

Backfire

January 2013

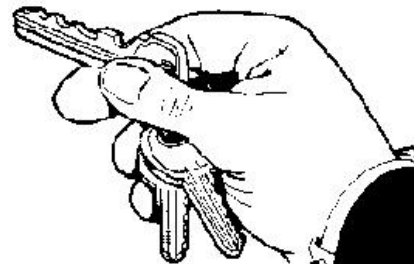


The Magazine of the
**Bristol Pegasus
Motor Club**

**Cover : Club member Mike Kason in his rather special Fiat X19 at the 2012
Castle Combe Pegasus Sprint - Photo by Mark Kelly**

Chairman's Chat

By Ian Hall



The festivities are over, the annual over-eating and drinking have probably caused our belts to tighten and yes it is still raining !

2013 is upon us so may I wish you all a Happy New year and those with competitive plans I wish you success in whichever motoring discipline you compete in.

If you didn't make it to the AGM in December there have been a few changes on the committee.

Three of the committee have stepped down for personal reasons so on behalf of the club I would like to say thank you to Chris Goodchild , Martin Emsley and Phil Harris for all their hard work over the years.

Andy Moss – our previous Chairman - has a new and more demanding day job with less spare time so he has stepped aside and I have taken over the Chairmanship. Fortunately for me Andy has agreed to be my deputy. At the AGM the committee awarded Andy the Keiron Winter trophy for all the hard work and commitment to the club since the sad sudden loss of Keiron.

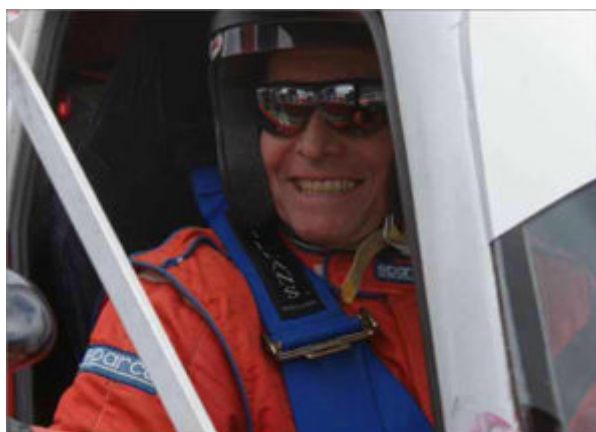
We are very pleased to welcome Cherry Robinson back onto the committee and Ralph Colmar has joined the committee having volunteered to edit 'Backfire' . I hope you will support him by sending in your news and other articles of interest.

We have made some changes to the calendar for 2013 in light of experience of members interests and we hope to see more of you participating in club activities.

Our first and possibly only Nav Ex is on January the 25th organized by Dick Craddy with classes for experts and novices – we hope to have a good entry! If you haven't done a Nav-Ex before come along for a bit of fun and give it a go!

Hope to see many of you at our first club night of 2013 at BAWA on February 11th.

IAN HALL – CHAIRMAN.



Forthcoming Events

Navigation Exercise - Friday 25th January 2013

The compact and challenging road system to the west of the River Wye, between Chepstow and Monmouth, has once again provided the opportunity for another interesting Navigation Exercise that will attract Beginners, Novices and Experts. The 27 mile event will be held totally on OS map 162.

The signing on location is the public car park 'behind' Tintern Abbey and adjacent to the Abbey shop at map reference 162/540 ½ 011.

Route cards will be handed out at 7.20pm prior to the start time of 7.30pm.

Beginners, Novice and Expert route cards will be available.

Bridge tolls will be reimbursed for those who use the Severn Crossing. A receipt is requested.

Dick Craddy, the organiser, will be pleased to help should you require further assistance. Dick can be contacted on 01454 414842 or craddy@old-down.freemove.co.uk



Editorial

Welcome to the first Backfire of 2013. This month we include our first provisional calendar of events for next year, which promises an excellent mix of events both social and competitive. We also have details of our new club speed championship for next year, which I am sure many of you will be interested in entering. Following the AGM we are very pleased to have Ian Hall as our new Chairman and from next month Ralph Colmar will be taking over as Backfire editor. This month I have enjoyed "guest editing" the club magazine while Ralph gets up to speed with how everything works. I am sure he will be a great editor who will bring you an interesting magazine each month. It is exactly 21 years since I first put together a Backfire, way back in January 1992 - where did that time go ? Finally I would like to say a big thank you to the club for presenting me with the Kieron Winter Trophy at the AGM - it was a nice surprise and it meant a great deal to me to receive the Trophy. **Andy Moss**

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Friday 22nd February - Club Trip Race Retro Show

Our annual trip to the Race Retro Show at Stoneleigh



Race Retro on Friday 22nd February, always a good Club outing and regarded by increasing numbers as the best show of the year.

Once again BPMC will be taking a mini-bus to Stonleigh. We will be stopping for food and/or refreshment at a very excellent hostelry on the return journey.

