

Backfire

July 2009



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

Cover : Mark Williams having fun in the Mini during our June event at Chepstow

2009 BPMC Events Calendar

Updates in Bold

Month	Date	Day	Event	Venue
Jan	12th	Mon	BPMC Club Night	Almondsbury Sports & Social
Jan	23rd	Fri	Navigation Exercise	Fedw Wood ref, 504.1/2 984
Feb	9th	Mon	Club Night - Vince Woodman	North Bristol RFC Almondsbury
Feb	20th	Fri	Navigation Scatter	Gordano Services M5 J19
Mar	6th	Fri	Navigation Exercise	Fox & Hounds, Map 173, Ref 808/808
Mar	9th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Mar	13th	Fri	Stoneleigh Historic Show	Club Trip
Apr	6th	Mon	Club Night - Tony Castle-Miller	North Bristol RFC Almondsbury
Apr	19th	Sun	PCT	Dundry
May	4th	Mon	Wessex Sprint	Colerne Airfield
May	9th	Sat	Mercedes World/Brooklands Trip	Club Trip
May	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
May	18th	Mon	Treasure Hunt	Announced in time for the event
May	25th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
Jun	8th	Mon	BPMC Club Night	Bring & Show Your Car
Jun	14th	Sun	ACE Classic Tour	
Jun	20th	Sat	Chepstow Solo	Chepstow Racecourse
Jun	22nd	Mon	Treasure Hunt	Announced in time for the event
Jul	13th	Mon	BPMC Club Night	Bristol Hot Rods Visit
Jul	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	10th	Mon	BPMC Club Night	Chris Hartnell Talk
Aug	15th	Sat	CC Test Day	Castle Combe Race Circuit
Aug	17th	Mon	Treasure Hunt	Announced in time for the event
Aug	31st	Mon	2 Club Sprint	Colerne Airfield
Sep	14th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Sep	19th	Sat	Chepstow Solo	Chepstow Racecourse
Oct	12th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Oct	17th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	30th	Fri	Navigation Scatter	Announced in time for the event
Nov	9th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Nov	19th	Thur	Karting Challenge	Raceway
Nov	27th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	14th	Mon	BPMC AGM	North Bristol RFC Almondsbury
Dec	30th	Wed	Xmas Noggin & Natter	Golden Heart Winterbourne

This Month

Monday 13th July – Bristol Hot Rods Visit & Club Night

Bristol Hot Rods are bringing some of their custom cars to our club night for us to admire. North Bristol Rugby Club from 8.30pm.

Visit <http://www.bristolhotrods.co.uk/> to find out more about Bristol Hotrods.



Monday 20th July – Treasure Hunt

“A Chuckle Around Puckle”

Organised by Dave Bence and Ken Robson, July’s Treasure Hunt will start and finish at the Rose and Crown, Parkfield Road, Pucklechurch, ST696769, at 7:30pm. A great social event - all you need is a pen and a car !

Next Month...

Monday 10th August - Talk by Chris Hartnell

Chris Hartnell and his car Backdraft will be coming to club night. He will be giving us a talk and demonstration.



Saturday 20th August – Castle Combe Track Day

Further details can be found later on in this newsletter.

Monday 31st August - Bristol Two Club Sprint

Colerne Airfield will once again be the venue for this years Bristol Two Club Sprint. The Regulations are now available on the website. The Entries Secretary is Andy Moss who can be contacted on 0117 904 1841 or andy@mossdata.co.uk should you wish to receive a printed copy or want further information.

The Chief Marshal is Simon Child who would be pleased to hear from you should you wish to volunteer to help on the day. Simon can be contacted on simonjchild@hotmail.com or 01934 418544.

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

As always, we are looking for contributions for Backfire

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Publication deadlines for Backfire

August – 31st July September – 4th September October – 2nd October
November – 30th October December – 4th December



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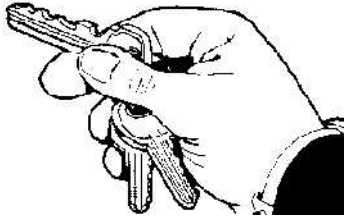
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CHAIRMAN'S CHAT

By Andy Moss

This month, I hope to get you to think about your club and what you would like to see from it in the future. I think most of us join a club for the same reason, normally to join together with like-minded people and do something we enjoy with our leisure time. The world seems to be a busy place these days, and there are lots of demands on our time, which means it's often easy to convince ourselves we don't have time to get more involved.

There's no doubt that BPMC has a strong membership and I don't think we do too badly in terms of getting people to come out and join in with at least a couple of events each year. Having said all of that, quite a few of us have been on the committee for a number of years – some would say too many years – and sometimes we need new faces to liven us up and make us think about what we're doing and why we're doing it.

If you fancy getting a bit more involved in your club, why not come and have a chat to find out what it's all about - or better still, why not think about getting involved in organising a event or two? With the wide range of things the club does, there are always lots of things to be sorted out, and if one or two new people each year get involved we will continue to be a strong club that really represents the interests of its membership. The success of running a good event and bringing enjoyment to others can often be just as fulfilling as competing yourself, and you'll certainly make some good friends and have some laughs along the way.

Back to club activities, and June got off to a good start with our 'Bring your Car' club night early in the month. We decided to do this in June because it should have been the lightest evening of the year, but the English weather is unpredictable, and there was a serious threat of some heavy rain according to the forecast. While we've often had some interesting vehicles in the car park at our club nights, this was the first time we've picked a specific club night to encourage people to bring their vehicles along.



The fact that our new venue enables us to see the cars from inside the meeting room also helps because those of us who don't want to let our pride and joy out of our sight can keep on eye on them. Despite the weather and the relatively short time between Backfire arriving and the club night itself, we had a good turnout of cars, with a few people coming along specifically to join in.

