lucky to have this new venue - More details of our guest speaker for this month later in Backfire.

# MARKET PLACE

Motoring Related Items Advertised Free for Club Members

Send to the Backfire Address



## Members' Cars for Sale

### For Sale: MG Midget

1310cc 91bhp @ wheels

So many modifications, all listed in no particular order. The car was fully restored over two years, built to MG owners club race series spec. Removable Hard Top (no soft top). Standard rear diff with anti tramp kit. Collapsible 7 gallon fuel tank behind a protected fire wall mounted in the boot. Roll Bar. Arm Tech intelligent tachometer, Bucket seats + Willans Harness, Uprated front dampers (Peter May ENG) Rose jointed link kit. Lowered springs. Quick Rack. 13 Row oil cooler. Braided brake lines. Brembo Discs with M1144 Pads. Fibre glass bonnet. 1.5 Ratio Roller Rockers. 1/4 Fuel Regulator. Gearbox, straight cut 1st and 2nd. Stage 3 head. 45 Dellorto. Lumination. Lightened flywheel to 7.5lbs. Cooper S Pistons and rods. Car was on a rolling road in 2002 and produced 91 BHP @ 6000 rpm at the wheels, (John Wilcox Competition engines).

This is how we bought the car, since then we have removed and balanced the prop-shaft, renewed the linkages on the Dellorto Carburettor, removed the sealing from the interior floor and painted it with red oxide primer. We have also renewed the packing on the steering rack and renewed the rear brakes. We have also shot blasted and painted the exhaust manifold and rear silencer. A new length of exhaust pipe has also been sourced.

It was bought to use in local sprints, however a change in direction requires us to sell the car. A minor bit of re-assembly is all that is required and I see no reason why it should not pass an MoT for use on the road if required. We are asking for £2000 which represents a loss to us - Paul Bird 07919 807360.

### Wanted: Fiat Cinquecento

Basic model with no sunroof. Must have good bodywork, mechanical condition not important. MoT failure or blown engine ideal.

Contact: Martin Emsley 01454 250067

# NEWS FROM CASTLE COMBE CIRCUIT



The Castle Combe Racing Club, which is the organiser of all car race meetings at the Castle Combe Circuit, enjoyed a successful four days at Autosport International with almost 50 drivers registering for our three championships.

## **Club of the Year Award Presentation**

In only its third season, the Castle Combe Racing Club was awarded the third podium place in the 2008 JLT Sport MSA Club of the Year Competition. The MSA presented the award to Howard Strawford, President of the Castle Combe Racing Club during the show.

## **Circuit's Classic Week**

Castle Combe's ever expanding menu of classic and historic events takes a further step forward in 2009 with its first "Classic Week", a seven day celebration of classic cars. The week opens with the well established Classic, Retro and Sports Car Action Day on 6th June which celebrates 40 years of the Capri. Next day is the first ever Castle Combe Autojumble, with various track days, classic race testing and a scatter rally planned during the week. The Classic Week comes to a climax over the weekend of the 13th and 14th June with the second running of the Castle Combe Classic Carnival Race Meeting, hosting races from the Masters Series and HSCC Championships.

## **First ever season with three 2 day car race meetings**

The Castle Combe Racing Club has another impressive season ahead, which for the first time ever will include three 2 day car meetings. The year kicks off in traditional style on Easter Monday, 13th April, with 2 day meetings in June, July and August. The season rounds off with the ever popular Formula Ford Carnival on Saturday 3rd October.

## **Fixture Book out shortly**

If you are on our mailing list you will be receiving our 60 page full colour guide covering all events at the circuit within the next few weeks. If you would like a copy but we don't have your address details then please either telephone Doreen Miles on 01249 782417 or email [doreen.m@castlecombecircuit.co.uk](mailto:doreen.m@castlecombecircuit.co.uk) with your address details and we will be happy to add you to the list.

Although somewhat belated we wish you a very happy new year and look forward to your visit. We have been able to hold all our admission prices for 2009 plus prices on our car and motorcycle track days, testing with just a small upward adjustment for track passes on Action Days, the first increase for several years. A family of two adults and two under 16 year olds can still enjoy a full days racing from just £24. When compared with other sports and attractions this offers outstanding value. For any further details please telephone the circuit office on 01249 782417 or view the circuit website [www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk).



Issued 10th January 2009

adean-lewis@msauk.org

### ***Go Motorsport 2009***

The *Go Motorsport* campaign has had a very encouraging first six months, attracting more than 45,000 visitors to the website since the launch in June. It has also had great success at major events such as the British Grand Prix, the British Motor Show, Goodwood Festival of Speed and Wales Rally GB.

