

# Backfire

February 2010



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

Club members enjoyed marshalling at the Weston Motor Club  
Rally Sprint at Weston Airfield. Photo : Andy Moss

# 2010 BPMC Events Calendar

Updates shown bold

Month	Date	Day	Event	Venue
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
<b>Mar</b>	<b>12th</b>	<b>Fri</b>	<b>Historic Motorsport Show</b>	Club Trip - Stoneleigh
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
<b>May</b>	<b>15th</b>	<b>Sat</b>	<b>TCM Open Day</b>	<b>Club Trip</b>
Jun	6th	Sun	ACE Classic Tour	<b>Start at BAWA</b>
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
<b>Jul</b>	<b>11th</b>	<b>Sun</b>	<b>Run What Ya Brung</b>	<b>Shakespeare County Raceway</b>
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 8th February - Club Night**

Informal club night. Come along for a chat and a drink at our usual venue of North Bristol RFC. We should also have some motorsport video on the big screen. 8.30 pm.

### **Friday 19th February - Navigation Scatter**

The February Navigation event is a Scatter and is a joint event with BMC. Regulations are not out at the time of going to press but will be available from the club website as soon as they are. If you don't have web access you can contact organiser Paul Parker on 01275 843478. There will be no entry fee, although cheques will be required for any insurance cover required - see the regs for details. These events are great fun, and if you can plot a map reference you can have a very entertaining evening.

## **Forthcoming Events**

### **Monday 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.

### **Saturday May 15th - A Visit to Middle Barton**

Following his excellent talk last year Tony Castle Miller has invited BPMC members to his open day at Middle Barton Garage.

"Middle Barton Garage has catered for both Classic and more modern Italian cars since 1987. We focus on the Alfa Romeo, Fiat and Lancia marques, manufactured after 1955, whilst the Parts operation specialises in spares for all classic Fiats. The cars of Abarth & Co have long been associated with Middle Barton Garage. Our expertise in the marque is unparalleled in the UK, both for Workshop and Parts. Although we get exotica such as Osella's and Abarth TCR's regularly through the workshop - you are just as likely to find a Lancia Integrale, Alfa Romeo 156 or a baby Fiat 500 coming in for an annual service and MOT preparation."

<http://www.middlebartongarage.com>



There will be some interesting cars on display and a minibus will be provided to take you.

**Please give your name to Nick Wood to secure a seat on the bus 01275 833098.**

## **Sunday July 11th - Run What Ya Brung Drag Racing for BPMC**

RUN WHAT YA BRUNG... Putting YOU in the hot seat

How many times have you said to yourself 'that looks easy - I could do that!' Well, now here's your chance to find out because Shakespeare County Raceway is giving you a unique opportunity. After each timed run, drivers/riders are presented with a 'Certificate of Speed' giving important information like reaction times and timing data from start to finish.

To compete all you need is a vehicle, a valid driving licence and a crash helmet.

General raceway admission for Public Track Day RWYBs is £12 per person or £22 for a weekend pass. Track fee is £20 per day for unlimited runs.

If you would like to make a weekend of it there are excellent camping facilities and a shower block. We are hoping to have a BBQ on the Saturday night.

<http://www.shakespearecountyraceway.com/rwyb.asp>



Contact Nick 01275 833098 for more information or to put your name on the list.

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

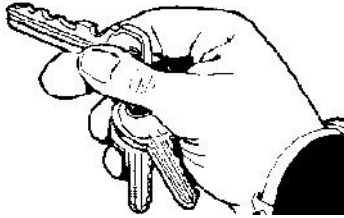
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**Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)**

**Publication deadlines for Backfire**

**March - 26th February April - 2nd April**





## CHAIRMAN'S CHAT

By Andy Moss

This month I am going to start by asking people to consider getting involved in organising an event this year. Now I realise many people will read this and assume I am talking to someone else, but I am not !! If you did not organise or marshal an event last year, please consider helping out this year. There is a real possibility if people don't step forward that some of the events you enjoy will disappear from the calendar next year.

If you compete in Sprints, do a Solo or come to the Test day, helping to organise a Treasure Hunt frees up time to run the event you enjoy, and there is a real chance one of the big events will go if people do not step up. On that subject we are looking for some help with both the Llandow and Pegasus Sprints. Llandow needs a secretary and the Pegasus needs an entries secretary. The latter role is mostly before the day, and simply involves receiving entries, putting the details into a spreadsheet, paying in cheques and helping answer questions from entrants. On the day you can get involved with results, but we can normally sort out people to help with this if needed. You also get the chance to attend the organising meetings, so it is an opportunity to get to see what goes on to stage these events. If you can help email me ( [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) ) or give me a call on 0117 9041841, plenty of help is available.

Back to past events and this year got off to a good start with a trip to the Autosport show with Martin Emsley and Nick Wood. I am sure Martin will be telling you about our adventures later in Backfire, from my perspective an excellent day out, although I think the show was not quite as good as it has been in the past - Perhaps some people moving their efforts to Race Retro which seems to go from strength to strength.