If you want to book your seat we suggest you get in touch as soon as possible; already we have had a number of bookings even before it had been advertised!

**Nick will again endeavour to obtain a group-booking discount.
Call Nick Wood on 07786 936941 to reserve your seat NOW or e-mail
nickswood@hotmail.com**

Meet The Commitee

Ralph Colmar - Backfire Editor and Committee Member

Just volunteered to edit Backfire and was asked if I would like to join the committee, I've not done either before so I guess I have jumped in feet first.

Occupation: Various shades of artistry, just finished making a documentary "The Connew Story" see youtube and am about to start writing a book on a 1950's works American sports car team. I'm also a daily blogger, google "psychoontyres.co.uk".



Joined Club: Tim Murray invited me to a track day a couple of years ago and before I knew it I was on my way to Race Retro and taking part in the Cross Trophy Trial, which I won first time out in a twenty year old VW Passat !

Motorsport: Been a spectator since 1970 when I was taken to a race meeting in Zambia by my folks. In 1990 I made some quick money on property and blew the lot racing a 2CV, driving the car to and from Mondello Park where our team finished 19th in the 24 hour classic. Our car featured heavily in the trailer for the following weeks Top Gear.



My interest wained by 1992 but got interested again thanks to yahoo NASCAR correspondent Jerry Bonkowski when the internet came into my life in 2005. Won tickets to Talladega for the Aarons 499 in

2009 and it was like I'd never been away from the race track.

Now I manage to get to motoring related activities most weekends. Always looking for a co driver or to be a co driver, despite zero map reading skills, in the next BPMC event and failing that always happy to help with marshalling.

Bristol Pegasus Motor Club: Ever since Tim invited me to the Track Day at Castle Combe I have been willingly sucked in deeper and deeper and I am powerless to resist taking part in BPMC events in what ever way I can, during that time I have enjoyed the company of as friendly a group of enthusiasts as one could wish to meet. As Backfire editor and committee member I am interested in any suggestions anyone has for magazine content and ideas to help secure the future of Bristol's preeminent motor sport club.



Membership Renewals – It's that time again !

This month's Backfire will be accompanied by your membership renewal form. Of course, if you've renewed already or joined after September please just ignore the form !

Remember, as well as posting the paper form, you can also renew on-line using the BPMC website. The online membership fee is 50p higher, to cover the cost to the club of accepting payments online, but this is offset by not needing a stamp or envelope.

Club Membership starts from just £10, which also includes FREE associate membership for your spouse. Those choosing the £10 option will receive Backfire via download over the web rather than the traditional printed version. For those who still prefer the printed version, it will continue to be available at an additional cost – we know many of you enjoy it dropping on the mat each month. The cost for a printed Backfire is an additional £5 which reflects the costs incurred in printing and posting.

We have always tried to keep our membership fees as low as possible, and this is even more important at the moment when many costs and bills are going up. Obviously printing and postage is a large part of the clubs running costs and with postage expected to go up again next year, we are doing our best to offer value for money alternatives.

The web option works as follows :-

1. All members who we have an e-mail address for will receive a monthly e-mail with event details, you will receive this whichever option you choose. If you don't have e-mail don't worry all the information will still be in the printed version.
2. This e-mail will also contain a link with which you can download Backfire – the download version will be in Adobe Acrobat pdf format which you can view, print and store on your computer. Most computers already have "Acrobat Reader" required to view this – if you don't have it already it is a free download. We will try to keep the size of the file to around 5Mb.
3. As we provide you with a download link rather than attaching it to the e-mail, you can download Backfire when it suits you. We won't clog your mailbox up with large files.
4. Members who have opted for the printed version can expect their paper copy to arrive around the same time.

Apart from the obvious cost savings, which will help the club and yourself, the download version will also be in full colour – and of course you can view it on screen, print as many copies as you like, or just print specific pages.

Please complete all areas on the forms both paper or online to ensure we have your current details.

If you have any questions contact membership secretary Bob Bull on 01275 843839 or bobbull@bobbull.co.uk