The mix of cars was interesting – you can get an idea of what turned up in the photos later in the magazine. Thanks to everyone who brought along cars – I suspect this may become a regular June activity, but don't let that stop you bringing your interesting vehicles every month! We'll be back in the car park again next month because we're lucky enough to have a visit from Bristol Hot Rods – again something a little different from the norm, which promises to be good fun.

Next it was off to Chepstow for our annual blast around the stable roads. We had some excellent weather and the organising team ran a very smooth event that all the competitors seemed to enjoy a lot. Well done to everyone involved in a great day.

The ACE tour again went very well, and it was certainly one of the best entries I can remember. I was also impressed with the wide variety of vehicles entered. I was joined in the Rover by the youngest navigator on the event, my 10 year old daughter Laura, who did a good job of reading the route instructions.



We had a good turn out for the June Treasure Hunt which took in some interesting roads before finishing at Chew Stoke. Organiser Martin Baker had arranged for the finish pub to serve us four of the largest bowls of chips I had ever seen and this added to a very friendly atmosphere at the end !



Another local Classic event that is very popular is the Rotary Club Chipping Sodbury tour, and I was joined by Nick Wood who I think had an enjoyable day out in the Rover. This event attracts around 150 cars, and with Chipping Sodbury High Street closed for the morning has a great atmosphere at the start.

Finally activities are well underway for both the Two Club and Pegasus Sprints. Regulations should have reached most past entrants for the Two Club, and are available from the club website. Whilst the Pegasus at Castle Combe is further away, we have already started our planning meetings.

Ramblings

By Martin Emsley



Old wisdom says you wait and wait for a bus then several come along together. I never really thought about that being applied to Mustangs but it turned out that way the other weekend. I saw three 05/06 models, all V8 GTs, within a few miles of the house over a couple of days. The first one was that wonderful bronze metallic that's so very understated; the second bright red – wicked; and the last one was a black example with NYPD plastered all over it in white. Not sure about that! Common? Yes, more so than Mk1 Escorts, although there are a couple of rally examples locally. I'd still like one.

We took time out to get away from everyday life and visit Coniston for a weekend. It's a 500-mile round trip and the first proper journey we have taken in the Zafira, having owned it almost a year now! It's certainly fine to drive and does the job, but it's a bit overkill with just two of us and a couple of soft bags in it. Mind you, I'm not sure it would have been much fun going in the Fiat! You may see, elsewhere in this edition, the report on the latest VW Golf. No sooner had I written it than I saw Andrew Frankel's piece in the July 2009 issue of Motor Sport – better written than mine and quite interesting points made.



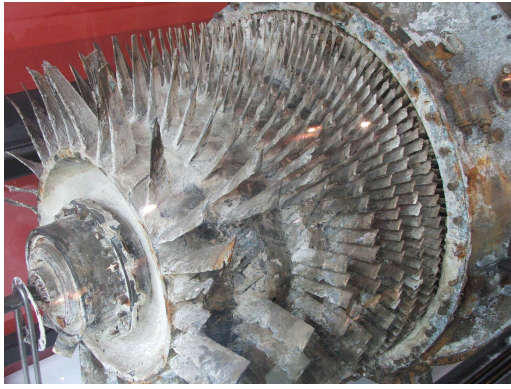
Anyway, back to Coniston. We love the village and our breaks there, this is in no small part helped by four excellent pub / hotels, the best of which is The Black Bull Hotel. It has its own microbrewery behind – this of course produces the award-winning and very more-ish Bluebird bitter. The contrasting scenery is most impressive – lake, fells and mountains. In the past, we've climbed high and explored the crash site of two Hurricanes and also that of a

Halifax bomber – most interesting. The story of this is told at the Ruskin Museum in the village – and there's one of the Rolls-Royce Merlin engines positioned outside. There's further information and debris in the excellent, but tiny, aircraft museum at Millom; well worth a visit.



The Ruskin Museum focuses on local life over the centuries and majors on the industry – copper and slate mines – and John Ruskin, a British art critic and social thinker, also remembered as an author, poet and artist. Also, of course, there's the man who bought so much attention to the area – Donald Campbell CBE, who broke eight world speed records in the 1950s and 60s. He remains the only person to set both land and water speed records in the same year (1964) and was killed on Coniston Water in 1967 while trying to break the Water Speed Record at nearly 300mph.

As you may have seen recently in the press, the recovered Bluebird K7 is being restored to full



working order. Bill Smith, who recovered the boat in March 2001, has been leading the restoration, utilising as much of the original structure as possible, at his North Tyneside workshop. Luckily much material was intact and could be salvaged due to depth and cold, stable water temperature in the lake. Also, the magnesium casing of the Bristol Siddley Orpheus engine appears to have worked as a sacrificial anode, preventing much worse

corrosion occurring. The original engine as removed is on display in the museum, and is quite a sight.

As completion is approaching, an application was submitted to The Lake District National Park for Bluebird K7 to be allowed to breach the 10mph speed limit on the lake where Campbell died. This has been granted for Bluebird to reach 100mph in a one-off "seaworthiness" trial. However, the committee members were against the regular running of Bluebird K7 on the lake. They felt that would be a step too far. Bill Smith hopes to have Bluebird ready for its trial at the end of next year or the beginning of 2011. Wonder who the driver will be? Donald's daughter Gina, maybe – a water speed record holder in her own right.



Once complete, Bluebird will go on display at Coniston's Ruskin Museum, which already has the extension completed, and I for one am very much looking forward to going back and seeing the restored boat 'at home' – a fitting tribute to a very brave man. After our museum visit, we did visit Campbell's grave, the memorial seat to both Donald and mechanic Leo Villa in the village centre, and then wandered to the Lake to view the memorial stone. There is, of course, a large industry built upon the sale of memorabilia and, as with all these things, some is classy while others are cheap and tacky. There's

sure to be an explosion of items and interest when Bluebird K7 arrives.

