

Backfire

January 2008



The Magazine of the Bristol Pegasus Motor Club

Cover : BPMC 2007 Photo Contest - Winner – Kieron Winter

Barry Squibb leads fellow Mitsubishi drivers Russell Humphrey and Simon Norris.
Two laps later Norris red flagged the race when he attacked the Pit Lane catch fencing.



2008 BPMC Events Calendar 2008

Changes shown **BOLD**

January	Monday	14 th	Club Night
	Friday	25 th	Nav Ex
February	Friday	8th	Nav Scatter
	Monday	11 th	Club Night
March	Friday	7 th	Nav Ex
	Monday	10 th	Club Night
	Friday	14 th	Stoneleigh Show Visit
	Saturday	29 th	Great Western Sprint
April	Monday	14 th	Club Night
	Sunday	20 th	Production Car Trial
May	Monday	5 th	The Wessex Sprint
	Monday	12 th	Club Night
	Monday	19 th	Treasure Hunt
	Monday	26 th	Bristol Llandow Sprint
June	Sunday	8 th	ACE Classic Tour
	Monday	9 th	Club Night
	Saturday	14 th	AutoSolo
	Monday	23 rd	Treasure Hunt
July	Monday	14 th	Club Night
	Monday	21 st	Treasure Hunt
August	Saturday	9 th	Castle Combe Track Day
	Monday	11 th	Club Night
	Monday	18 th	Treasure Hunt
	Monday	25 th	Bristol Two Club Sprint
September	Monday	8 th	Club Night
	Saturday	20 th	AutoSolo
October	Monday	13 th	Club Night
	Saturday	18 th	The Pegasus Sprint
	Friday	24 th	Nav Scatter
November	Monday	10 th	Club Night
	Friday	14 th	Nav Ex
	Thursday	20 th	Karting Endurance Challenge
December	Friday	5 th	Nav Ex
	Monday	8 th	AGM



Club Night

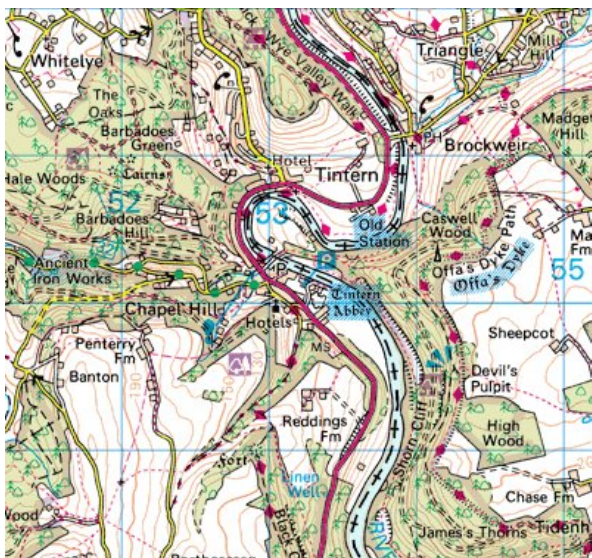
Monday 14th January 2008

An informal club night – come along for a drink and a chat. We meet in the function room at the rear of the dining area from 8.30pm.

Navigation Exercise

Friday 25th January 2008

Once again Andy Rigler and Dick Craddy will organise the first Navigation Exercise of the year that will run around the River Wye in Gwent and Gloucestershire. Only map 162 will be required.



The event will start from the Public Car Park adjacent to Tintern Abbey ref 532 001 and the finish will be at a Pub in the Lydney area. Route cards will be handed out at 7.30pm.

Please arrive in good time for signing on. The route length is 25/30 miles.

Navigation will be straight forward with Novice and Expert cards available. Severn Bridge tolls will be refunded. Just turn up and start!

Navigation Scatter

Friday 8th February

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.

There will be no entry fee, although cheques will be required for any insurance cover required.

February Club Night

Monday 11th February 8:30pm

Guest Speaker David George will be talking about THRUST SSC

David George, well known as the race commentator at Castle Combe, is also a great Land Speed Record enthusiast and in 1997 spent two weeks at Black Rock Desert, helping the Thrust SSC team during their record breaking attempts.

He will be talking about the car, its construction, and the record runs, and will also be bringing along a selection of Thrust SSC memorabilia and photos, including a piece of Black Rock itself!

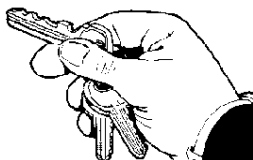
As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP backfire@bristolpegasus.com Fax (0870)139-2108

Website WWW.BRISTOLPEGASUS.COM



Chairman's Chat

By Kieron Winter



I am sure the evening of Monday 10th December must have presented a dilemma for many members, do I go to the Bristol Pegasus Motor Club AGM or do I go to the Led Zeppelin reunion concert in London? Well I am glad to report that a lot of you decided to head for the Wheatsheaf and we ended up with every seat in the Function Room taken and standing room only for the late arrivals.

After listening to my report on the year's events (you can read this elsewhere), Martin Baker took us through the accounts and explained about the small increase in the annual subscription. I am sure you will agree that it is still very good value for money and at least a fiver cheaper than other similar clubs. It was then time to elect the Board of Directors. With Ken Robson having stood down, I was very pleased to receive the nomination of Cherry Robinson to join us. All twelve names were duly elected, so welcome aboard Cherry.



Following the chance to ask questions of the Board, the formal meeting ended and the excellent buffet was served. This was the last chance to buy raffle tickets for the great range of prizes assembled by Martin Emsley. In fact Charlie Emsley and Donny Allen sold out of tickets, and every ticket sold was going to get a prize.



The second half of the evening commenced with the drawing of the top three raffle prizes by Martin, Bob Hart and our guest for the evening Sarah Reeves from Diabetes UK. Martin then had great pleasure in presenting a cheque to Sarah for £2000. Sarah was very pleased to receive the cheque and thanked the club for their fund raising efforts. She also told us that Diabetes UK, as well as raising funds for research, was also keen to inform members of the public of the symptoms of Diabetes and to ensure that they sought help from their Doctor if they showed any symptoms. Sarah then headed off home to Taunton and we proceeded to hand out the trophies to the 2007 winners.

Vice President Dick Craddy started the proceedings by thanking the Committee for their efforts during the year and for organising the wide



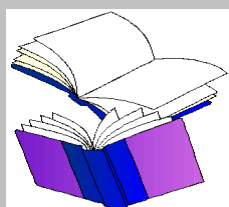
range of events. Dick also gave us his own thoughts about the politics of the FIA and Formula One and how very different it was from the grass roots motorsport of our own Club. Following the presentation of the event trophies, it was time to hand out the Marshals award and this year it went to Martin Emsley. He had just taken his seat, when it was time for Martin to return to receive the Committee Rose Bowl Award. This was presented to Martin to thank him for all his efforts he had undertaken for the Club in 2007; Organising our first AutoSolo, roles in all four Sprints including running the Pegasus as Clerk of the Course, organising two Treasure Hunts and a Nav Ex, putting up our new storage shed, running two charity raffles, Stoneleigh trip organising and promoting the Club.