Club Night Venue

Our new regular venue is -

BAWA Leisure Centre

589 Southmead Road, Filton, Bristol, BS34 7RG

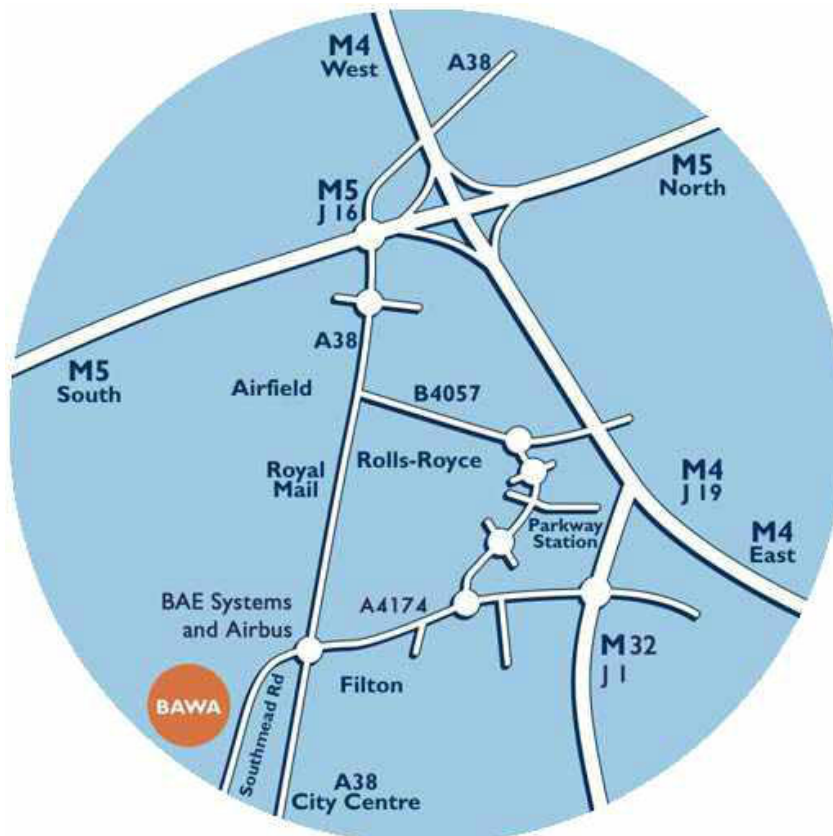


We meet from 8.30pm (8pm for AGM) in Room 7 which has excellent views of the sports field as well as parking visible from within the room

There is a public bar area next to our room so members arriving early may enjoy a drink and a chat before the formal club night proceedings start. During our summer meetings we are able to open the doors to our room and have direct access into the car park

Please Note : There is no requirement to be a BAWA member or show a membership card – simply mention that you are here for the Pegasus Motor Club in Room 7

As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. We are very impressed with the updated room and bar facilities as well as the excellent view and access to our parking area. We are also pleased there will be no issues for non-BAWA members coming to our evening.



Note : Our first 2013 meeting will be in February

BPMC Pin Badges

Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish. These are a must for club members and available for £2.00 each from Martin Emsley.



BPMC polo or sweatshirts

Fancy a shirt with the club logo on? Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order.

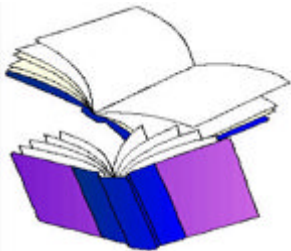
alanspencer@orange.net 01179 712587

Poloshirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts are available in the following colours and sizes:

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



Online Books, Videos, CDs, DVDs

Visit the bookshop

www.bristolpegasus.com

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

Bristol Pegasus NEEDS YOU!

The successful running of club events requires Marshals and Organisers

- **[Get involved](#)**
- **[Be close to the action](#)**
- **[Meet Other Club Members](#)**
- **[No experience required](#)**



New for 2013

The Pegasus Open Speed Championship

For many years the club organised an Open Championship to allow us to reward the efforts of club members competing in a wider range of events than those offered in our own calendar.

For 2013 we plan to revive this approach by running an Open Speed Championship. Members entering **any non-race speed event** can register for this and claim points for the events they enter during 2013. Each month we will keep you up to date with the latest positions in Backfire, and we hope some of the entrants may report on the events they have entered and send in pictures of their exploits.



This is an internal closed to club challenge and there will not be a fixed calendar of events, you can claim points for any speed event you enter including our own events. We will provide you with information in Backfire about the many events the club gets invited to during the year to give you a few ideas of what you could enter. We will also be trying to add to the events club members are invited to during 2013 to give you plenty of opportunities to get out and compete.

Registration - Competitors must register for the championship by contacting the championship co-ordinator. Speed Championship stickers will be issued which should be displayed on your car during events.

Number of Qualifying events - Your best six event scores submitted during the 2013 season will count. The closing date for points to be claimed is the 1st of November 2013. To claim points mail a copy of the event results to the championship co-ordinator.

Points Points are awarded according to the formula below

$$\left(\frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- Points are awarded according to finishing position in class.
- Non finishers will be classed as finishing in last position.
- For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position 4½).

Marshalling Credit

Entrants may make a single claim of 5 points for marshalling or organising at a Speed event. Such an event will be classed as one of the competitors 6 events.

Awards The top three entrants will receive awards. Ties will be decided by the most 1st place positions, followed by most 2nd place and so on.