Well worth a visit if up that way is the motor museum at Holker Hall, which includes a Campbell Legends exhibition. I believe there are plans to move the museum to the site of the former Dolly Blue Dye Works carton packaging sheds at nearby Backbarrow, and this was scheduled to open in Easter 2009. Andy wrote a report a while back about The Cars Of The Stars exhibition in Keswick, so lots for us car buffs to see in the Lake District without the need to expend too much energy.



Road Test - VW Golf MkVI

By Martin Emsley

Surprise, surprise: you wish for something and occasionally, very occasionally, that wish is granted. Having to spend a couple of days in deepest Cornwall for the company and needing wheels, guess what turned up? Yup – the latest VW Golf. Now, all (well, both) of the ones I had seen so far were white and they looked really good. Mine turned up, dark metallic blue (probably has a far more descriptive and imaginative colour name), and my first impression was that it made the car look big. Here we go again – Focus deja vu.

Anyway, the upright rear window made the right impression, although the car appeared to have a long bonnet. It looked awkward, anonymous and not so crisp in 'Shadow Blue'. I was immediately impressed with the interior, such familiar Golf quality as I remembered. But wait a minute – something Andy questioned, and he was right: Ford had upped their game with the Focus but had the Golf moved forward by a corresponding amount? A resounding no, still doing the same thing. I suppose 'if it ain't broke, don't fix it'. Watch out though because others are rapidly catching up. I swiftly found a very comfortable driving position, which by the end of our time together I would describe as superb – I really could stay there all day. The controls fell readily to hand and were a pleasure to operate, with gearshift and instruments being just perfectly positioned.

Swiftly the realisation dawned that this was a well-equipped, bottom-of-the-range model – 1.4S, 80psi! If I may be so bold, the engine was smooth and quiet but utterly gutless. The car was totally underpowered, which was further emphasised by the magnificent chassis. It struggled on hills – goodness, what would it have done fully loaded? Very disappointing. The economy may have been good (46.2mpg over 403 miles at an average of 52mph) but – and it was a big but – some performance would be better. The only controls I struggled with were the heater – the knobs were too small and markings simply not distinct enough. I have had the pleasure of travelling in VWs and Mazdas fitted with a kind of climate control – you set the desired temperature and it maintains it, brilliant. But this was basic and adequate.

I drove down in foul weather. Over 70mph, the rear screen stayed clean and clear. Marvellous aerodynamics, I thought, until dropping down and it became a typical hatchback, attracting all dirt and rain to the glass, which the permanently-on rear wiper cleared very well – full 180 sweep. Left the boot handle very grubby, as I later found out – yuck. During this typical English spring / summer deluge, I got very cross with the car's designers – the door mirrors attracted the rain, quickly becoming obscured and next to useless. Not good enough! I've driven plenty of cars and not had this happen. It's a basic safety issue and simply unacceptable.

At least the radio was very good – Mr Wogan’s dulcet tones sounded just fine. The system didn't sound basic, or was it flattered by Terry? The steering was beautifully weighted and communicative – I felt I could turn in as hard as I liked without inducing understeer, which was always in the Focus’ background. The ride was superb, the handling brilliant, and the brakes more than adequate. I imagine the GTi and other higher-powered versions are simply awesome – except for the mirrors!

So, the final play-off: Focus v Golf. Maybe you've guessed by now – the Golf’s my choice but tinged with huge disappointment. It's flawed. I really think the brilliant interior hasn't progressed in 10 years. As I said, it's great, but what about the competition? I simply do not grasp the mirror situation or the fact that when I drove off, window down, a load of condensation off the roof came dripping in all over my arm and leg! Sorry, but at the end of the day the Mk4 Golf is still the best all-round car I've ever driven [*you need to try more cars, Martin – Ed*]. Buy one now like Mal Allen – you won’t regret it. In the meantime, I fancy trying the new Vauxhall Astra – they look sharp. Or even more, the Ford Fiesta, but not in that awful maroon colour. Sorry, Morrello Metallic...

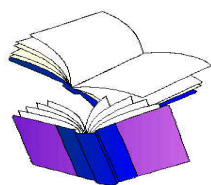


Ecurie Shoestring Quiz

It's like the old Ecurie Cod Fillet Quiz. Only longer. Answers on page 13.

1. How long, to the nearest mile, was the Pescara Grand Prix circuit?
2. Which former Monaco Grand Prix winner died in Sachsenhausen during WW2?
3. Between which dates was Watkins Glen a public road circuit, before moving to a purpose-built 'closed' site?
4. In which years did Roger Clark win the RAC Rally?
5. In what car did Tony Pond lap the Isle Of Man TT circuit at over 100mph?
6. Who designed the Tyrrell 001?
7. Who was the first driver to break the 30-second barrier at Shelsley Walsh?

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AND FINALLY, LIST 1A & 1B

by Ian Hall

Following on from Mike Smiths recent letters on list 1A and List 1B tyres, Ian Hall gives us his view on the subject.

There are two very stable and successful championships in the South West (sprints and hillclimbs) and the MSA's categories will be fixed for 2010, which should level the playing field somewhat.

Part of the issue to be considered between list 1A and 1B tyres should ***always be safety***. Ordinary (1A tyres,) designed for thousands of road miles in mainly heavier cars, don't have much grip – as you've found out on many occasions in your light car. In this PC world of Health & Safety, organisers don't need cars spinning off, damaging cars or their drivers and delaying meetings to the detriment of other competitors. The Pegasus & Great Western Sprints in 2008 were both affected by many spins in cold and slippery conditions.

The most important car fitment after brakes and steering is the quality of your tyres. You should always have the most suitable tyres for any competition, and apart from the safety angle they're the cheapest and most successful modification you can make.

Surely now on your 1B tyres your car is more controllable, less likely to throw you off track, safer, more fun, rewarding and faster to drive!

Now that both list 1A and 1B tyres have been ratified and rubber-stamped by the MSA council with mandatory compliance from 01/01/2010, you're already set to go for next year!