Before the award of the Clubman's trophies there was a Special Award made. To celebrate the 22 years that Mal Allen has been the Membership Secretary, he was presented with an engraved tankard. The awards presentation ended with Paul Bird picking up the third place trophy in the Clubman's Championship, second place went to Martin Baker and a well deserved first place went to our Competitions Secretary, Chris Goodchild.



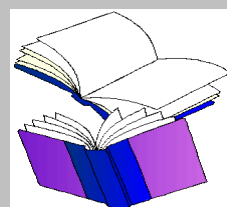
The evening then ended with Ken Robson taking the Auctioneers gavel and raising some more money for Charity. Bob Hart has kindly agreed to organise a flight in a light aircraft and the three seats available fetched £50 each. We then had two vouchers for Merlin Motorsport at Castle Combe, a voucher for The Raceway at Avonmouth, a Jacket presented by Wessex Garages, and a track day donated by Motorsport Events. The auction raised a further £340. It was then time to dive into the pile of raffle prizes and see what you had won.

My thanks go to those who contributed to the evening in organising the trophies, the raffle and the auction and to all of you who came along. Let us hope that 2008 is as successful a year for the Club.



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

Visit the bookshop section
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 2007 Diabetes UK. The Amazon site sells books, videos, CD's, DVD's etc. etc.



Audi South West Enduro Friday 7th- 8th March 2008

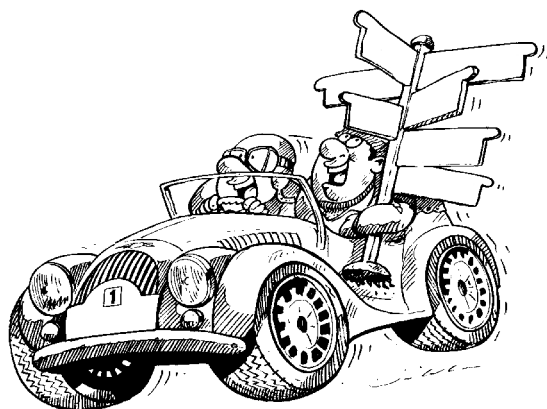
The Audi South West Enduro, will be round two of the national Enduro Championship for 2008, and South Hams Motor Club, will be running this event for the third time.

A great many marshals, and officials, will be required to run the 40 plus Selectifs, and regularity sections, throughout South Devon, Mid Devon and Cornwall, that this event will offer. Any assistance, that the members, family / friends, of the Bristol Pegasus motor club can offer will be greatly appreciated.

If you would to be part of what promises to be a superb event, with over 20 entries already to hand, as of the 1st of January, please Liase

with your Club Chief Marshal, or contact the event Chief Marshal, Chris Smale on 01752 767324 Mobile 07974 910744 or E. Mail Rallychief@blueyonder.co.uk we will be using 81 radios more extensively for 2008, so 81 operators are required. So that Selectifs and controls, can be allocated in advance, could you please contact us as soon as possible. We look forward to seeing you.

Chris Smale





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Visit our Shop & Goodridge technical workshop at the Castle Combe Circuit, Wiltshire, open Mon-Sat

Buy from our online store. See the full extensive range at www.merlinmotorsport.co.uk



Autoglym Quiz

Bristol Pegasus Qualify for the Autoglym National Final



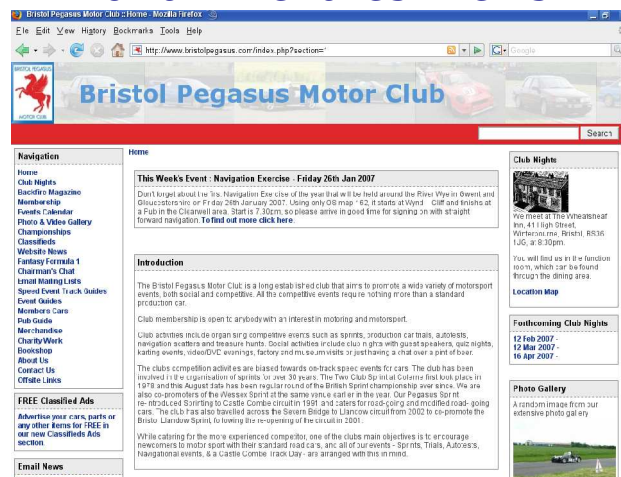
At the November Club Night a small group of members were huddled around Chris Goodchild's lap top in the corner of the room. They were taking part in the Autoglym on-line motorsport quiz. There were 100 questions to be answered against the clock, plus a few tie-break questions.

The quiz was open to all the motor clubs in the UK (over 600) and closed on the 10th December, the day of the AGM. On the morning of 11th December, Tim Murray received an email to tell him that Bristol Pegasus was one of the four teams to qualify for the National final.

We will be joining Oxford, Stockton & District and Wallasey Motor Clubs in the live final to be held at the Honda Racing F1 HQ at Brackley on 26th January.

Teams of four from each club will be battling for the cash prizes that are on offer from Autoglym. However the club does at the final, it is a great achievement to qualify for the final. Congratulations to Tim, Bob Hart, Martin Emsley, Nick Wood, Martin Baker, Kieron Winter and Chris Goodchild who all helped the Club reach the final.

For all the latest news



Why not visit our website
www.bristolpegasus.com

AGM Raffle - Thanks

Thanks go to those Companies who donated raffle and Auction prizes for the AGM

- Merlin Motorsport based at Castle Combe Circuit
- The Raceway at Avonmouth – Bristol's indoor Karting Centre
- Wessex Garages, Nissan Dealer for Bristol
- Motorsport Events – organisers of track days





Letters to the Editor

I understand that the new Sprint event due to be held at Castle Combe next March will be called 'The Great Western Sprint'.

Lets hope we can make it run to time.

Dick Craddy

A sad tale from the Goodwood November Sprint.

The Maserati is now developed fast enough to win the road car class by a good margin. I let clutch in on line and gearbox broke!

Couldn't believe it after 20 plus events in the coupe and no trouble, and 1st serious try in the near mint saloon and "bang".

Guess that's motor sport for you.

See you next season.