Officials

Championship co-ordinator : Cherry Robinson **email : cherryzrobinson@hotmail.com**
Championship Stewards : The Club Vice Presidents

2013 Club Championships

Prepared By Chris Thompson - Changes for 2013 identified in **bold**
Clubmans Championship



Points will be awarded for all BPMC events entailing the use of a car.
Points are awarded according to the formula.

$$\left(\frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- Points are awarded according to finishing position in class or if there are no classes, by overall finishing position.
- Non finishers are included in number of starters and will be classed as finishing in last position.
- For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position 4½).
- The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts. For the Test Day organisers points only will be awarded.
- **For club events such as Touring Assemblies, Test Days etc where no result is declared members who enter will receive 2 bonus point towards the Clubmans championship. Qualifying events are defined by the club committee.**
- **Points will no longer be awarded for Organising or Marshalling which will be recognised separately in the Marshals Championship, however note that in order to be classified in the final championship results entrants must have marshalled or organised an event.**

Awards are given to the first three in the end of year standings. In the event of a tie it will be decided by the following criteria

1. The person who has marshalled or organised the most events
2. The most 1st place positions, followed by most 2nd place and so on

Marshals Championship

Trophies for 1st, 2nd and 3rd will be presented based on organising & marshalling.

3 points will be awarded to event organisers

2 points will be awarded to marshals

1 points will be awarded for setting up an event on the day before an event

- Event organisers points will be awarded to those who organise **any club event including non-competitive events** including Navigation Events, Treasure Hunts, or who act as Clerk of the Course, Secretary of Meeting or Entries Secretary.
- Should an event be cancelled due to circumstances beyond the organisers control, points will still be awarded.

Officials

Championship co-ordinator : Chris Thompson

Championship Stewards : The Club Vice Presidents are appointed as Championship Stewards.

Pegasus Sprint - Castle Combe

17th October 2012 Photos By Mark Kelly



2013 Calendar - Provisional Dates

All dates & events are currently provisional

Date	Event	Time	Club	Venue
Friday 4th January	Exeter Trial		MCC	
Saturday 5th January	Exeter Trial		MCC	
Friday 25th January	Navigation Exercise	7pm	BPMC	South Wales
Sunday 3rd February	Cotswold Clouds Trial		Stroud	
Friday 11th February	Navigation Event		BMC	
Monday 11th February	Club Night	8.30pm	BPMC	BAWA
Friday 22nd February	Race Retro Club Trip		BPMC	Stoneleigh
Monday 11th March	Club Night	8.30pm	BPMC	BAWA
Saturday 23rd March	ASWMC : Great Western Sprint		BMC	Castle Combe
Friday 29th March	Lands End Trial		MCC	
Saturday 30th March	Lands End Trial		MCC	
Monday 8th March	Club Night	8.30pm	BPMC	BAWA
Sunday 21st March	Kyrle Trial		Ross	
Saturday April 7th	ASWMC : Clay Pigeon Sprint		Bournemouth	
Saturday 13th April	MGCC Kimber Classic Trial		MGCC	
Saturday 14th April	MGCC Kimber Gymkhana		MGCC	
Saturday 20th April	Bristol Classic Car Show			
Sunday 21st April	Bristol Classic Car Show			
Sunday 28th April	Cross Trophy Trial		BPMC	Dundry
Saturday 11th May	ASWMC : Llandow Sprint		BPMC/WCCC/BMC	
Monday 20th May	Treasure Hunt		BPMC	
Saturday 1st June	Castle Combe Track Day		BPMC	Castle Combe
Saturday 1st June	ASWMC : Pembrey Sprint		BARC	Pembrey Circuit
Sunday 2nd June	ACE Classic Tour		BPMC/ACE	
Saturday 2nd June	ASWMC : Pembrey Sprint		BARC	Pembrey Circuit
Saturday 8th June	ASWMC : Abingdon Sprint		Sutton & Cheam	
Monday 10th June	Evening Auto Gymkhana		BPMC	
Saturday 22nd June	ASWMC : Dick Mayo Sprint		BMC	Castle Combe
Saturday 29th June	Llandow Track Day		BPMC/BKCC	Llandow
Saturday 6th July	Drag Racing Weekend		BPMC	
Sunday 7th July	Drag Racing Weekend		BPMC	
Monday 8th July	Evening Touring Assembly		BPMC	
Saturday 13th July	Frenchay Car Show		BPMC	
Sunday 21st July	Sunday Treasure Hunt		BPMC	
Sunday 21st July	ASWMC : Clay Pigeon Sprint		Torbay	
Saturday 27th July	ASWMC : Pembrey Sprint		BARC	
Sunday 11th August	Gymkhana		BPMC	
Monday 12th August	Bring Your Car Club Night		BPMC	
Sunday 18th August	Mendip Production Car Trial		MGCC	
Saturday 7th September	Wiscombe Hillclimb		5 Clubs	