For those of you wish who travel to events outside the South West – I suggest you talk to those organisers **now** before their 2010 regulations are set in stone.

SPORTS QUIZ - Answers - by Simon Child

- | | | |
|-----------------------|-------------------------------|-----------------------------------|
| 1 Spoon | 2 Motorcycle Racing | 3 Skiing |
| 4 Jimmy Connors | 5 Le Mans | 6 Black |
| 7 High Jump 1956 - 67 | 8 Trampolining | 9 Archery |
| 10 Boris Becker | 11 Helsinki | 12 Wedge |
| 13 Lawn Tennis | 14 Monza Italy | 15 Nadia Comaneci |
| 16 Canada | 17 Golf - measure greens pace | 18 Dwarf Throwing from Australia! |
| 19 Red Polka dot | 20 Jacques Anquetil | 21 Lineswoman - slept in chair |
| 22 Ice Hockey | 23 Swim English Channel | 24 Give way or be disqualified |
| 25 Pole vault record | 26 Curling | 27 Saints |
| 28 Water Polo | 29 Volleyball | 30 Skateboardings |

Whitchurch Speed Trials

by James Page



Pete Stowe's excellent website (<http://website.lineone.net/~pete.stowe/index.htm>) includes details of the sprint held in Whitchurch at what was then Bristol Airport. A private access road led from the newly constructed Airport Road down to Whitchurch Lane, and it was this stretch that was used for the 1937 event.

These days, that private access road has become Bamfield, a busy route now surrounded by housing but which still follows the same course as before the war. The timed section started up by the service hanger for the airport. The hanger was incorporated into Whitchurch Sports Centre but is still recognisable. The staff cottages are still there, too, as is a section of old runway. Much of the rest of the old airfield is currently being built on.



From that starting point, the 750-yard course headed into a quick right-hander, then almost immediately into a long, long left. From there, it jinked right again before finally straightening out just beyond where there's now a mini-roundabout. So, it was hardly Shelsley Walsh, but it was quick, and with high kerbstones either side of the concrete surface, you had to be accurate as well.

Two runs over the course of the day cost you the princely sum of 15 shillings, with Bristol club members receiving a discount. Admission to the public was one shilling, and organisers were hoping for 10,000 of them on the day.

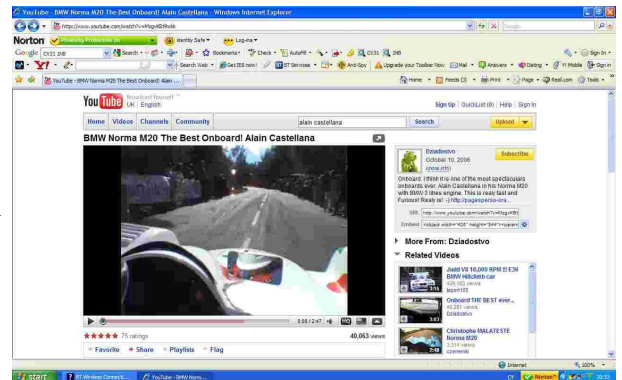
It didn't work out quite like that, though. Uncertain weather meant that less than 4000 showed up. They saw Bert Hadley take FTD at 24.6 seconds (62.4mph), the famous Freikaiserwagen following just behind on 25 seconds. They also got up-close to Robert Waddy's Fuzzy special. Waddy lost control near the end of the course, seriously injuring himself, damaging the car, and coming within a few yards of wiping out spectators standing safely behind a small wooden fence...



So, Hadley went home happy with his £45 prize money, the spectators went home entertained, if slightly wet, but the organisers sat there working out how much money they'd just lost. Once they'd done their maths, it was soon decided that the 1937 event would be the first and last held at Whitchurch Airport. Motorsport in Bristol would have to find other venues.

Web Watch

No doubt you've all got better things to be doing than wasting hours looking on t'interweb for motorsport-related titbits. If, however, you happen to discover that the TV's off limits because of another unmissable episode of Eastenders, you might like to have a quick look at the following. If anyone finds anything else they think is worth sharing, drop Cherry an email.



Alain Castellana - European hillclimbing onboard a BMW-engined Norma sports racer.

<http://www.youtube.com/watch?v=MzgyKBt9wkk>

Onboard Bergrennen hillclimb - sound and vision are very slightly out of synch, but it'll catch your attention all the same:

<http://www.youtube.com/watch?v=C-P6KVE7DZ0>

And a bit closer to home, Graeme Wight Jnr fires his Predator up Shelsley:

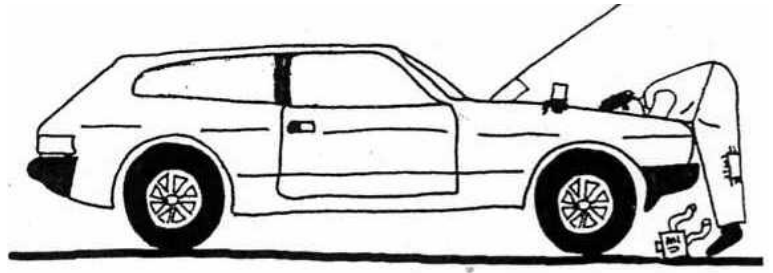
<http://www.youtube.com/watch?v=E-UVs6uZGGY>

Ecurie Shoestring Quiz answers

1. 16 miles (15.8, to be exact)
2. Willy Grover (1929 winner, worked for SOE during the war)
3. 1948-1952
4. 1972 and 1976
5. Rover 827 Vitesse
6. Derek Gardner
7. David Hepworth (in 1971)

REX'S RAMBLINGS

by Rex Meaden



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

This time, **BRISTOL CLASSIC CAR SHOW – Shepton Mallet**

Personally I think it's a bit rich calling this event the Bristol Classic Car Show when it takes me the best part of an hour to drive there from Bristol! Nonetheless, I was just about ok with the event at its February slot as there was enough Autojumble to make it worthwhile, and just enough cars and displays to keep it interesting. I was therefore intrigued to see what would happen when the show was moved by force of weather from its February slot to the early May bank Holiday, complete with an extra day. On the **positive** side, certainly the club stands and the number and quality of the cars on display was much better, including some rarities I hadn't seen in a long time. The number of paying visitors was higher too, which made for a much livelier show, there was a real buzz about the place.