On the competition front I enjoyed Dick Craddy's Navigation Exercise. It was good fun doing the event with Cherry, and considering it was her first event she did very well. It is easy to forget how much you take for granted when you have been doing these events for a few years, perhaps it is time we ran another practice evening at one of the club nights.

Of course the beginning of January had been disrupted by the snow, which I enjoyed when it arrived, but the novelty soon wore off. I could not even get very enthusiastic about going out in the Garage, although eventually I did manage to get it warm enough to venture out there.

At the end of the month, a group of hardy club members helped out with marshalling on the Weston Super Mare MC Rally Sprint event at Weston Airfield. This was a new event that they were running, and we enjoyed going down and supporting them. There was a great mix of cars, and even a celebrity driver with Russell Brooks in an Ex-works Opel Manta.



**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 repeated this for 2010.

We have a limited number of calendars available still - The cost per calendar is now a reduced £3 to clear the last few Contact Andy Moss if you would like one.

## Ecurie Shoestring Quiz

1. In which town were the pre-war Auto Union Grand Prix cars built?
2. How many car races had Kimi Raikkonen started when he made his F1 debut?
3. In which year did Colin McRae win the World Rally Championship?
4. The Land Speed Record was last set on closed public roads in which year?
5. This year marks which anniversary of the British and Colonial Aircraft Company, later to become Bristol Aeroplane Company?
6. How old will Michael Schumacher be at the start of the 2010 F1 World Championship?
7. Before Nico Rosberg, who was the last German driver to race for a works Mercedes Grand Prix team?

# Escursioni

by Martin Emsley

Well I suppose the snow and bad weather must be fairly high in most folks minds. I wonder if for you it was a problem, nuisance or whether you enjoyed it or somewhere in between? The press seem to me to constantly go over the top about impossible conditions, which then gives them an opportunity to report tales of derring do!! Well they would have nothing to report otherwise. Anyway, am sure we all have a tale or two, I chose to live close enough to work so I can cycle or walk in, that has enabled me to have a 'play' car in the garage which I do not need to regularly rely on. At times I was frightened at just how slippery it was on the pavements. One morning got to a pedestrian crossing, lights red, and a car drove straight through, am used to cyclists doing it, so shouted some choice expletives! Then the following evening at a zebra crossing, another driver did not stop, I shouted and he halted, then proceeded to tell me as it was covered in ice and snow it did not 'count' even though marked by beacons. Had I been close enough he would have had a boot shaped mark in his door!! Crazy. Finally the roads have really been torn up by the bad weater, so many pot holes, folk are going to get some serious damage to their cars if they drive into them, thought I would share this one with you.



I would like to thank Pete Stowe for all the hard work he is putting in, on behalf of Kieron's family; he has converted Kieron's book collection into cash for charity; you will have seen in Backfire the presentation at the Pegasus Sprint last year. He is now working hard on models and trophies, please get in touch with him if you are interested in a list. I for one am honoured to be able to have one of his models in my collection, a nice memorial, it brings back great memories of shared times whenever I look at it, and helps a very good cause.



Had to smile reading one of the monthlies when I saw that Ian Duncan's 1967/8 Ford Mustang had won the East African Safari Classic Rally after failing two years ago. For me it enhances even more the reputation of the 'pony car', which should maybe not be generalised with some of the dubious vehicles America has produced. Fantastic.



Well I was not down to do on the Donington Park visit and was sad to hear it had to be cancelled until they sort themselves out and unravel the horrible mess, I wish them luck. Anyway thought it a good opportunity to dig out some of my old negatives and digitise them with my new scanner! So please find attached some pictures to wet your appetite for when it does happen. As I recall was working in Derby July 1999 and visited one afternoon, main reason being that John Cobb's Railton LSR car was on display, on loan from The London Science Museum. It was brilliant to see and I think I was just about the only person there. And contrary to what I told some folk it was on my previous visit that it was so cold there, cannot locate those negatives at the moment. But as I scan my negative collection will share more of the pictures with you.

Was thumbing through Motorsport newspaper and came across headline "Bird lets off steam with dominant win" and a picture of Paul Bird and Kirsty Riddick winning The Cartersport Jack Frost Stages at Croft despite some problems!! I think we should be told more about 'Birdy's' successful motorsport activities.