Sunday 8th September	Wiscombe Hillclimb		5 Clubs	
Monday 9th September	Club Night	8.30pm	BPMC	
Saturday 14th September	Wiscombe Hillclimb		MGCC	
Sunday 15th September	Tour and Test		BPMC	
Friday 4th October	Edinburgh Trial		MCC	
Saturday 5th October	Edinburgh Trial		MCC	
Sunday 6th October	ASWMC : Clay Pigeon Sprint		Bournemouth	
Sunday 13th October	Kimber Trial		MGCC	
Monday 14th October	Club Night	8.30pm	BPMC	
Saturday 19th October	Pegasus Sprint		BPMC	Castle Combe
Friday 25th October	Navigation Event		BMC	
Monday 11th November	Club Night	8.30pm	BPMC	
Thursday 14th November	Charity Karting		BPMC	
Friday 15th October	NEC Classic Show Club Trip		BPMC	
Sunday 24th October	Allen Trial		BMC	
Monday 9th December	Club AGM and Buffet	8pm	BPMC	
Monday 30th December	Christmas Pub Meet		BPMC	

Further events - Dates TBD

TBD February	BMC Autosolo		BMC	
TBD August	BMC Autosolo		BMC	
TBD	Breakfast Meet		BPMC	
TBD	Caring With Cars			
TBD	Speedway Club Trip		BPMC	
TBD	Stock Car Racing Club Trip		BPMC	
TBD	Mini Factory Visit		BPMC	
TBD	Morgan Factory Visit		BPMC	

For all the latest news
Why not visit our website
www.bristolpegasus.com



Deadline for Next Backfire: 1st February 2013

As always, we are looking for contributions for Backfire
Editor: Ralph Colmar Email: backfire@bristolpegasus.com

The views and opinions printed in this newsletter are those of the contributors and not necessarily those of BPMC

Jaguar Castle Bromwich Club Visit

29th November 2012

By Andy Moss

A group of around 25 club members made the trip to the Solihull home of Jaguar at Castle Bromwich. The last time we made a trip to the famous car manufacturer was back in 1997 – amazingly some 15 years earlier. Then we visited the Browns Lane Factory in Coventry, which at the time was manufacturing the XJ and XK8. This was an impressive facility back then, so we were all quite excited to be visiting again and to see how things had changed. During the trip we asked why Browns Lane had closed – apparently Ford extended the rail link into Castle Bromwich which meant the bodies were being built there, then shipped to Browns Lane for assembly, before being shipped back to Castle Bromwich to leave by rail – the extra movements were something Ford hated, which meant Browns Lane had to close.

I was fortunate enough to be offered the chance to have the full Jaguar experience by having a lift to the factory in Nick Wood's brothers Jaguar XF. On arriving at the modern visitors centre we pulled up outside the door, with Mal Allen pulling in behind us in his Saab. We went inside to ask where we should park – "If you are in the Jaguar you can just leave it where it is" was the reply "the Saab behind you will have to go and park in the car park over the road".



rather fancy head phones which would allow us to hear our guide in the noisier parts of the factory. Sadly we had to put our cameras away at this point.

The Castle Bromwich plant started life as a wartime aircraft "shadow factory". In 1936, with the threat of war in Europe, the Air Ministry needed to increase aircraft production capacity. The plan, headed by Herbert Austin, was to create nine new factories and add additional capacity and facilities to Britain's existing car manufacturing plants to enable them to quickly turn to aircraft production should the need arise.





The "Castle Bromwich Aircraft Facility" was initially run by the Nuffield Organisation, owners of Morris Motors, however following initial problems with production, control was handed to Vickers-Armstrong, the parent company of Spitfire manufacturer Supermarine. The site became the largest Spitfire factory in the UK, producing a maximum of 320 aircraft per month, and a total of over 12 thousand Spitfires during the wartime period.

After the war the factory was taken over by Fisher and Ludlow, who later became Pressed Steel Fisher. They provided body pressings to most of the British Motor Corporation and British Leyland companies. In 1977 Jaguar took over control of the factory.

Having been collected by minibus from the visitors center, we were first taken to the body assembly area for the XJ. This was our first opportunity to play "spot the F Type" – we managed to see quite a few of the yet to be released new sports cars around the factory.

Our first stop in the body assembly area was a display area where it was explained that the XJ was constructed from Aluminium rather than the more traditional steel. This of course saves a lot of weight, but means that the construction techniques required are more complex. We were told that prior to Ford taking over Jaguar the body plant had very little in the way of robots for assembly. Now there are over 100 Japanese Kawasaki robots which were installed by Ford, and more recently Jaguar have added more Swedish built ABB robots.

The Aluminium construction used means the body structure is riveted rather than more traditional welding used in steel construction. The robots are vital in achieving this at a reasonable speed and cost. Over 3000 rivets are used in each bodyshell and 87% of these are installed automatically.

At an early stage the doors are fitted to the unpainted bodyshell and adjusted for fit. The doors then go on their own journey to be painted and equipped before meeting back up with their painted body later in the process. We were told that one of the most significant changes in recent years was around the paint processes. Rather than cars be painted in batches of a certain colour, it was now possible to paint each individual car in the required colour without any downtime to change colour. The paint colour was also now so predictable that not all the parts have to be painted at the same time, a bumper manufacturer could provide a fully painted sub assembly that exactly matches the colour of the rest of the bodywork. We did not visit the paint facility itself, but were told this was run by the paint manufacturer – they were now paid per painted body rather than for the paint itself.