But on the **negative** side, dear reader, there were several points to note.

- The insurance stands giving instant quotes for your classic couldn't cope with my request for multi-car – “you'll have to ring our office on Tuesday” – no thanks, that's why I'm asking you at the show.
- The Autojumble quantity was down. I've noticed this over the last few years, something to do with the stall prices going up. The genuine garage clearers are therefore put off leaving the professional dealers, with stalls selling mostly brand new parts or restoration materials or tools, the same for models and books. After an hour I'd spent precisely nothing, and ended up buying just 6 books.
- And while I'm having a moan, there was an area behind the exhibition sheds set aside for classics that had been driven to the show by the ticketed public. Great idea, I thought, and applied for and got a pass for this area. I arrived in the Scim (as usual) with my special pass in the windscreen. I was well early but there was still a queue to get in. Ahead of me were some 'classics' being waved into another area, but when it got to my turn I was waved into the main car park, despite my protestations, as was the Ferrari Dino and a Jaguar 420 behind me, amongst others. Left a bit of a sour taste, and my letter to the organisers received no response – well, they already had my money.....

The Classics car park was still a good idea, and I enjoyed a quick tour at lunch-time when I

surfaced for breath from the halls. There was another Scim parked there, an SE6 like mine, but in white and with a Webasto roof with a proud owner alongside, so I had a chat with him, and this car was parked next to a Bentley Turbo R in red, so I had to take a picture, didn't I! Overall vote on the May date? A qualified 'Yes', but they do need to improve the autojumble side.

RILEY RELIABILITY RESTORED

In the last issue of your favourite Motor Club magazine we left you on tenterhooks as to what type of fault was affecting my poorly Riley. Was it Mechanical, Fuel or Electrical?

Hands up all those who said it was Mechanical, a dropped valve or a piston ring, something like that. Well, it could have been, and it certainly sounded like it, and was my initial diagnosis when sat behind the wheel trying to nurse the thing home. But there was no smoke, and the problem didn't seem to get worse as I struggled home, difficult enough though it was. So, thankfully not likely to be mechanical then.

What about Fuel, is it a problem there? Again, could have been, a broken spring or needle, one carb not working giving uneven fuel supply and hence, uneven running. But under the bonnet there was no obvious sign of excess fuel anywhere, nor any obvious broken springs or flappy bits, so probably not fuel.

Which leaves Electrical. A visual inspection showed no obvious faults, no cracks in the distributor cap, no problem with the points (remember those?) opening and closing, no loose HT leads or anything like that. We did however note that the distributor itself seemed to be loose in its socket in the block, suggesting that possibly the timing was out, possibly way out.

Some hand adjustment of the distributor location seemed to be moving in the right direction, but there were still problems, uneven running, lack of power, inability to rev, backfiring etc. Despite spending a lot of time trying to restore the original settings the poor running continued. Perhaps there was another problem.

The spare parts box was raided and a new condenser and set of points was found. These were fitted, but the spark became non-existent. A check with the tester lamp showed that the feed from the coil was fine, it was breaking down at the distributor. We took the new points out and found a form of protective covering on the contact surfaces. Some rubbing with sandpaper, points re-installed, and Hey Presto, great spark, and instant starting again. The test run round the block showed that the power had been restored, the change being so marked that I feel the car had not been at its best for a little while without me realising it.

So there you have it – the cause was Electrical! A combination of the timing going awry due to the distributor moving in its socket, and a condenser that was breaking down. I'm sure that my reader voted for the fault being Electrical, even though the driving symptoms seemed to indicate otherwise. Please give yourself some one-handed applause!!

All for now, and keep enjoying your cars!



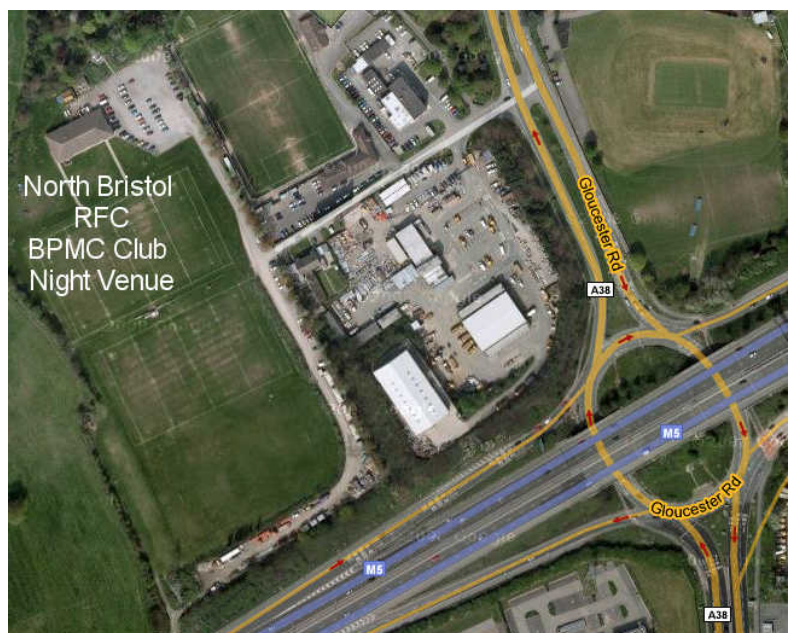
Club Night - Directions

North Bristol RFC - Almonsbury Bristol

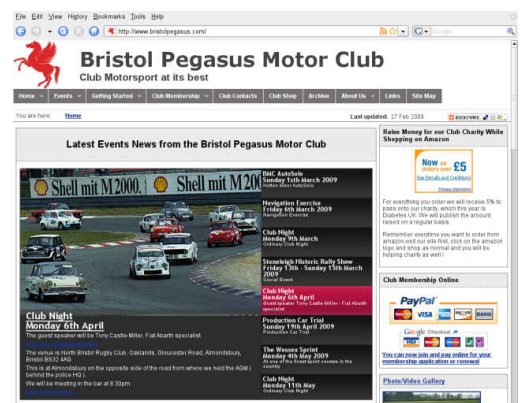
Exit M5 at Junction 16. Arriving from the south, take the left exit lane. Turn left at lights and venue is 150 metres on left-hand side. Arriving from east, take right-hand lane on slip road.