However, while many thousands have visited the website, very few have made direct contact with clubs through the website channels. With this in mind, *Go Motorsport* in 2009 will work more closely with clubs to attract new people as well as raising the profile of the sport at both a local and national level.

More than 160 clubs completed the *Go Motorsport* questionnaire in 2008 and their details and events were listed on the website. The MSA would like to encourage more clubs to get involved this year – particularly as a comprehensive fixture list is one of the most popular sections of the website.

### **Forest fees**

The MSA has confirmed the fees that will be charged for providing access to the Forestry Estate for MSA-permitted rally events in 2009. As established in the new three-year Master Agreement, covering 2008 to 2010 inclusive, prices have increased in line with the Retail Price Index (RPI), as set in October 2008 at 4.2 per cent.

### **Speedier licences**

The MSA's online licensing facility opened for business at the start of December at [www.msauk.org](http://www.msauk.org), offering nearly three quarters of all competitors the opportunity to speed up their licence application. Online applications will be dispatched in fewer than ten days – reducing by a third the turnaround time compared to standard postal applications.

### **Ton-up clubs**

Will your club be celebrating its centenary in 2009? The MSA has a Centenary Club Award, which may be used by the receiving club, at its discretion, either as a commemorative award or as a special award for occasional or annual presentation. Please advise Allan Dean-Lewis at

the MSA (e-mail: [adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)) if 2009 is your club's ton-up year.

### **MSA Yearbooks**

The *Competitors' and Officials' Yearbook* 2009 and the *Kart Race Yearbook* 2009 are provided free with the relevant MSA competition licences. They can also be purchased from the MSA for £25 and £9 respectively (inclusive of postage within the UK). Orders should be addressed to Sales Dept, Motor Sports Association, Colnbrook SL3 0HG or can be made online at [www.msauk.org](http://www.msauk.org)

### **2009 Autosport International Show**

Colin Hilton, Chief Executive of the MSA opened this year's show (8 to 11 January) flanked by MSA Elite programme members, Adam Gould and Alexander Sims, who in the past month have claimed the two biggest prizes in British motor sport for young drivers – the Pirelli UK Star Driver shootout and the McLaren Autosport Driver of the Year respectively.

Speaking at the opening, Colin Hilton said: "The MSA invested more than £1.2m in the development of UK motor sport last year and we will continue this programme of investment in 2009 to ensure that the sport continues to grow in these challenging times."

### **MSA 2009 Competitors' and Officials' Yearbook correction – fuel testing**

Regulation changes with regard to fuel testing were ratified by the Motor Sports Council at its meeting on 4 March 2008 and duly published in the Spring 2008 issue of *Motor Sports Now!* – the quarterly MSA publication sent to licenced officials and competition licence holders. However, these changes were omitted from relevant sections of the 2009 *Competitors' and Officials' Yearbook* (the so-called Blue Book which is sent to licenced competitors) but can now be viewed on the MSA website at [www.msauk.org](http://www.msauk.org)>Clubs>Publications>MSA Yearbook

### **Yearbook omission**

***As mentioned in e-Wheels December 2008 and repeated here for emphasis, there is an omission in the MSA 2009 Competitors' and Officials' Yearbook in Section I – Sprints, Hill Climbs and Drag Racing.***

Regulation (I)68 governing Categories and Classes in Spring and Hillclimb events should read as follows:

***6. Categories and Classes are free, but must be stated in the SR's. The following are recommended, and where used, must comply with the regulations printed in (I)70 to (I)132 respectively. These Categories will be mandatory from 1st January 2010.***

For the avoidance of doubt, this confirms that Categories and Classes remain free for 2009, but will become mandatory in 2010.



**Monday 9th February  
2009 - Club Night**  
**Guest Speaker**  
**Vince Woodman**

**At our new venue  
North Bristol Rugby  
Club Almondsbury**

**To celebrate our first club night at our new venue we have been lucky enough to secure a very special guest speaker. Local Motorsport legend Vince Woodman, will be visiting the club for a talk at our February Club Night. There is more information on Vince's motorsport career inside Backfire. This promises to be an excellent evening**

**Please arrive from 8pm for an 8.30pm start to the talk**

**Club Night New  
Venue Directions**

**North Bristol RFC  
Almondsbury Bristol**

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

Arriving from east take right hand lane on slip road. Take 3rd exit and venue is then 150 metres after lights on left hand side