Regards

Reg Palmer



Spa and the Nurburgring Trip

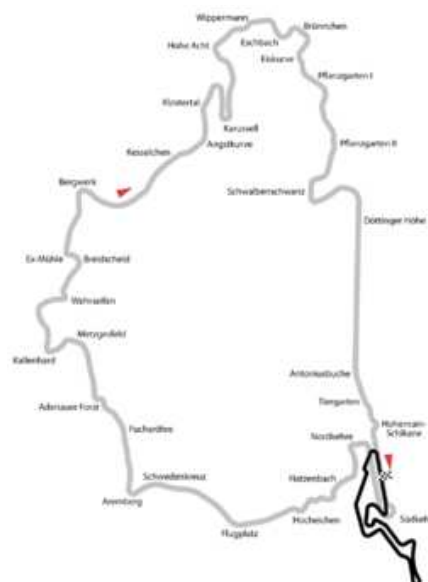
Club Members Steve McCarthy and Pete Goodman are investigating a trip to Spa and the Nuerburgring later in the year and are trying to gauge interest.

A provisional agenda would be:

Sunday 3rd August – Travel to Spa
Monday day – drive Spa
Monday eve – relax/reflect
Tuesday day – drive Spa
Tuesday eve – relax/reflect/have a drink
Wednesday am – relax
Wednesday pm – travel to the 'ring
Wednesday eve – 'ring introduction
Wednesday late eve – relax
Thursday – drive the 'ring
Thursday eve – party
Friday – free day/drive the ring again!
Quiet evening beers
Saturday – Travel back to UK

The trip would be booked through Book-A-Track.

If you are interested and want more information please talk to Pete – He can be contacted by e-mail pete@goodmanbs15.fsnet.co.uk or by phone on 0117 9605367.



The Great Acton Turville Nav-Ex 2007

By Paul Bird

I was “volunteered” to organise either the November or December 2007 Nav-Ex as I hadn’t done one for well under a year! As usual, I thought that I had plenty of time for the organisation, so I opted for the November one and equally as usual, I left the organisation to the last minute.

Now, I thought that the best course of action was to try a route that hadn't been done for a while and the significance that it started AND finished at the Fox & Hounds (my local) were entirely coincidental.

Any road, the competitors (all three crews), were given their route instructions which consisted of four straight forward sections of “classic” design. A Tulip, Herringbone, False origin and a Time clock direction indicator completed the instructions.

All competitors completed their navigation without complaint due to the excellence of the organisation, apart from Martin Emsley who clearly missed a road on one section and moaned about the navigation being less than accurate.

The route took competitors through Burton prior to going through Castle Combe. Well, the intention was to go through Castle Combe however, the RLO objected so I had to modify the route to “skirt” the village. Grittleton was also avoided before entering Hullavington and travelling on to Alderton before returning to the Fox & Hounds in Acton Turville.

I had been in the Fox & Hounds the whole time the competitors were doing their navigation stuff. I don't know about them, but I had a great time, apparently.

Well anyway, having been well lubricated with “Old Speckled Hen” any further criticism of my navigation went over my head, but all crews seemed to be jovial enough come their return.

Results

1st Chris Goodchild & Martin Baker

2nd Martin Emsley & Andy Moss

3rd Alan Spencer & Kieron Winter

2008 Membership Renewals

By John Corfield

A 2008 membership renewal was included in last months Backfire – thanks to all those who have returned their forms. Another copy is included in this months Backfire – **you can ignore this if you have already renewed**, if you have not please return it as soon as possible to ensure you get your February Backfire.

I will be sending out the 2008 Membership Cards as soon as the 2008 Club Cards (Calendar etc) are printed and available – this should be first week of the new year.

	<h1 style="margin: 0;">Bristol Pegasus Motor Club</h1> <h2 style="margin: 0;">MEMBERSHIP RENEWAL</h2> <p style="font-size: small; margin: 0;">(PLEASE PRINT CLEARLY - ALL INFORMATION MUST BE ACCURATE)</p> <p style="font-size: x-small; margin: 0;">PLEASE PRINT YOUR PRESENT OR NEW ADDRESS AND HOMEWORKING INDUSTRY ADDRESS SEPARATELY</p>						
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">MEMBER NAME</td> <td style="width: 50%;">SUN PAFETY</td> </tr> <tr> <td>UNIT 12/126</td> <td>ES&O</td> </tr> <tr> <td colspan="2" style="text-align: center;">WOLLEY PARKWAY BRISTOL BS40 7JG BRISTOL PEGASUS MOTOR CLUB</td> </tr> </table>		MEMBER NAME	SUN PAFETY	UNIT 12/126	ES&O	WOLLEY PARKWAY BRISTOL BS40 7JG BRISTOL PEGASUS MOTOR CLUB	
MEMBER NAME	SUN PAFETY						
UNIT 12/126	ES&O						
WOLLEY PARKWAY BRISTOL BS40 7JG BRISTOL PEGASUS MOTOR CLUB							
<p>TITLE OR MR, MRS, MISS LAST NAME</p>							
<p>FORENAMES</p>							
<p>ADDRESS</p>		<p>POST CODE</p>					
<p>Tel. NUMBER</p>							
<p>E-MAIL ADDRESS</p>							
<p><i>All members will receive the club magazine "Stagline" by post to the address given above.</i></p> <p><i>The magazine is available on a download from the club website www.bristolpegasus.org</i></p>							
<p><i>I agree to pay my subscription to the club magazine by direct debit on the 1st of every month from the 1st of January 2012 to the 31st of December 2012.</i></p> <p><i>I agree to pay my subscription to the club magazine by cash on members day on the 1st of every month from the 1st of January 2012 to the 31st of December 2012.</i></p>							
<p><i>Signed</i> _____</p>		<p><i>Date</i> _____</p>					
<p><i>Please pay a first club membership cut in on payment</i></p>							
<p><i>Full name (print)</i> _____</p>		<p><i>Date</i> _____</p>					
<p>Notes</p> <p>1. Date Payment Act: If you object to your membership being entered as a corporate group you must inform the club in writing.</p> <p>2. If you are any longer quoted please contact the Club Office on 01273 709111 or 01753 707771</p>							
<p>Return this form to: John Carball, BRISC Membership Secretary 18 Hagley Road, BRISTOL, WSH6 8AA, U.K.</p> <p style="font-size: x-small;">Telephone: 01273 709111 Fax: 01273 707771 Email: john@brisc.org Website: www.bristolpegasus.org</p>							