Take 3rd exit.

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



Why not visit our website
www.bristolpegasus.com

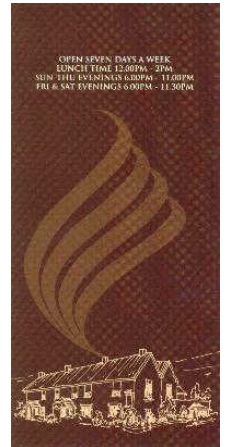


Road Test - The Taj Brasserie

By Martin Emsley

Well the The Wheatsheaf is gone, that wonderful family village hostelry, full of many happy memories, which provided BPMC with a meeting place even in the declining years whilst successive temporary managers ran the place into the ground.

We saw the signs in the window; another Indian restaurant in Winterbourne when the Royal Raj has been well established up the road for some years now, did it make any sense? Did I read or imagine that the British national dish is curry, cannot remember but would not surprise me, certainly one of my favourites.



The time had come to give it a try; several acquaintances had already visited and all had very positive things to say about Taj Brasserie, so the other Friday, as a family, we gave it a try. First impressions do count for a lot; we were pleasantly surprised, walking through the door we were most impressed with the new layout, hard to remember how it was. The place has been very nicely refitted, very stylish and most attractive, after a friendly greeting at the door we were shown straight to our table. We quickly noticed the large number of staff who were smart, very attentive without being intrusive, most friendly and helpful. The table was beautifully set and there was a quality feel that extended through the people and place to the food.



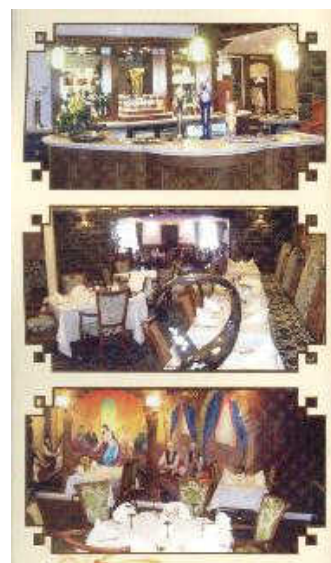
It was a pleasant surprise to have a choice of both draught Cobra or Kingfisher beer though their drink selection was extensive just like the food menu that runs to 160 items, simply spoilt for choice. The popadoms were brilliant, very fresh, crisp and not greasy whilst the pickle selection was fresh and more than adequate. Presentation all the way through made the meal feel quite special. Onion Bhajis and Vegetable Samosas followed, accompanied by lovely fresh salad and again were not greasy but fresh, hot and most tasty.

The best was yet to come with curries, rice and naan breads, so fresh and attractive, everyone really enjoyed their chosen dish, which were very pleasingly tasty and certainly stimulated the taste buds. Having a little room left we opted for deserts, these being as usual in Indian restaurants a bit disappointing; just a small selection of frozen offerings. Having experienced some traditional deserts whilst in Bangalore I must say it is disappointing the restaurant is not a bit more adventurous in this area.

It was a great evening, as we sat there, not rushed, the place filled up and there was a constant flow of folk collecting takeaways. Yes it is a bit more expensive than usual but the emphasis is on quality though the quantity is more than adequate, the whole experience was great.

It is not the kind of place to go for a cheap curry after a belly full of beer, more a place for good company, quality dining and appreciation of a terrific meal; a dining experience and worth paying a bit more for.

We really enjoyed it and plan to go back fairly soon



MEMBERS' ADS

For Sale/Part Ownership

I am reluctantly offering for sale my Peugeot 205 GTI (MI16). It is basically a very sound, reliable car, but could do with a bit of love and affection and further development.

Whilst I would consider offers for an outright sale, I would be particularly interested to hear from anyone with a bit more mechanical ability than me who might be interested in making an offer for part ownership. If a garaging or storage facility was available then even better. It has had very little use since I bought it in Sept 2006, although I did the Castle Combe track day in the rain last year. Very hairy!

Basic spec as follows: Black with white wheels, Cat 1 alarm & immobiliser, MI16 1.9 Alloy block engine 160 BHP, Group N engine mounts, 1.9 GTI front hubs, front brakes, driveshafts, ITG induction kit, 1600cc gearbox (quicker acceleration), New clutch (approx 500 miles ago), 1.9 GTI wheels, with toyo proxies & Uniroyal Rainsports (on rear), Avo springs on front with torsion on rear adjusted to match, 340mm seat Mountney suede wheel, Boos kit, OMS HTS drivers seat FIA approved, OMS RS PT passenger FIA approved, OMP HC733 FIA approved seat mounts, Sparco 4 point harnesses FIA approved, OMP AB105 FIA approved cage, professionally installed, Rear strut bar/Harness loop, Roll cage padded, Stripped interior
Photos of the car at last year's Castle Combe track day can be seen on the website. Please call Clive Pinnell 01179 827166.