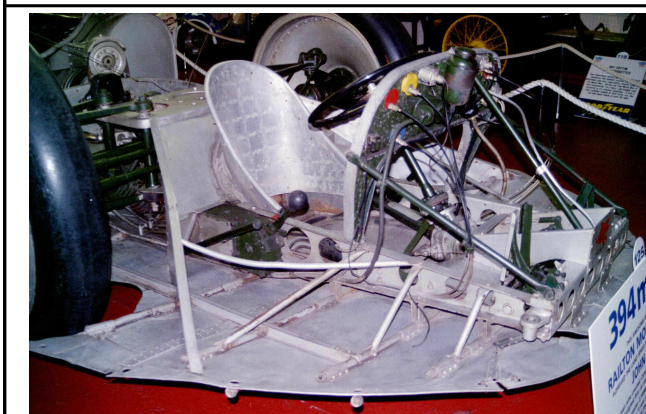
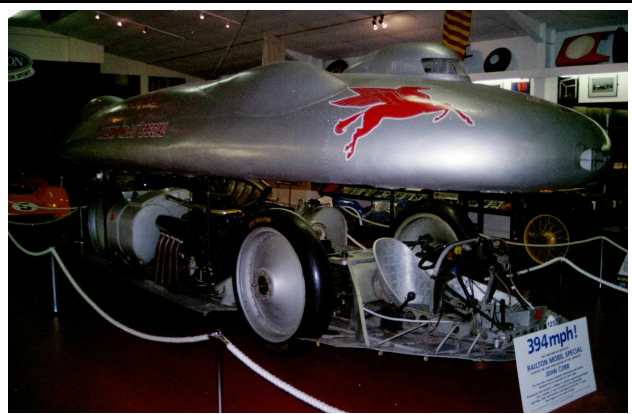
Finally had a call from a club member; thinking about buying a new competition car but unsure which class it would be eligible for. I struggled with his description over the phone and asked him to e-mail me a picture.....



.....'Nuff said.



## Donnington Collection 1999



P.S the collection has now re-opened, and once things have settled down a bit at Donnington we plan to re-arrange our trip.



## Remember When?



'Interesting' sponsorship - 'The small family car'  
Who was the driver?

## Autosport International

by Martin Emsley

So the waiting was over for another year and what a surprise, last year Autosport International was the biggest I had ever seen, with a revised layout, so much so it took from opening to closing times to just about cover it all. This year, not only another different layout, but a much smaller show. No idea as to why; whether it was the economic 'down turn' or cost of exhibiting going up, I have no idea. A lot of regular stands / exhibits were missing, F1 racing magazine failed to put on any imaginative display of last years F1 cars and no Constructor's / Engine Pavillion. It was only Autosport Engineering which was as big as usual, and yet again a girl in a booth who apparently undresses regularly in front of cameras, not at the show, charging silly money for a signed calendar or picture with her, now what exactly is that doing at a Motorsport show?

All that said, we really enjoyed the show, there was plenty to see though but less to do. The Auction seemed to have the most interesting selection of vehicles, see later. Finally I joined the Thrust Bloodhound supporters club, cannot explain why I had not done earlier. Anyway they had a most interesting stand and their people were great examples of how to engage with the public and promote interest. Was most fascinating.

Highlight meeting and having my picture taken with Richard Attwood, not sure he was

similarly delighted. Saw Toby & Lisa and somehow got the blame for purchase of 2 tubs of polish.

Sitting in the worlds fastest kettle (Steam powered record car) was a most unusual and memorable experience, plenty of room for me to be comfortable, unfortunately heard later all the merchandise had been stolen; it was the sale of this which was funding the tour around the UK. Of course we had some high jinks and japes as we toured around, mostly which should not be repeated. As is customary we finished up at The Swan Tytherington for an excellent meal and pint.

You will see some of the pictures from the show on the following pages. We were intrigued by the Ferrari in the Coys auction, it turns out to be a 1971 Ferrari Gipsy-Dino P271 Interserie Sports Racer:



On behalf of Luigi Moreschi and Romano Martini ( known as "Shangri-la") Italian racing firm Autocostruzioni GIPSY built this fabulous race car in 1971, constructed by Dallara, with the aim to take part at the 1000 km at Monza in the Prototype 2000 class. The engine is based on a 2 litre Ferrari Dino engine, fed by a Lucas racing- injection system, giving a power output of approximately 220-230 HP. The engine is mated to a Hewland FT 200 gearbox with

several ratio possibilities. The car started at Monza in 1971 and after several further outings - namely at the Nürburgring in 1972 - the car was then regularly raced in Italian hill climbs. In excellent condition with a freshly rebuilt engine and gearbox and a set of new adjustable K&W coilovers, the car is described as to be ready to race.

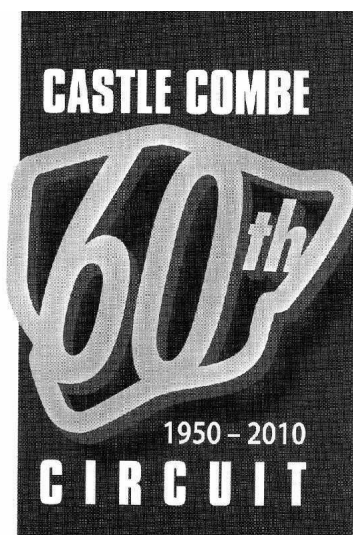
There was also a McLaren M1C which was getting a lot of attention, some full sized carved wooden motorcycles and my two favourites, a racing Ford Galaxie and a gorgeous pale blue Ford Falcon. Believe from the casting marks that the block is that for the Bugatti W16 engine, nice bit of crafting or basis for a coffee table. Most hideous creation at the show was the "All new exciting MX5 based tifosi RS" will tell you more about that next time.