Clubmans Championship 2007

Final Result

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
40.79	Chris Goodchild	1	12	Yes
31.46	Martin Baker	2	8	Yes
31.02	Paul Bird	3	11	Yes
27.61	Alan Spencer	4	10	Yes
24.48	Martin Emsley	5	8	Yes
20.29	Andy Moss	6	8	Yes
19.07	Mark Astin	7	5	Yes
18.54	Michelle Rogers	8	4	No
18.08	Kieron Winter	9	7	Yes
16.25	Toby Harris	10	3	No
16.04	Kevin Jones	11	3	No
14.75	Ian Cameron	12	3	No
14.63	Matt Marples	13	3	No
13.63	Martyn Mees	14	3	Yes
13.00	Martin Corfield	15	4	No
12.96	Lewis Bird	16	4	Yes
12.95	Howard Johnstone	17	4	No
12.88	Paul Rowbottom	18	3	No
12.42	Lisa Selby	19	3	No
10.67	Mike McBride	20	3	No
10.42	Tim Ayres	21	3	No
10.24	Ken Robson	22	5	Yes
10.14	Pete Devall	23	3	No
10.05	Nick Wood	24	4	Yes
10.01	John Mearns	25	2	No
10.00	Mark Roberts	26	2	No
9.78	Paul Perkin	27	2	No
9.72	Paul Scapens	28	3	No
9.71	Tony Thorp	29	2	No
9.38	David Adams	30	2	Yes
9.08	Ian Hall	31	2	Yes
9.05	Richard Evans	32	2	No
8.56	Cherry Robinson	33	4	Yes
8.50	John Corfield	34	4	Yes
8.50	Judith Bird	34	4	No
8.00	Johnathan Milne	36	2	No
7.87	Nick Cook	37	2	No
7.83	Matthew Withers	38	2	No
6.54	Dave Bence	39	3	No
6.17	Sarah Leat	40	2	No
6.17	Steve Benett	40	2	No



Club Night Venue The Wheatsheaf

From M32 J1

Take the A4174 ring road towards Downend. 200 metres further on, turn left at traffic lights (signposted to Winterbourne). Follow the B4058 for approximately 2 miles. You will find the Wheatsheaf Inn on the right hand side of the road.

From M5 J16 (Almondsbury)

Take the A38 towards Bristol After 200 metres take the first left at the roundabout. Keeping in the outside lane to go straight ahead at the traffic lights.

Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, approx. 400m from the turning.



Allen Trial 2007

Club members on the 2007 Allen Classic Trial - Mal Allen with passenger Martin Emsley in the Marlin (Top and Bottom). Alan Spencer in the Parsons Special (Middle).



Photos by Dave Cook. You can find more at <http://hoits.smugmug.com>



Marlin Roadster Rebuild

By Andy Moss

Marlin

My son plays football on Sunday mornings, so it was lunchtime when I was stood next to the car thinking about something to keep me entertained in the afternoon. I had previously removed the Ali panelling along the top of the gearbox tunnel and disconnected the propshaft. It was at this point that it struck me that although I did not have an engine hoist, it would be pretty easy to drop the engine out the bottom of the car. The Car was by now pretty stripped and with no bodywork and most of the interior of the car removed - it looked as though it should be possible to lift the Chassis over the engine once it was dropped out. I borrowed a small trolley from Martin Emsley that we often used for moving Citroen AX engines around and positioned it under the engine with the car slightly jacked up. Then it was simply a case of undoing the engine mounts at the front and gearbox mounts at the rear and the engine was now on the trolley. Lifting the chassis high enough to wheel the engine out was a bit of fun, and I involved jacking the chassis while raising axle stands up one position at a time on alternate sides - a bit of fiddling, but the engine was then just wheeled out on the trolley. Job done and still enough

of the afternoon left to watch the Grand Prix that I had taped earlier.

Next challenge was to find a B series engine, back to e-bay and a few engines looked promising. Determined not to get involved in a bidding war, I watched several possible engines until I spotted one down in Taunton that did not make it's reserve price, A few e-mails and a deal was done, I could go down and collect on Sunday morning. The engine I had found belonged to a man who did Historic racing, he needed a new body shell for his race car that had been damaged - his answer was to buy a complete solid car and sell the engine and gearbox on. This was a great deal for me as I ended up with an engine that had been rebuilt 11000 miles ago and converted to unleaded.

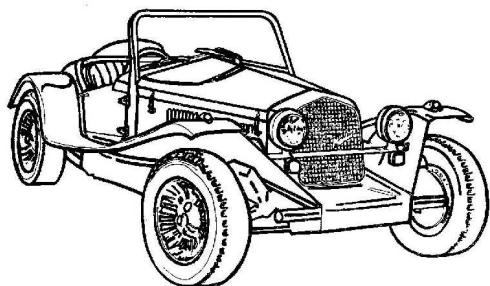


Now I had a decision to make - should I hire a van or could I fetch it in my small trailer - this had cost me £40 and was only really used for trips to the tip, but being tight fisted I reckoned it would do the job. We followed the sat-nav to a very nice farm, the engine had a barn of it's own and I also got to look at the



race car. As well as engine and gearbox, I got a load of other bits thrown in - most of these were no good to me but they went back on e-bay and helped to offset what I paid for the engine. The original A series engine from the Marlin was also sold, and in the end I reckon the engine swap cost me about £150.

The Marlin chassis has the engine mounting brackets for both the A and B series engines as standard, however these are designed to take a B series from a Marina and the engine I had came from an MG. The Marlin owners club has a useful message board, and reading on there suggested it was more complex than I had hoped to swap the mounting brackets over - apparently the brackets bolt to the engine front plate which is different, and if you change the front plate you had to change the timing gear as well. Now I like to keep things simple and that sounded a lot of hassle to me. So I hatched a plan to get hold of a set of Marina mounts and modify them to fit the front plate. Thanks to the Marlin owners club I got a set of



mounts, but was pleasantly surprised to find they bolted straight on!

The Marlin Roadster was largely Marina based, and while the Marina was once common place on our roads it is getting harder to get bits. Some things are still available at the local motor factors - Bits-Z-Cars in Staple Hill being helpful for quite a

few bits. I struggled to get new brake discs, but e-bay eventually came to the rescue. My favourite moment was trying to explain what a Marina was to the school leaver behind the counter in Halfords who clearly thought I was either mad, sad or a bit of both.

As I planned to use the car for trialing it would need a few modifications - One of the biggest challenges was to get hold of a 10 CWT Marina van or pickup axle - this has a lower ratio and is stronger than the normal axle, however everyone warned me they are very hard to get hold of. Having tried all the normal breakers and parts finder services, I eventually got offered one by the secretary of the Marina owners club - a trip to Telford to pick it up was well worth it, as it also came with the front hubs, which are essential as the PCD of the van axle is different to that found on the car. The change of PCD also meant that the nice steel wheels that came with the car would be no good - Mal Allen recommended 14" MG Rostyle wheels - luckily I managed to get hold of 9 for a total of £20 on e-bay and managed to pick them up on route to a meeting for work, they are not easy to post !