Having completed our tour of the body assembly line we moved onto the final assembly line. The first item to go into the now painted bodyshell was the wiring harnesses, then the dashboard which arrives as a complete sub assembly. Next lights, fuel tanks and shock absorbers. We then watched the drive train being assembled. We were told the engines are currently manufactured at Ford in Bridgend, although many are only used in Jaguars and much of the design work was already done by Jaguar. Jaguar will soon end this relationship as they are about to open a new £350m engine plant in Wolverhampton. With the engine and drive train assembled the body can be lowered into place.

While there are not as many robots involved in the final assembly line, they are used to accurately install the glass roof which every car has as standard. These are bonded in place. A robot is also used to “stick” the door seals on which avoids the need for clips to hold these in place – this was fascinating to watch as the door was spun around as the seal was placed in exactly the right spot around the door.

An excellent example of the “just in time” delivery of parts to the production line were the wheels. The supplier is provided with details of the production schedule for the next day and provides the wheels and tyres in the correct order so they match up with the car as it comes down the line. With the interior fitted next, the car is ready to have fluids such as oil and brake fluid added.



Once completed the car under goes extensive testing – a test rig was used to check the electrical system – this is programmed with the exact current that should be drawn by each electrical component, so there is no need for someone to look at the lights to see if they come on as expected. At the end of the line there are fuel pumps for petrol and diesel, before a new born Jaguar springs into life for the first time. The factory can produce around 17,500 cars per year with a 37 hour working week.

At the end of the line the car under goes a full rolling road test as well as a check for any water leaks – given the precision with which everything has been built these are very rare indeed !

Having completed our tour we returned to the visitors center for a final look around the end product, before doing battle with the Birmingham traffic. A stop for a meal on the way home completed an excellent day out. Many thanks to Nick Wood for organising, as well as to Chris Hartnell and Clare Meadows, who kindly donated the offer of a trip around the factory to the club.

Remember When?

The legend that spells performance.



The Jaguar XJ-S H.E. is the ultimate luxury Grand Tourer, a car without equal in its class.

Its superb engineering, race-bred performance and extraordinary road-holding cast a spell like nothing else on the road.

Even at its maximum speed of 155 mph, its legendary 5.3 litre, 295 bhp, V12 engine, driven through a three-speed automatic transmission and fed by a digital electronic fuel-injection system, remains relaxed and unstressed, the smoothness of ride unimpaired.

The ride is as luxurious as it is smooth.

You are cosseted by fine quality leather hides, burr elm veneer and deep-pile carpeting; reassured by a range of standard

equipment, including air conditioning and a four speaker stereo radio/cassette system.

Settled behind the wheel of an XJ-S H.E., you could be forgiven for supposing that the world outside had receded, leaving you cocooned in quiet comfort.

This is the immensely pleasurable driving experience that is the preserve of all XJ-S owners.

Dynamic performance effortlessly achieved, the unmistakable style of the Jaguar XJ-S H.E.

XJ-S H.E. £23,385.00. (Automatic transmission only.)

Price, based upon manufacturer's RRP, is correct at time of going to press and includes seat belts, car tax and VAT. (Delivery, road tax and number plates extra.)

 **JAGUAR** The legend grows
JAGUAR CARS, COVENTRY, ENGLAND
THE NEW XJ-S RANGE: H.E., 3.6 COUPE, 3.6 CABRIOLET.

Pegasus Sprint - Castle Combe

17th October 2012 Photos By Andy Moss



150 MPH ex POW MG K3 #K3007

By Ralph Colmar

One of many fascinating vehicles entered into last seasons Sunlight Textile Services Pegasus Sprint was Jeremy Hawkes MG K3. Jeremy kindly shared the story of his remarkable car which was found by his Dad Mike in pieces in Singapore.

In 1933 today's featured record breaking MG K3 chassis #K3007 was sold new with a two seater body to successful amateur racer Ron Horton who in 1932 had won a British Racing Drivers Club (BRDC) Gold Star, which would be the same as calling him British Motor Racing Champion in today's terminology. #K3007 appears to have never been registered for road use. Driving #K3007 in 1933 Horton set a 1100cc class Outer Circuit Record at Brooklands of 115.55 mph and drove to class wins on the Shelsley Walsh Hill Climb.



For 1934 Ron Horton had an offset single seat body manufactured by Jensen of West Bromwich and made numerous other upgrades. In March 1934 Ron set six international class records, four of which still stand as British class records, at Brooklands from 50 kms to Hour averaging 117 mph with a best lap average of over 119 mph. Unusually Ron received not only a customary letter of congratulation MG's Cecil Kimber but also another from Lord Nuffield of Morris Motors Ltd who's Overhead Cam Wolseley 6 Cylinder motors were supercharged and tuned by MG for use in the K3 model. Later in the year Ron won a Brooklands Whitsun Meeting race at an average speed of over 110mph and set a new 123.88 mph lap record later the same day which earned him the first 120 mph badge given to the driver of a car fitted with 1100cc / 67 cui motor. In 1935 Goldie Gardener acquired K3007 and had it continually updated, in 1937 he became the first driver to record a one way 150 mph average in an MG at the October Frankfurt Speed Week with a two way class record breaking average of over 148 mph timed over the flying kilometer and mile distances.