# Autosport International





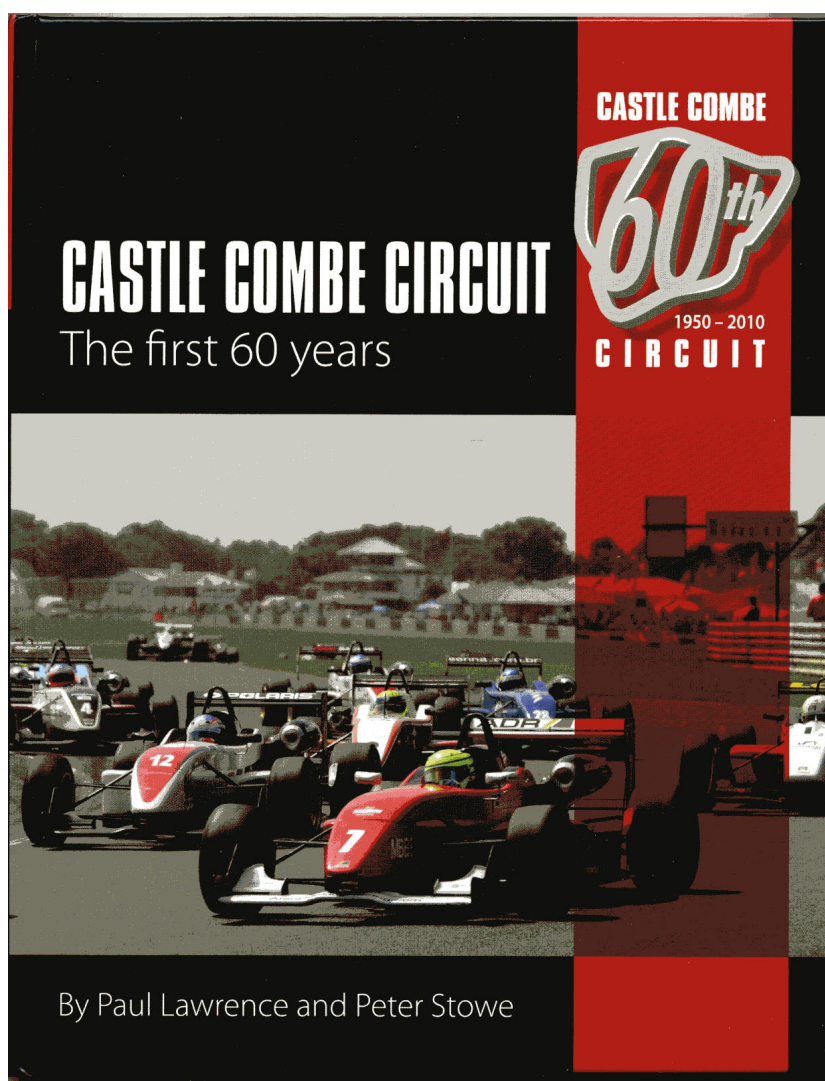


## Castle Combe Circuit – The First 60 Years

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

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

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



## 2010 Clubmans Championship as at 23/1/10

Prepared by Chris Thompson

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
4.75	Chris Goodchild	1	1	No
4.75	Dick Craddy	1	1	Yes
4.75	Martin Baker	1	1	No
4.75	Mary Craddy	1	1	Yes
3.5	Alan Dillamore	3	1	No
3.5	Chris Thompson	3	1	No
2.25	Alan Spencer	4	1	No
2.25	Nick Wood	4	1	No
1	Andy Moss	5	1	No
1	Cherry Robinson	5	1	No

## 2010 Marshals Championship as at 23/1/10

Prepared by Chris Thompson

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
2	Dick Craddy	1	1
2	Mary Craddy	1	1

## Next Month - BPMC Fantasy F1 2010

Watch out for full details of our free 2010 Fantasy F1 Competition next month. Entries will open on the website in the next couple of weeks, but there will still be a week or so to send one in after the March Backfire.

# MEMBERSHIP UPDATE

(with an apology for January's on-line applications)

Many thanks as always to those who have renewed their membership for 2010. To date we have just over 200 members including 27 new members (some with partner members). This is pretty healthy for the end of January as we ended 2009 with 302 members in total. This does mean of course that almost 100 of last year's members have yet to renew and although their membership doesn't lapse until March 31st (for continuity of membership purposes) they are nevertheless 'members in arrears'. Any help in passing the word is greatly appreciated especially as a current membership card is needed to enter a competition.

Regarding on-line applications during January we unfortunately found out very late in the month that Hotmail had instigated an update and no on-line renewals and applications reached me. Thanks to our webmaster (Richard Reynolds) I was able to play 'catch-up' on the evening of 31st January and issue membership to about two dozen people (including 5 new members). We now have a workaround so I'm keeping my fingers crossed.

Regards to all,  
John Corfield (Membership Secretary)

## Why not visit our website?



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

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>

# January 2010 Navigation Exercise

## Dick and Mary Craddy

Another win for Martin and Chris.