A Tribute to Geoff Brown

We were saddened to hear of the death of long time club member Geoff Brown who passed away in November aged 85.

On November 13th I received a phone call from Geoff Brown's son in law with the sad news that Geoff had died quietly at the residential home the previous afternoon aged 85. He had been in failing health unfortunately for a few years, finding it difficult to get about, but mentally still alert.

I had remained in contact with Geoff since 1976 when we both left BAC and we were competing in Sprint and Hill climbs, Geoff with his Turner and myself with the MINIM.

Geoff was a fearless, regular and successful competitor in his Turner, latterly fitted with a powerful Ford V8 engine in what was a fairly basic chassis which Geoff modified over time. He had built a special before the Turner using Gordon Armstrong front suspension.

He was happily married later in life until a few years ago, when his wife died and Geoff moved into a residential home in Yate.

Gerry Bath



Geoff in his Turner-Ford V8 at the Two Clubs Sprint in 1976 - that year he was placed third in the ASWMC Sprint Championship.

- Geoff had been a club member since 1955.
- He gave Eleven years service on the Club Committee, including three years as Competitions Secretary
- Geoff was BAC MC Champion Rally Driver in 1960.



Geoff (left) plotting a rally route on the bonnet of his Singer 9 in 1955.



Geoff (right) with Arthur Tankins and Tom King at the 2001 Castle Combe Club Day.



Chairman's Report 2007

Part One – By Kieron Winter

This report looks back to some of the activities of the club in 2007, covering both our social and sporting activities and is based on my report at the AGM

Social Events

Once again we met every month at the Wheatsheaf for our Club nights. We set out to have a mixture of events in 2007 including several speakers. In February we had a visit from Dennis Harris of the BARC. Dennis has been involved in Motor Racing from club meetings to Grand Prix. He told of about some of his experiences from over the years. Stories he told us included those about Ayrton Senna and the Jaguar Sports Car racing team. In March Duncan Pittaway came along to tell us about the S76 Fiat that he is in the process of restoring. To help tell the story he brought along a con-rod from the engine (which must have been at least 18" in length) and a full size engine drawing. It was a very interesting story and we look forward to the day when the project is completed.

In July we welcomed Sir John Allison to tell about the days when he was Operations Director of the Jaguar Grand Prix Racing team. John had held a senior position in the RAF, so his views were from someone outside of the racing world and he often contrasted it with the Air Force. This talk included a very interesting question and answer session. Our final speaker was in September and our own Alan Spencer gave us a talk of "Spence on Wheels". It was a very

amusing evening as Alan took us through the history of his involvement in motorsport in cars and bikes. The stories of his road rally days were excellent and had us laughing out loud; Chris Goodchild was sat behind me and was almost crying at times.

When we did not have a speaker, we often made use of the Video or DVD player. We had an evening when several members brought along videos they had taken of club events and some in-car camera action.



The club also organised two visits in 2007. In March we filled a Minibus and headed off to the Historic Motor Sport Show at Stoneleigh. We spent the day at the Show and then stopped off at a Pub in Gloucestershire for an evening meal. Many thanks go to Martin Emsley for organising the trip and special thanks to Martin Baker for driving the bus and finding us the Pub. We had another Minibus trip in September when we headed off to Ivan Dutton limited who specialise in the restoration of Bugatti cars. This was an excellent visit and we were hosted by Tim Dutton who is the Managing Director of the company having taken over from his Dad, Ivan.



We then headed to Gaydon and a tour of the Heritage Centre. We then stopped off at the same Pub for an evening meal. Thanks go to Ken Robson for organising the trip and our driver once again, Martin Baker.

The Frenchay Show was held again this year and the club once again supported the organisers with a display of cars; both old and modern. Bristol Classic Motorcycle club were the featured display in the Museum, there were several photos of Alan Spencer on their Classic bike run and one of him on his mountain bike dressed in his Lycra cycling shorts! Thanks to John Corfield for organising the club stand and coordinating the display of cars.

The track day at Castle Combe was held again in August, but if you remember this year the summer did not start until September. The day started dry, but the wet weather set in late in the morning and remained for the rest of the day. Despite cars slipping and sliding, everyone had a safe day and once again the Paddock was run by Tony Smith and Phil Harris, who with the help of the Castle Combe marshals ensured that everything ran very smoothly and kept the cars flowing during the day.

The club then made another visit to the Rally Day at Castle Combe. This year the weather was kind and we had a good show of cars on the stand, both Howard's MG 6R4 and Phil Turner's Mk4 Escort attracting attention from rally photographers and magazines. The event was held just after the untimely death of Colin McRae and the organisers held a two minute silence in his memory. Thanks to Alan Spencer for organising the club stand and

getting us an excellent spot in the Paddock.



Despite a change in Organisers and the running of the event, several members of the club visited Castle Combe again to support the Stroke Association Day. They had their cars at the track and were available to give paying passengers a ride. Unfortunately this was another event hit by the poor weather this year. The ACE Classic tour which is run with the help of the club, took a route up through south Gloucestershire and into Wiltshire for a lunch stop at Laycock Abbey. Once again this event raised a good sum of money for local Charities.

The club had the opportunity to spread the word about grass roots motorsport and its activities when Martin Emsley was invited to give a talk to the Weston-Super-Mare branch of the Institute of Advanced Motorists. The final social event was the Endurance Karting Challenge held in November at the Raceway at Avonmouth. Ken Robson took on the organisation and managed to sell places to 16 teams, including Bristol MC, TVR Owners and Marlin cars. Thanks to the generosity of the Raceway for letting us hold the event at a very reasonable rate and



for donating raffle prizes, those drivers and spectators who bought a raffle ticket, enabling a sum of over £1000 to be raised on the night.

The Formula One fantasy league attracted 46 entries. It was a close race, with Alex Wooldridge-Smith, Rex Meaden and Jonathan Prestidge all heading the top of the table with the same choice of cars and drivers. So we had to resort to the tie break to see who had won – it turned out to be Alex, who has chosen the 'In-car Manx Rally 1983' DVD.

Other thoughts

We have now finished our two year period as the promoters of the three Castle Combe race championships. The Castle Combe Racing Club will now take these on, and it is very encouraging to see how successful these championships have been and how the hard work by the new club has been rewarded with large entry numbers and exciting racing.

Membership

We have seen an increase in the number of members scoring points in our two Championships and this has come about from the increase in the number of members joining the Club. We have seen the number of paying members increase from 185 in 2005 to 205 in 2007. The number of Partners has increased from 63 to 78 and with our Honorary members we ended the year at a total of 294.