In 1939 Gardener had the the motor taken out of #K3007 and fitted in to K3023/EX 135 which had a lower seat thanks to an offset gearbox and had been used by George Easton. Goldie set a 200 mph record with his new bolide. The chassis of K3007 along with the discarded motor from K3023/EX 135 ended up at the Abingdon MG factory and reassembled into a complete car with an ENV Crash gearbox from an MG K1 and sent to Singapore where a contemporary Mercedes Grand Prix single seater style body was fitted for it's new owner Mic Jennings.

After recording fastest lap in the rain shortened 1940 Johore Grand Prix Jennings was forced to abandon K3007 at Singapore Docks while fleeing the incoming Japanese invasion. A Japanese Imperial Army Officer commandeered #K3007, after which it appears

to have been liberated by MG racer Lim Peng Han who broke it up and kept in storage 'for the duration'. Jennings was offered the car back after the war but declined. The original #K3007 motor was destroyed in a bombing raid during the '39/'45 war.



In 1969 MG J2 owner Mike Hawke was sent to Singapore with the Royal Navy and secured the very rusty ex K3023/EX 135 motor with a bottle of whiskey without any knowledge of it's history. The motor had at one point been buried and then been kept at the bottom of the previous owners garden. It was only when Mike started to dismantle the engine that it's identity became clear.

Having established the identity of his rusty motor Mike recovered the chassis which had the front cut off with the remains being used for a trailer, the ENV gearbox was discovered being used as a door stop at a veterinarian's surgery. After many adventures by 1985 Mike had salvaged enough bit's and pieces to restore #K3007 to something approximating it's 1934/37 single seat specification and the the car ran for the first time in just over 40 years under it's own power and has since recorded 125 mph laps at Millbrook.

Mike says he considers himself fortunate to have discovered, recognised and put back together one of the worlds more historic MG's. My thanks to Jeremy Hawke for his time and patience retelling the story of the storied K3, found by his father.



The Allen Trial

25th November 2012

By Andy Moss

The week before the Allen Trial had a very familiar feel to it – as with far too many things in 2012 the rain was coming down all week. I have to admit that I half expected to get the all too familiar message that another event had fallen victim to the weather. Apparently 2012 was the wettest year since records began.



Spence and Mark at the Start

Despite more rain the evening before, the morning of the event was dry and the trial was on. We set off for the start at the Cross House at Doynton, looking forward to a good days motorsport. I was again joined by Richard Reynolds in the Marlin who had made the early morning trip up from Devon, where the weather had been even worse. The scrutineering queue was much shorter than last year with two teams checking over the cars. Among the Pegasus club members out this year were regulars Alan Spence in his X90 and Duncan Pittaway in his impressive TVR. Spence was joined this year in the passenger seat by Mark Benstock, who was competing in his first classic trial, having marshalled the event many times in the past. New to the event were Chris Thompson and Nick Wood in Chris' latest Red Suzuki X90, out on its first event.



Chris and Nick and red X90

We were quickly signed on and had plenty of time remaining to enjoy a bacon sandwich and cup of coffee. Here we found out that one of the most challenging hills, Big Uplands, had fallen victim to the weather - the rain having washed most of the soil away leaving a hill too rough even for the hardest trials enthusiast. I must admit to not being too upset at this news – I knew from my two previous attempts at the event that we would have struggled here. Although with the car running much better this year we might have had a better chance, we would still have lacked the required ground clearance. Previous attempts had ended with a long reverse back down the section which was perhaps more damaging and tricky than going forward up the section.

Breakfast completed, we joined the short start queue before setting off on the trial itself.

The first section was Tog Hill, not the tarmac road, but a rough track that comes out about halfway up the more familiar main road. We had found this section a nice easy start to the event in the past, but this year the rain had washed away most of the surface and it was a very wet and rougher section that greeted us. Bitton Lane was next, and this was certainly very muddy which made it a lot of fun – unfortunately we did not get off the re-start

cleanly, but did manage to make it out the top of the section. Guys Hill was next, another hill on which the restart had caught us out last year. This time things went much better and for the first time we made it off the restart and out of the top of the section.

The sections at Ubley Wood were once again very muddy and we needed the assistance of a Land Rover to tow us out of one of the sections. The recovery Land Rovers were struggling and at times they needed two hitched up in-line to pull people out. The classic Land Rovers certainly seemed better than the Discovery in these conditions. One useful tip I learnt this year is to keep your mouth shut while being towed – I managed to “eat” a huge lump of mud through not following this simple rule.