Coppice Mawr, a small roadside picnic and area adjacent to the B4235 on the road out of Chepstow on the way to Usk, was the starting point for this year's January Navigation Exercise. Four crews gathered for the 7.30pm start, which as usual for events that run in Gwent was preceded by a small briefing that covered the cautionary message required by the County Police. Beginners (6 or 8 figure map references only), Novice and Experts route cards were available.

It was good to see Cherry making her first step into navigating with Andy, and a return for Alan Dillamore on the anniversary of his first foray as a navigator - this year teaming up with Chris (Thompson) in a Daihatsu.

Route preparation for this event had been interrupted by the snowy weather. On my second visit, I very nearly found myself unable to climb a gradient on the approach to Devauden. Foolhardy you may think, but with snow forecast for mid-Wales and heavy rain actually falling when I passed through Itton Common, which is only two miles south, I was somewhat surprised when I found myself driving on snow and passing a car in a ditch within half a mile. An aborted trip.

This year, the 28-mile route, using maps 162 and 171 was very compact. A request from Gwent Police that we avoided getting too close to Usk was heeded. Initially the route went north to Itton Common, then east via the challenging steeply uphill and ill-maintained road from Bullyhole Bottom to Gaerllwyn, before heading south to Earlswood. A climb north to Llangwym was followed by a further climb to Nantgelli, where the route headed south along the escarpment and narrow road, with a very steep drop on the left-hand side, to Caer-fawr. Crossing from map 171 to map 162, the route entered the more familiar roads to the east of the River Wye. The terrain here is very wooded and competitors found themselves driving through Fedw, Tintern Cross and Catbrook before facing the downhill road through Botany Bay. From there, the run to the finish at the Sloop Inn in Llandogo took crews down the 1:7 and 1:5 roads that run down to the river level. To encourage the crews to tackle these last few miles, I increased the award for a correct answer for the last three checkpoints to 8 from 5. From a maximum available score of 279, Martin and Chris (G) just won from Chris (T) and Alan (D). Their scores were 196 and 192 respectively when time penalties were taken into account. Nick and Alan (Spencer) came home in a respectable third place. With bridge tolls refunded, the warming fire in the bar at the Sloop Inn encouraged us to stay and recount the experiences of the evening until around 11.15pm.



Ironically, having driven the route and overcome snowy roads in my attempts to prepare this event, I hit a pothole on our slow run to the finish along the A466 Wye Valley road. A call to Green Flag was needed to get my spare fitted. An expensive night!

Position	Type	Crew
1	Expert	Martin & Chris
2	Beginner	Chris & Alan
3	Novice	Nick & Alan (Spence)
4	Beginner	Andy & Cherry

Many thanks to the crews who turned out for what I hope provided an interesting selection of roads that are unique in this area.







## Race Retro

Coming up on Friday 12th March.

We are once again running a minibus expertly piloted by Martin Baker who will also take us to an excellent hostelry on the way home. In between you will be able to enjoy the delights of the best Historic Motorsport show in the uk. We have also managed to negotiate a discount on tickets, therefore for an excellent day out you need only pay £18.00. A bargain. Places are limited, first come etc. Contact Martin Emsley 01454 250067



EUROPE'S PREMIER WINTER CLASSIC MOTORSPORT SHOW

# race retro

12th-14th March – Stoneleigh Park, near Coventry

INTERNATIONAL  
HISTORIC  
MOTORSPORT  
SHOW 2010

CLASSIC COMPETITION CARS & BIKES  
ON ROAD, OFF-ROAD AND ON TRACK

- Live Rally Stage
- Motorsport Autojumble
- Hundreds of Exhibitors
- H&H Live Auction
- Guest Celebrities
- Retro Racer Cafe
- Event/Series Organisers
- Sporting Motor Clubs
- Engineering Companies

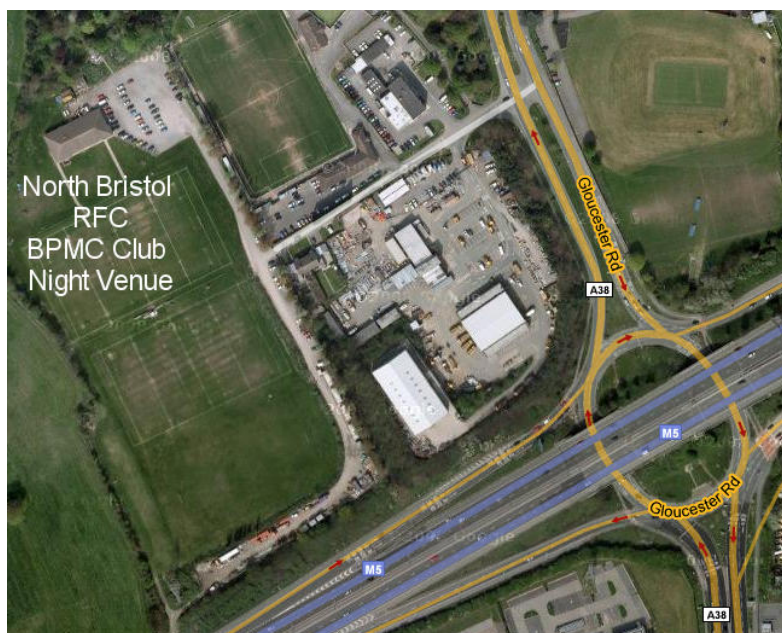
Featured Marques for 2010




Audi quattro



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



## Club Night - Directions

### North Bristol RFC - Almonsbury Bristol

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

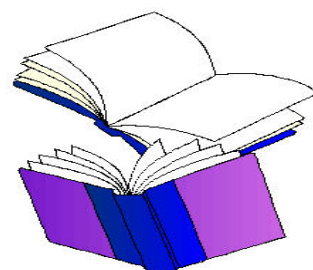
Take 3rd exit.