Thanks to Mal Allen for running the membership. Mal is handing over the reigns to John Corfield, and he leaves the job with the highest level of paying members the club has ever had. To help John please could you get renewal forms back promptly? If

you have lost the form that came with your Backfire, then download one from the website.

We have recently lost one of our Honorary members with the death of Geoff Brown in November. Geoff joined the club in 1955, served on the Committee, was Competition Secretary and also a club champion.

Backfire & Website



Thanks very much to Andy Moss for all his efforts in producing and distributing the monthly magazine. Also thanks to Liz who assists Andy with some typing and the kids who have been known to stuff envelopes and stick on the stamps. Of course with the success in getting more members, it means more work for Andy.

As usual we have had many different and varied articles this year. They have covered topics such as: building a kit car, Polly's 2006 season and now the 2007 season, member's cars, the Sebring 12 hour race, the Lands End Trial, the Mendip Tour, the Marlin team in the Castle Combe GT Championship, Track Day at Hullavington, the Norwich Union Classic and Wedding reports. We also have some circuit guides by Pete Goodman on Llandow, Ian Hall



on Castle Combe and coming soon (well as soon as his car has been rebuilt) will be Dave Cutcliffe's guide to Colerne. All of these were also joined by reports on the club events and events entered by club members. Andy is trying to bring you a varied Backfire, so please send in articles, details of your cars, etc.

Richard Reynolds is doing an excellent job as our web master. We had some issues with the web site being slow in such areas as opening photos, so Richard has moved it to a new host site. Richard is very keen to keep the site up to date and add items to it, so if you have any ideas for new items, please let him know.

Charity

After supporting St Peters Hospice for 5 years, we had chosen Diabetes UK as our Adopted Charity. We set out to raise funds from our two raffles and the Karting Evening. However we had a new addition to our charity events when Martin Baker decided to celebrate a significant birthday, by doing a sponsored cycle ride, one mile for every one of his years old.

Money has been raised by selling items on ebay and commissions received from sales on Amazon (please use the link from the Club web site). We had some excellent prizes for our raffles after Ken Robson paid a visit to the Motor Show at the Mall and persuaded every manufacturer that they wanted to donate something to us. We also held a raffle at the Karting Evening with prizes donated by the Raceway. Thanks to Martin Emsley for his enthusiasm and effort in fund

raising, and to Ken Robson for his organisation of the Karting, and his ability to get prizes from the many Companies and individuals that support us.

We have also supported the ACE Classic tour which raised over a £1200 in 2007 for local charities and club members supported the Stroke Association Day at Castle Combe.

This year we have also had the opportunity to support another organisation, this time it was the Olveston Scout Group. We joined together with the Thornbury Rotary Club to donate the old club equipment trailer to the Scouts. Thanks go to Dick Craddy for his help in making this possible.

Committee

My thanks go to all the Committee who have contributed this year to organising and running events. They all give time to the Club, which enables us to run the varied mix of events, both social and sporting. Thanks also to our Vice Presidents who provide advice both to me and the Committee, as well as all they do in the organising of events for the club.

Special thanks go to Ken Robson who has stood down from the Committee. Ken has contributed this year with his work in organising the Karting Evening, the trip to Ivan Dutton & the Gaydon Heritage Centre, in getting raffle prizes and his work in promoting the club. Ken has confirmed that he will still be taking on some of these activities next year, for which we thank him in advance.

New Ventures



At last year's AGM I reported that we were working with Bristol Motor Club to run a new Sprint at Castle Combe. The date for this has been confirmed as 29th March and the event will be a 1 ¾ lap format, making it the longest Sprint in the country. Martin Baker will be the Clerk of the Course for the event and detail planning for it is underway. Nick Wood will take on the role of Chief Marshal, so please give him the support that you did for the Pegasus Sprint.



We are also intending to return twice to Chepstow in 2008. One event will run in the stable block area and we will also use the large tarmac area at the other end of the course for a more traditional AutoSolo layout. This event will be part of the CMSG AutoSolo championship which is being planned for 2008 and we are happy to support.

The Future

2008 will see several anniversaries for the Club. It will be the 30th anniversary of the first Bristol Two Club Sprint at Colerne, which was first held there in 1978. It will also be the 25th running of the Wessex Sprint, the first one was held at Colerne in 1983. This was also the same year that we ran our first track

day at Castle Combe, so it will be another Silver anniversary to celebrate.

Several new cars will be making an appearance in 2008 and some of them are very bright colours. There will be a bright yellow Clan out in the hands of Nick and Cherry and a bright Orange Saxo driven by the two Pauls – Bird and Draper (when I saw the colour of it in a picture on Paul's phone, it reminded me of the Tango adverts from a few years ago).

There is also a rumour that one of our well known Sprint drivers will be seen on the race track driving in the Castle Combe Special GT Championship. According to the December 2007 Backfire; we may also see another Marlin Roadster out and about on Classic trials in the future. Good luck to everyone who will be working in their garages and workshops over the winter.

I would like to finish the first part of my report by sending Best Wishes to you and your families for the New Year; we look forward to seeing you at one of the club events, either sporting or social.

Next month Kieron Reviews the clubs competition activities.





The Bristol Pegasus Motor Club

Backfire - January 2008

AGM & Prize Giving

Photos By Martin Baker



Clubmans Champion Chris Goodchild



Marshals Champion Martin Emsley



Ford Puma driver Lisa Selby



Nav-Ex Winners Martin Baker and Chris Goodchild



Best BPMC member at the Two Club Sprint Keith Sadler



Pegasus Sprint FTD Ian Hall





BPMC Photo Competition 2007



We have received some excellent photographs in response to our photo competition – the winning photo is on the front cover of this months Backfire.



Pit Garage Scene
By Martin Emsley



US Mustang "Rusts in Peace"
By Martin Emsley



Penske Racing Porsche RS Spyder
from the Sebring 12 Hours Race
By Kieron Winter



Oliver Lewis get's it wrong in his
Peugeot 205 at Tower Corner, Castle
Combe. (Top Hat Race Meeting)
By Kieron Winter



Grant Williams smokes the rear
tyres on his Jaguar Mk1. Tower
Corner, Castle Combe, Top Hat Race
Meeting
By Kieron Winter



BPMC 2007 Photo Contest - Best Humorous Photo

Winner – By Martin Emsley



Chris Goodchild does a passable impression of Tinky Winky

Runner Up – By Kieron Winter



Dick Dastardly takes part in the Charity Karting Evening

Runner Up – By John Marshal



A Cardboard Car

Runner Up – Martin Emsley



Nick and Cherries wedding

HAPPY NEW YEAR (?)