Richard Reynolds & Marlin waiting at Guys

Next up was Travers where Mal Allen was out marshalling this year - his Marlin still being in the process of an engine rebuild. I am told he ended up covered in mud from head to toe by the end of the day.

We were one of the later starters and by now we were all running quite late. After a shortened lunch stop at Chew Valley Lake picnic area, it was off on the afternoon sections which proved quite successful with clears on the first two sections.

The final section was John Walker – by now it was getting dark, so we put the headlights on before entering the section. As always you entered the section by crossing a “pond” normally created by damming the stream that crosses the route. No need for a dam this year as the stream was deep and quite fast flowing. Having learnt from past mistakes we went through the water slowly and then got on the power as soon as we had cleared it. As we entered the main section, which is tree lined and darker, we thought the headlights had failed. Any thoughts of “choosing” the best line were hindered by not being able to see much, so we just had to press on and hope we got out the top.



Spence & Mark enjoying Ubley Mud

Having managed to clear the section we stopped to pump up the tyres and have a look at the lights. There was of course no fault, just a very thick layer of mud! Another lesson learnt clean the mud off the headlights if you want to be able to see anything!

Back to the finish pub to sign off and collect our finishers certificate. As usual signing off was in the capable hands of Carly Hart and Donny Allen who as normal were handing out sweets as well as the certificates! A very enjoyable day on what is always a

fun event. The pre-event rain and flooded roads had actually added to the adventure and made it quite a different event this year. Special thanks must go to Pete Hart and the BMC team who did brilliantly to get the event on despite the terrible weather.

AGM and Prize Giving

10th December - Photos By Martin Baker



Trophies & Awards



**Martin Emsley
Pegasus Sprint**



**Andy Moss & Chris Goodchild
January Nav Exercise**



**Liz Moss
3rd Marshals Championship**



**Nick Wood 2nd Marshals
Championship**



**Chris Thompson 2012
Marshals Champion**



**Phil Harris, Martin Emsley and
Chris Goodchild - Committee**



**Alan Spencer 3rd Place
Clubmans Championship**



**Andy Moss 2nd Place
Clubmans Championship**



**Chris Thompson 2012
Clubmans Champion**



**Chris Hartnell
2012 Committee Rose Bowl**



**Andy Moss
2012 Kieron Winter Trophy**

We have uncollected awards for the following people from the AGM - please contact Andy Moss (andy@mossdata.co.uk or 07710 000144) and we will arrange to get your awards to you.

Paul Johnston, Colin Ladd, Richard Girling, Kevin Jones, Tom Arnold, Martin Watts

Forthcoming Events - Full 2013 Calendar inside

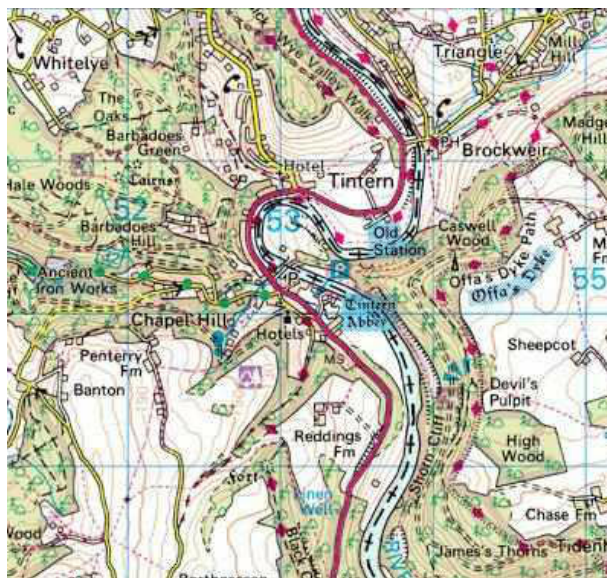
Navigation Exercise - Friday

25th January 2013

The compact and challenging road system to the west of the River Wye, between Chepstow and Monmouth, has once again provided the opportunity for another interesting Navigation Exercise that will attract Beginners, Novices and Experts. The 27 mile event will be held totally on OS map 162.

The signing on location is the public car park 'behind' Tintern Abbey and adjacent to the Abbey shop at map reference 162/540 ½ 011.

Route cards will be handed out at 7.20pm prior to the start time of 7.30pm.



Beginners, Novice and Expert route cards will be available.

Bridge tolls will be reimbursed for those who use the Severn Crossing. A receipt is requested. **Please e-mail Dick if you intend to enter to let him know you are coming.**

Dick Craddy, the organiser, will be pleased to help should you require further assistance. Dick can be contacted on 01454 414842 or craddy@old-down.freemove.co.uk

Monday 11th February - Club Night BAWA

Note there is no meeting in January so this is our first Club Night of 2013

Friday 22nd February - Club Trip Race Retro Show

Our annual trip to the Race Retro Show at Stoneleigh

2013 Major Events

Saturday 11th May 2013 - Llandow Sprint

Saturday 1st June 2013 - Castle Combe Tuition and Track

Saturday 19th October 2013 - Pegasus Sprint