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

## Online Books, Videos, CDs, DVDs

### Visit the bookshop

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



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

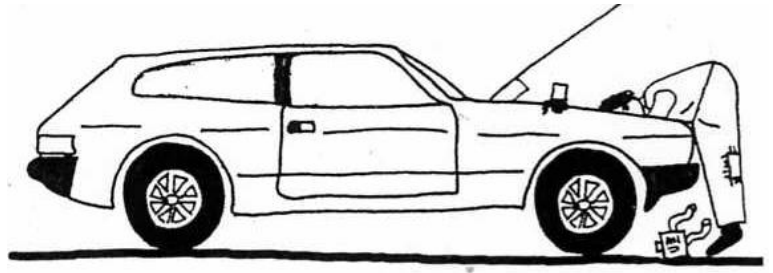
## Ecurie Shoestring Answers

1. Zwickau
2. 23
3. 1995
4. 1924 (Arpajon, France)
5. 100 years
6. 41
7. Karl Kling (in 1955)



# REX'S RAMBLINGS

by Rex Meaden

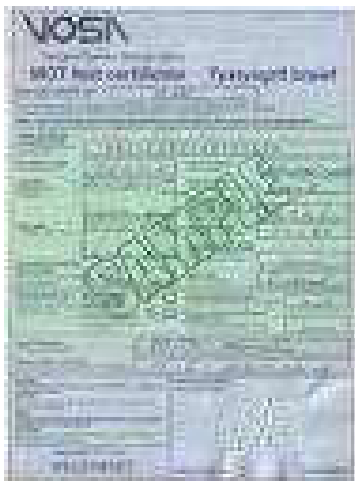


Being an occasional series of motoring thoughts and experiences, mostly with a classical edge, but also trying to get to grips with the trials and tribulations we all face in pursuing the hobby we love.

## FLEET RUNNING REPORT – A hard winter, and MoT's

My old cars don't get a lot of running at this time of year. The old Riley has several months off anyway (no SORN as tax is zero anyway, and I have actually done a wedding in December before now), but I do try to use one of the others at least once a week, to keep the wheels oiled as it were. However, heavy rain, or a frosted up car in the morning, or worse of all, salt on the road, and I chicken out and use the daily driver, sometimes despite the best intentions. We've had quite a bit of salt on the roads and had to put up with very icy conditions recently, so the fleet hasn't had a lot of use.

It doesn't help that both the Scimitar and the Bentley (1980 SE6A and 1989 Mulsanne S for new readers) have their MoT's due in January. The Scim's used to be in May but it was SORN'd while the new suspension and steering rack were fitted about a year ago, so now it's in January. The Bentley was first under the microscope, and it FAILED. On emissions. You're allowed 3.5% CO in your exhaust gas, and mine was at 4.1%. Oo-er. The garage (sensibly, in my view) popped a bottle of fuel conditioner in and re-ran the test an hour or so later. Viola, 1.434% and an easy PASS.



The Scim was duly presented for its MoT a few days later. The poor thing is living outdoors at the moment while I wait for the garage extension to be done. The rubber around the windscreen is porous (too much de-icer over the years? Personally I never use the stuff) and the inside of the car is decidedly damp, for which I duly apologised to the MoT station in advance. Well, the Scim FAILED as well, and the reason was water-related, in that the windscreen washer motors had packed up! The main suppliers of Scimitar spares didn't have any, and haven't for at least two years according to them, but the people who supplied my suspension and steering rack had a new bottle and motors, and got them to me in under 48 hours. That will all be fitted this weekend and represented on Monday, hopefully to pass this time.



**Can I say HI ! to my two readers,** I know I've got two as I've had two sets of feedback, both from unexpected and unsolicited sources. Both like the column and want more on the experiences side, motoring years ago etc. Ok, we'll see what we can do!

### **GRUMP OF THE MONTH -- INDICATORS**

How often do you find that the driver in front of you uses their indicators to inform you of their intention when they are already half-way through their manoeuvre? For example, at a mini-roundabout, single lane approach, car in front offers no indication of which way its going, then turns left with the indicator going on with the turn of the steering wheel. The fact is that you'd already worked out that it was turning left by its approach, the vehicles positioning on the road, and the fact that the driver was only looking right. So why did he indicate at all? Because he thought he out to? Insurance purposes (I was indicating...)? To prove that the indicators were still working?