I think the question mark is justified because it's difficult to know what '08 holds after so much negative news towards the end of last year.

Like...The proposals to increase speeding penalties; before long if you engage a forward speed in daylight points will automatically be added to your licence... The surge in fuel costs, with bookies now prepared to offer odds on when a litre will cost 150p... Plans to make manufacturers devote 20% of car ads to highlighting emission levels... Proposed tax changes to add a thousand or two to prices to force a shift to greener cars.... Etcetera.

Then add in the acres of media coverage of global warming. The Intergovernmental Panel on Climate Change, which represents around 2000 scientists contributing to the science on climate change, reckons it is 'very likely' that humans are causing the change; in this context 'very likely' means 90% certain. It's possible that within the other 10% something could be discovered to blow away all present thinking, but if you're experimenting in your shed to prove that everything's simply down to an excessive consumption of baked beans, you'd better get a move on before the bandwagon becomes unstoppable. In any case the 'precautionary principal' is still likely to appeal – namely that it's better to act then find climate change doesn't happen, than to do

nothing then find it proves worse than expected, which is where current thinking appears to be going.

So what resolutions can the sport make for the New Year? Well, we can change regulations to make us greener but whatever we do has to be genuine not just window dressing otherwise we'll get slaughtered. (Away from motorsport, how long before there are media scandals about carbon trading for example? My guess is months not years.)

We'll have to be more flexible about our regulations. It is right that there are months of debate over things like K37 and it is right that only changes affecting safety can be kicked in quickly. But in future we may have to sacrifice some of the democracy for speed simply to keep our sport alive. Legislation may impact on us anyway with, say, rules prohibiting you from opening the bonnet of a car.

Clubs will need to be alert to the wider world and will need to cooperate through the Regional Associations; those clubs which don't support their Associations for whatever reason need to get on board.

And clubs will need to seize opportunities to emphasise how long our sport's been around. An anniversary function that takes place without the Mayor, MP and editor being invited is a lost opportunity (they probably won't

come but they'll remember the thought) as is one without pix being sent to the media. Which really means that clubs need someone looking after external affairs, keeping an eye on environmental issues as part of their brief.

For sure, we're going to see major changes. Maybe we'll see a quantum shift to smaller cars. Maybe rally controls will be easier to find because with electric cars they'll all be under pylons. Maybe...well, use your imagination.

I may be accused of being alarmist but in the focussed (some would say blinkered) world of motorsport we may forget how quickly things can change. Older readers may remember the teeth gnashing over the switch to decimal currency. That went so smoothly that they don't gnash their teeth any more, even when they can remember which glass they've put them in.

Stuart Turner



COD FILLET QUIZ

1. Marcus Gronholm's winning margin on the 2007 Rally New Zealand was the closest in history. What was it?
2. Name the round of the MSA British Hill Climb Championship held in Jersey.
3. In which year did Damon Hill win the World F1 Championship?
4. What make of car won the first RAC Rally in 1932?

ANSWERS ON PAGE iv

MSA news

The MSA has commissioned a Centenary Club Award and at the end of 2007

representatives of the first 11 MSA clubs who had celebrated their centenaries came to Motor Sports House – to be presented with these special awards by Alan Gow, MSA Chairman, and Colin Hilton, MSA Chief Executive.

The Centenary Club Award 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.

Clubs who have celebrated their centenary to date (with the anniversary year) are as follows:

**Lincolnshire Louth
Motor Club** (2000)

**Midland
Automobile Club** (2001)

Motor Cycling Club (2001)

Liverpool Motor Club (2002)

**Lancashire
Automobile Club** (2002)

Stockport Motor Club (2003)

**Coventry & Warwickshire
Motor Club** (2004)

**Sheffield & Hallamshire
Motor Club** (2004)

**Middlesex County
Automobile Club** (2005)

**Darlington & District
Motor Club** (2005) and

**Cheltenham
Motor Club** (2006)

If your club has already

celebrated its centenary and is not included above, or if your club is close to this significant anniversary, please advise Allan Dean-Lewis at the MSA, e-mail: adean-lewis@msauk.org

Try karting

The MSA is committed to launching a new participation programme in 2008 – aimed at giving more young people the opportunity to try karting. It is now looking for a commercial partner with which to make it happen.

Building on the recent success of Lewis Hamilton and the associated growth of interest in karting, the MSA believes that the provision of subsidised opportunities to get behind the wheel will lead many more youngsters to experience the sport at an early age.

This initiative is part of the MSA's on-going promotional drive to encourage more people into motor sport. Further announcements will be made during 2008, including a major campaign to take motor sport opportunities to the wider population.

Free licences

With immediate effect for all 2008 applications, competitors under 16 years of age will receive their first MSA competition licence free of charge.

The move is designed to capitalise on the recent surge of interest in motor sport, particularly in karting, and the governing body has removed the fees to try to

encourage youngsters to make the step to MSA-sanctioned competition.

The 2008 licence application form contains clear instructions for young drivers about how to claim their free first-time licence. More information is available from www.msauk.org

MSA Buddies

During 2007 Volunteers in Motorsport has been creating a group of individuals who love to help. They're called Buddies and are available to help you and your trainee marshals. The intention is that they will meet and greet a new marshal and work with them for the day (or half day) to show them the ropes and ensure they feel welcomed and supported. This buddy process may last for several events until they have gained sufficient confidence and experience. If you'd like to become an MSA Buddy or use the services of a Buddy, please visit the Volunteers in Motorsport website where you'll find contact details for the 68 who are already on the scheme.

www.volunteersinmotorsport.co.uk

Well done Priaulx and Hamilton

The MSA congratulated British drivers, Andy Priaulx and Lewis Hamilton, for their successful 2007 seasons.

Priaulx once again retained the FIA World Touring Car Championship and Hamilton finished as runner-up in the FIA Formula 1 World Championship.

KARTING

The Karting Show at Autosport International, 10–13 January 2008, will honour British Formula One sensation Lewis Hamilton in his first dedicated feature at the world's biggest motorsport show, NEC, Birmingham. The Feature will demonstrate how this remarkable 22-year-old launched himself, from karting and through the formulas to a record-breaking inaugural Formula One season.

Lewis is one of the most notable graduates from the McLaren Mercedes Champions of the Future series, now known as BRDC Stars of Tomorrow, of which Lewis is still Patron. The feature will form the biggest Karts to Cars display ever at the new, dedicated Karting Show.

Many of Hamilton's karts will be showcased including his 1996 MSA British Cadet winning kart, 1997 Junior Yamaha title clinching chariot, 1998 Junior ICA kart and the 2000 Formula A World Kart Champion kart.