FOR SALE

Mazda MX5 Steel Wheels 4-Stud New Four £85

Vauxhall 16" Alloys With Tyres Four £95

Corsa Sports Door Mirrors Pair £35

Mini Cosmic Alloys 5x10 Pair £45

Andy Baverstock. Tewkesbury 01684 299062 07952 202170

185-60-14 Yokohama New Four £95

Vauxhall Steel + 195-60-14 new £25

Corsa Rear Lamps Lexus Pair £35

CASTLE COMBE TUITION & TRACK DAY

Saturday 15th August 2009

Two months almost to the day before the event I sold my last ticket for the Castle Combe Tuition & Track Day. It has surprised me this year, what with the credit crunch and the thought of will the previous driver's return for another year. But with the event website (thank you to Richard Reynolds) and my negotiations with the circuit, we have managed to make the always-popular into the even-more-so.

I have to mention at this stage, if you have missed the boat, don't panic, and don't pack in your club membership - join another motor club and pay a lot more money for a similar event. Download the regs and booking form and join the 'Reserve List'. Keep yourself updated on www.castlecombetrackday.org.uk and see if you are moving up the list.

So, what have we got in store for you all this year. Firstly, our friends from The Mini Cooper Register will be joining us again as part of their 'how many events can a Mini go to on the Mini's 50th birthday year tour'. I have also had interest in the event from the Bath Motor Club and the TR-Register to name just a few. Perhaps we will see cars & drivers from these clubs next year.

I have listed on my clipboard some of the old favourites, and some cars have returned after taking a break. However, what turned into a joke each time I collected the post was 'ohh.. another Westfield!'. We have a total of 10!!

David Da Costa is our Castle Combe Racing Instructor again this year, and after being a very popular chap last year, I'm sure he's going to have another busy day.

Before I sign off, many thanks for all of the entrants for your support of the event and I look forward to seeing you all on the 15th August. For those BPMC members out there who have never entered, mark your calendar and come along. It's free to get in and with open pits and paddock, it's easy to mix in with the drivers. The Tavern has refreshments and of course there are plenty of areas around the track for having a family picnic. Just please bring the sunshine!!

Tony Smith

0794 110 14 13

entries@castlecombetrackday.org.uk

www.castlecombetrackday.org.uk

2009 CLUBMANS CHAMPIONSHIP UP TO 1st JULY

NOT INCLUDING PCT RESULTS - Prepared by Chris Thompson

POINTS	ENTRANT	POSITION	EVENTS	ORGANISED ?
22.32	Andy Moss	1	7	Yes
18.55	Matt Marples	2	4	No
16.36	Chris Goodchild	3	4	No
14.70	Paul Bird	4	3	No
13.27	Mark Astin	5	3	No
13.20	Alan Spencer	6	6	No
10.90	Toby Harris	7	2	No
10.04	Bradley Hobday	8	2	No
9.39	Martyn Mees	9	2	No
9.09	Lisa Selby	10	2	No
8.79	Martin Baker	11	2	Yes
8.75	Stephen Dummett	12	2	No
8.61	Alan Dillamore	13	2	Yes
8.25	Ian Hall	14	2	No
8.13	Nick Wood	15	4	Yes
8.07	Grahame Harden	16	2	No
8.07	Trevor Hartland	17	2	No
7.87	Cherry Robinson	18	4	Yes
7.63	Martin Emsley	19	2	Yes
7.39	Martin Corfield	20	2	No

2009 MARSHALS CHAMPIONSHIP UP TO 1st JULY

Prepared by Chris Thompson

POINTS	ENTRANT	POSITION	EVENTS
5	Dick Craddy	1	2
4	Mal Allen	2	3
4	Nick Wood	2	3
4	Chris Thompson	2	2
3	Martin Baker	5	2
3	Bob Hart	5	1
3	Donny Allen	5	2
3	Tim Murray	5	2
2	Cherry Robinson	9	2
2	Andy Moss	9	1

**Frenchay Village
Museum
Saturday 18th July
2pm-5pm
Vintage Vehicle
Extravaganza
in conjunction
with Frenchay
Flower Show**



A static display of historic bicycles, motorcycles, and cars by members of local classic clubs, with Syd and Audrey Marks bicycle collection, in the car park next to Frenchay Village Museum, Entrance 8 of Frenchay Hospital. Also this year, vintage bus rides, and the launch of a book about the work of a technical artist.

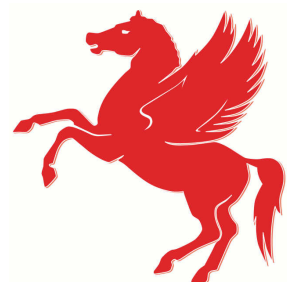
Free Admission



Once again we will have a club display at this show, which has been enjoyed by club members in previous years.

The club stand is being co-ordinated by Alan Spencer if you have a car to display, please contact Alan on 01179 712587

**Bristol Pegasus
Motor Club
Club Motorsport at its Best**



Llandow Sprint 2009 - Photos By Martin Emsley



The Midsummer Madness Again treasure hunt

by Martin Baker

An eventual total of seven crews turned out to contest the June treasure hunt. I say "eventual" as one crew decided that the start point was the car park at Bitton station, not Warmley as specified in *Backfire*. We also welcomed Anthony Weeks on his first (and hopefully not his last!) event. Echoing a Navex set by Tim Murray a couple of years ago I arrived at the start by bike (it's less than four miles along the cycleway from my front door). Unlike Tim I politely rejected suggestions that I would continue to cycle all the way to the finish pub in Chew Magna... Having seen all the protagonists safely on their way I had time to ride home, change, get the car out, drive to ASDA (for prizes), continue on to Chew Magna, drink a pint and compile a scoresheet long before any of them turned up.