Another scenario, Main road, you want to turn right at a set of lights, and helpfully, a second lane appears in the road, to hold traffic waiting to turn. As a good driver you mirror and indicate in good time, and pull into the holding lane. The vehicle in front is already in that lane with no indication. As I'm in the right-hand lane, which is only for turning right, I turn off my indicators as I don't want to annoy my fellow road-users with a continuously flashing indicator that isn't necessary. At this point the guy in front switches on his indicators. But why? He's already in the right-hand lane, he's not moving, and he's not informing anybody of anything. Just a continuous blink-blink, which remains on until the self-cancelling kicks in after the turn is completed.

I might be old-fashioned, but I thought that the order was Mirror, Signal, Manoeuvre. And that the indicators should be used to do just that, to inform other road-users of your intentions. In other words, used ahead of any change of direction, not part-way through when it's too late.

I don't get wound up about it, I drive expecting others to do virtually anything, and I'm rarely disappointed. But why do so many make a hash of this basic operation?

All for now, and keep enjoying your cars!

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# Donnington and Cadwell Track Days

By Ken Robson

## Donington - Friday 8th May 2009

Truly awesome circuit, who can forget the finest single F1 lap by the late great Ayrton Senna here in 1993 at the wheel of an underpowered McLaren. Dave and I booked with Trackzone which is run by the circuit themselves in sessions, where all cars are guaranteed 20mins every hour. We had never done sessions before but it worked well as by the time you got off, had a coffee, discussed your lines, gears for the corners etc. it was time to get back in the car and line up again. The circuit takes time to master but we had the good fortune to have lunch with professional instructor Gary Marsh who raced here up to F3 level. He gave us a copy of the circuit layout on which he drew the racing line and explained which gear you should be in for each corner. He explained that it was a very technical circuit and that some corners had a late apex which helped carry the speed through the corner and make the circuit “flow”. With Garys advice still fresh in our minds in the afternoon session our performance improved considerably. The feeling you get from accelerating out of Goddards through Redgate then carrying the speed through Hollywood and down through the Craner Curves words cannot describe. The nearest I can express the feeling as is like being on a roller coaster which is under your control. In the morning Dave & I were amongst the slowest on track but by mid afternoon we were amongst the quickest. One session in particular will be etched in our memories forever as we were determined to match each other which we did lap after lap. It was only when we came off the circuit for a break with massive grins on our faces that it suddenly dawned on us that nothing overtook us. At the end of the day we were allowed an extra session with the race cars competing in the following days race meeting and to my amazement my 5EXi with its standard Rover VVC engine was quicker than a historic Aston Martin race car and the Ginetta Juniors which support the British Touring Car Championship. A brilliant, brilliant day worth every penny of the £145 it cost and we drove a total of 165 miles on track. It is such a shame that the track has been left in a mess due to the failed British Grand Prix bid but once the lease has been resold and the track restored I will definitely be back.



## Cadwell Park - Mon 6th July

Cadwell is a narrower technical track ideally suited for motorbikes but with a great mix of corners which takes time to learn. The track is often described as a mini Nurburgring but having driven “the ring” in 2008 I would say that Cadwell is not a patch on it. Unfortunately the weather was not kind to us with short spells of sunshine being interspersed with torrential showers so the varying levels of grip did not help with our learning process. We booked

through Easytrack on a book early £99 offer which on paper was excellent value. In practice there were too many cars allowed to attend (65) long queues to get on track, too many red flag sessions and too many idiots on track. Although it was an "Open Pit" track day we only got in 120 miles on track due to the queues and the weather despite being out on track at every opportunity. A long way to go from Bristol but an excellent track, just a shame we never had the opportunity to learn it properly with consistent grip levels. As with everything in life you get what you pay for, so next time I would pay a bit more and book with another track day company with fewer cars accepted. A great track and one for another day but of the two I much preferred Donington

### **Kens Top 10 Tracks**

Of the tracks I have driven so far in my Marlin 5EXi, this is my order of preference. This is my opinion based on my experiences which others may not agree with but it makes for a good debate over a pint or two.

1. Spa F1 circuit
2. Nurburgring
3. Donington Park
4. Brands Hatch
5. Pembrey
6. Cadwell Park
7. Colerne (airfield)
8. Castle Combe
9. Keevil (airfield)
10. Llandow

The best advice I can give anyone is to get out there and drive different circuits. Each one presents its own unique challenge and there is nothing better than coming away from a circuit at the end of the day knowing that you have "nailed it".







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The MSA wishes all club members safe and enjoyable motor sport in 2010.

New Hampshire RLO Mike Hall is the new Route Liaison Officer for Hampshire. His contact details are below. Mike takes over from Tony Reynolds who held the post for 14 years and in 2002 received the HRH Prince Michael of Kent Award of Merit for his work with disabled motor sport enthusiasts. Hampshire RLO: Mike Hall, 10 Orchard Close, Woolhampton, Reading, Berkshire, RG7 5SD. (h) 01189 712747 (m) 07774 951937.