Pre-registered tickets for MSA licence holders and members of the trade for Thursday 10 and Friday 11 January cost £24 per person per day or £31 including the Live Action Arena. The price includes the 2008 Trade Guide.

Autosport International opens to the general public on Saturday 12 and Sunday 13 January 2008. Avoid the queues and book online at www.autosport-international.com or by phoning the ticket hotline on 0870 040 0396.

AUTOSCENE



REVIEWS FROM



CAN-AM CHALLENGER – THE COCKNEY F1 MECHANIC WHO DESIGNED AND BUILT AMERICA'S BEST CAN-AM CARS.

ISBN 978 1 8936 188 6 2
Peter Bryant, David Bull Publishing, £34.99

This is a rather low-rent production by David Bull standards – poor paper, only a sprinkling of colour and several below-par black-and-whites. That's a shame because it's a great story, engagingly – often hilariously – told, and informative throughout. After a foreword by Jackie Oliver, Bryant relates a life in motor sport, from early days spanning privateer Listers, through the Lotus years to his big break into F1 thanks to Reg Parnell, and then across to the US and, finally, designing cars – including the awesome Ti22s that threatened McLaren's CanAm hegemony. Revel in this deft wit's behind-the-scenes perspective, and learn why you should never accept a KFC from a race mechanic. Recommended.

McQUEEN'S MACHINES – THE CARS AND BIKES OF A HOLLYWOOD ICON

ISBN 978 0 7603 2866 9
Matt Stone, Motorbooks, £16.99

Fans of Steve McQueen are not short of material, but Matt Stone's new book focuses entirely on the star's on- and off-screen obsession with cars and 'bikes. Stone, a respected American car journalist with a true passion for classics, has been lucky enough to drive many of McQueen's favourite cars, often on routes burned up by the Hollywood hero. Plus, in

addition to the expected spotlights on various Porsches, Ferraris and the Jaguar XKSS, Stone has uncovered little-known machines owned by McQueen including a Siata 208S and Mini Cooper 'S'.

With the help of McQueen's son Chad, plus his ex-wives and friend Bud Ekins, there's plenty of anecdotes to add colour and the sagas behind the filming of *The Great Escape*, *Bullitt*, *Le Mans* and *The Thomas Crown Affair* are also explored.

As well as the highly readable story, this top-value book is packed with pictures, cuttings and magazine cover art. If you only have one book on the King of Cool in your library, this should be it.

CHAPMAN'S CAR COMPENDIUM

ISBN 978 1 8589 4414 2
Giles Chapman, Merrell £9.95

With tills about to start ringing for Christmas, the launch of this magnificent stocking-filler is perfectly timed. Yet the inherent cynicism of the suspiciously easy-to-wrap 190-page hardback shouldn't put you off because it's a hoot from start to finish. Prolific former *C&S* editor Chapman has compiled a fascinating masterwork of obscurism, a *Schott's Miscellany* for petrolheads, if you like. After all, could you really continue to sleep soundly without knowing the top 10 unique rear light clusters, or the inside story of the Peugeot pepper mill? Maybe you have always pondered celebrity car-related deaths and the locations of the world's longest road tunnels. If so, then you will find enlightenment on these – and hundreds of other – essential matters here.

MARSHALS POST

by the BMMC



Does circuit racing or rallying ever seem a little slow?

The cars may be fast enough, but what about the gaps in between?

Kart enthusiasts will tell you they can pack scores of races into a day and some hillclimbs and sprints can keep you busy all day, too.

But there is another branch of motorsport where you are guaranteed virtually non-stop action – Rallycross.

The races are short, the action is fast and furious and the emphasis is on keeping things going. The aim is to give competitors as many races as possible.

The action really is non-stop

and pretty muscular, too. Hard, but mostly fair.

Circuits are short and a mixture of asphalt and gravel, so the time for dealing with incidents is minimal. If you can't deal with the incident quickly, then you have to live with it or – on very rare occasions – stop the race.

Flagging is simplicity itself – you usually have a Yellow and a Red and that's it.

The close nature of the racing – encouraged by the shortness of the races, the changing surface and the narrowness of the gravel sections, means you have to be a bit more relaxed about contact. Contact is going to happen, so Observers need to understand what the Clerk of the Course is looking for and consider whether an incident was caused by evil intent or just over exuberance when they decide whether to make a report.

Good radio procedure is also important.

Whatever the circumstances, radio users should speak only when absolutely necessary, have their message clear in their mind before pressing the PTT (Push To Talk) button and get off the air as soon as possible.

In Rallycross tight radio procedure is crucial and so too is the speed with which marshals clear incidents between sessions.

For marshals and drivers it is fast, furious, exhausting – and a lot of fun!

QUIZ ANSWERS

1. Marcus Gronholm beat Sebastien Loeb by 0.3 of a second
2. Bouley Bay
3. 1996 driving a Williams FW18
4. Lanchester 16/18



INTERNATIONAL
HISTORIC
MOTORSPORT
SHOW 2008

14th-16th March
Stoneleigh Park, near Coventry

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ON ROAD, OFF-ROAD AND ON TRACK

- 4 Live Events
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- 20,000 Visitors
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ONE DAY £20 – SAVE £5, TWO DAYS £33 – SAVE £7

On the Gate: One Day £25, Two Days £40

BOOK NOW – Ticket Hotline: 0844 848 3229 www.historicmotorsportshow.com



Club Night

Monday 14th January 2008

An informal club night – come along for a drink and chat. We meet in the function room at the rear of the dining area from 8.30pm.



Navigation Exercise

Friday 25th January 2008

Once again Andy Rigler and Dick Craddy will organise the first Navigation Exercise of the year that will run around the River Wye in Gwent and Gloucestershire. Only map 162 will be required.

The event will start from the Public Car Park adjacent to Tintern Abbey ref 532 001 and the finish will be at a Pub in the Lydney area. Route cards will be handed out at 7.30pm.

Please arrive in good time for signing on. The route length is 25/30 miles.

Navigation will be straight forward with Novice and Expert cards available. Severn Bridge tolls will be refunded. Just turn up and start!

Navigation Scatter

Friday 8th February

The February Navigation event is a Scatter and is a joint event with BMC.

The Start will be at Gordano Services.

February Club Night

Monday 11th February 8:30pm

Guest Speaker David George will be talking about THRUST SSC

David George, well known as the race commentator at Castle Combe, is also a great Land Speed Record enthusiast and in 1997 spent two weeks at Black Rock Desert, helping the Thrust SSC team during their record breaking attempts.

He will be talking about the car, its construction, and the record runs, and will also be bringing along a selection of Thrust SSC memorabilia and photos, including a piece of Black Rock itself!