### **New Year Honours**

David Butler receives an MBE for services to disabled motor sport. As Chairman of British Motor Sport for the Disabled, which he established in 1987, David Butler has been instrumental in setting the safety criteria and assessment that has opened up motor sport to disabled drivers. He is still the only disabled driver worldwide to have held both an International Race and International Rally Licence, and his persistence and dedication has now enabled many others to follow his lead. Colin Hilton, Chief Executive of the MSA, said: "David has worked tirelessly to benefit others and has greatly enhanced the status of disabled people, especially those wishing to be involved in motor sport. He has been an inspiration, a role model and a symbol of hope to many disabled people and he fully deserves this great recognition."

Readers will probably be aware that Jenson Button was awarded an MBE in recognition of his performances for Brawn GP in 2009 and that Ross Brawn received an OBE for more than 30 years of service to motor sport.

### **Safety Car regulations corrected**

In the 2010 MSA Competitors' and Officials' Yearbook, the text concerning the operation of the Safety Car in circuit racing (Section Q, Appendix 2) is incorrect in two places. More information can be found on the Latest News section of the MSA website at: <http://www.msauk.org/site/cms/newsarticle.asp?chapter=1&nid=1291>

### **Club Officials seminars 2010**

Places are still available on some of these seminars being run by the MSA (with the support of

the British Motor Sports Training Trust). If you wish to attend, please check availability of places with Richard Nunn at the MSA (rnunn@msauk.org or 01753 765071). More information about the seminars was in the December and November issues.

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)

### **Fitness for duty**

The following words are taken from the MSA Scrutineers E-bulletin # 48: It has long been accepted that it is not appropriate for officials to partake in the consumption of alcohol during a meeting. That said there is nothing wrong with having a relaxing drink after the day's toils if that is your choice. Please remember to be responsible with your alcohol consumption "the night before". If you work on the basis of only drinking an amount of alcohol the evening before such as to mean you would not fall foul of a police breath test at the start of the meeting you will not be too far wrong. Remember it is not only competitors who are required not to be impaired by the consumption of alcohol or drugs, but also officials. In the bulletin, Scrutineers were also reminded that smoking whilst officiating is to be avoided.

### **Blue Book on website**

The 2010 MSA Competitors' and Officials' Yearbook (aka the Blue Book) can be downloaded from the MSA website. Other publications which can be downloaded include the 2010 Kart Race Yearbook, the Motor Club Manual, Motorsports Now! – the MSA magazine sent to competition licence holders and officials – and back issues of e-Wheels (in Word and pdf formats).

Go to [www.msauk.org](http://www.msauk.org) > Clubs > Publications.



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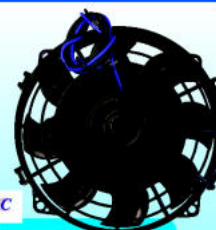


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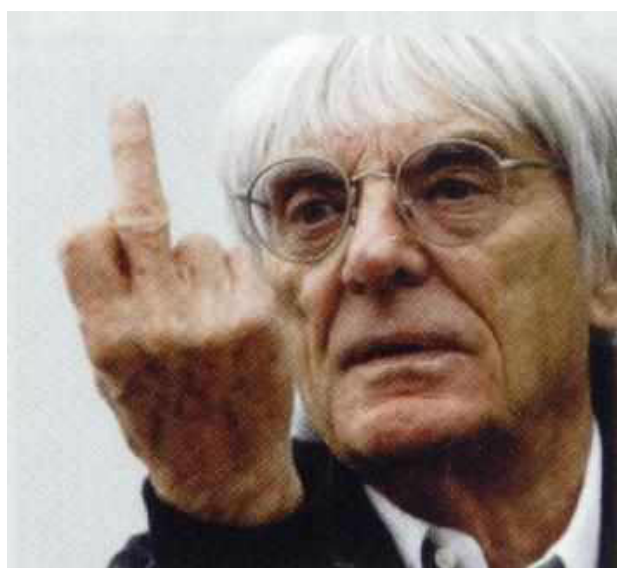
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## End Piece

The response received to the suggestion that The Two Club Sprint could be a replacement for The British GP at Silverstone. Well after all the facilities are better at Colerne!

Bristol Pegasus  
Motor Club  
Club Motorsport at its Best



## Monday 8th February - Club Night

Informal club night. Come along for a chat and a drink at our usual venue of North Bristol RFC. We should have some motorsport video on the big screen. 8.30 pm.

## Friday 19th February - Navigation Scatter

The February Navigation event is a Scatter and is a joint event with BMC. Regulations are not out at the time of going to press but will be available from the club website as soon as they are available. If you don't have web access you can contact organiser Paul Parker on 01275 843478. There will be no entry fee, although cheques will be required for any insurance cover required - see the regs for details. These events are great fun, and if you can plot a map reference you can have a very entertaining evening.

## 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.



## Race Retro - Friday 12th March

We are once again running a minibus expertly piloted by Martin Baker who will also take us to an excellent hostelry on the way home. In between you will be able to enjoy the delights of the best Historic Motorsport show in the uk. We have also managed to negotiate a discount on tickets, therefore for an excellent day out you need only pay £18.00. A bargain. Places are limited, first come etc. Contact Martin Emsley 01454 250067