The intended route took in loops of Siston, Bridgegate and North Common before heading down the Golden Valley to Bitton, under the aforementioned station, then to Keynsham, Saltford, Chewton Keynsham, Compton Dando, Woollard, Pensford, Stanton Wick, Stanton Drew and the back of Bishop Sutton to the finish at the Bear & Swan, an unusual combination of wildlife if ever there was one. As some of the route was on main and residential roads I made sure that any clues on these sections were easy to spot. The compensation was that there were one or two slightly obscure clues just to make sure of a result. A handful of out-of-order clues including a couple of pictures added to the mix. Having discovered some time ago that most club members cannot read a bus timetable, on this occasion I found out that most of them can't read a train timetable either. Also nobody spotted the boat in Upper Stanton Drew - which is a shame as it was called "Hindsight"!

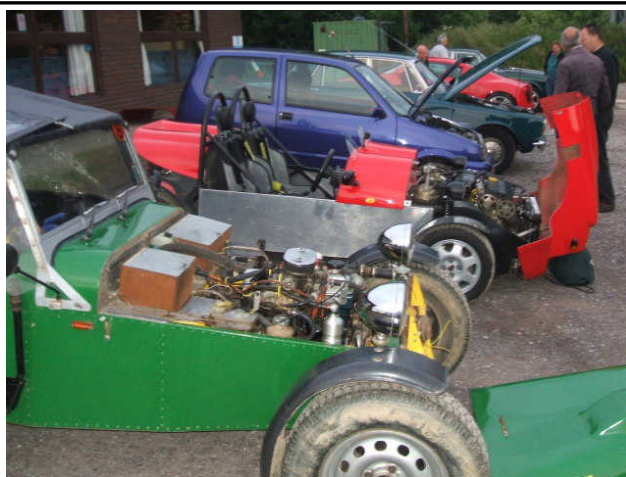
Whilst the crews were arriving (only two of them avoiding the dreaded time penalties) the pub laid on a small feast of chips and bread which at least kept them quiet during the marking exercise. One surprise was that Liz & Simon Moss had managed to incur more time penalties than question points and therefore recorded a negative score! Place margins were large enough that the usual bickering over interpretations made no difference to the result, and the first three crews were placated with alcohol and chocolate.

The results (scores out of a possible 159) -

1/ Andy Moss/Chris Goodchild	135
2/ Nick Wood/Cherry Robinson	104
3/Alan Dillamore/Chris Thompson	97
4/Mark Austin/Matt Marples	90
5/Trevor Newman/Spence	87
6/Anthony & Mrs Weeks	81
7/ Liz & Simon Moss	-3



Bring Your Car - June Club Night - Photos By Andy Moss



BRISTOL PEGASUS FANTASY F1 2009

Positions after British Grand Prix

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Andy McBride-Coogan	Button	Massa	Brawn	Red Bull	Ferrari	740.5
2	Toby Harris	Button	Hamilton	Ferrari	Brawn	Mercedes 3	722.5
3	Jonathan Prestidge	Button	Barrichello	Ferrari	Brawn	Ferrari	718.5
4	Juliet Child	Button	Rosberg	Brawn	Williams	Mercedes 3	709.5
5	Ken Robson	Button	Vettel	BMW	Brawn	Ferrari	691.5
6	Martin Baker	Button	Trulli	Brawn	McLaren	Ferrari	673.5
7=	Alyson Marsden	Button	Massa	Ferrari	Brawn	Renault	643.5
7=	Chris Lewis	Button	Massa	Ferrari	Brawn	Renault	643.5
7=	David Garnett	Button	Massa	Ferrari	Brawn	Renault	643.5
10	Paul Bird	Button	Raikkonen	Ferrari	Brawn	Ferrari	623.5
11=	Richard Ibrahim	Alonso	Button	Ferrari	Brawn	Mercedes	623
11=	Tony Sighe	Alonso	Button	Ferrari	Brawn	Mercedes	623
13	Joanna Prestidge	Button	Heidfeld	Brawn	McLaren	Ferrari	613.5
14	Victoria Phillips	Button	Hamilton	BMW	Brawn	Mercedes	613
15	Joe Robson	Raikkonen	Vettel	Ferrari	Brawn	Mercedes 3	610.5
16	Judith Bird	Button	Massa	BMW	Red Bull	Ferrari	563.5
17	Gary Tanner	Hamilton	Massa	Brawn	Williams	Mercedes 3	555.5
18	Jane Tanner	Hamilton	Massa	BMW	Brawn	Mercedes 3	551.5
19	Simon Moss	Massa	Vettel	Ferrari	Brawn	Ferrari 2	550.5
20	Andrew Moss	Button	Hamilton	Ferrari	Williams	Mercedes 3	549.5
21	Bill Farrow	Barrichello	Webber	Ferrari	Red Bull	Ferrari	545.5
22	John Page	Alonso	Vettel	Ferrari	Brawn	Ferrari	542.5
23	Manisha Thorp	Raikkonen	Vettel	Ferrari	Brawn	BMW	522
24	Rob Crossland	Glock	Heidfeld	Ferrari	Brawn	Mercedes	499
25	Mike Marsden	Kubica	Raikkonen	Ferrari	Brawn	Mercedes 3	496.5
26	Caroline Meaden	Raikkonen	Webber	Brawn	McLaren	Ferrari 2	485.5
27	Rex Meaden	Alonso	Rosberg	Ferrari	Brawn	Mercedes	470
28	Stuart Morgan-Nash	Alonso	Heidfeld	Ferrari	Red Bull	Mercedes 3	467.5
29	Sharon Reynolds	Button	Hamilton	Force India	Williams	Renault 2	463.5
30	Elisabeth Lewis	Alonso	Massa	Brawn	Renault	Ferrari	458.5
31	Ross Willing	Alonso	Hamilton	Brawn	Renault	Ferrari	447.5
32	Lisa Selby	Button	Hamilton	Renault	Toro Rosso	Ferrari	433.5
33	Liz Ibrahim	Hamilton	Raikkonen	Brawn	Renault	BMW	427
34=	Alex Wooldridge Smith	Hamilton	Raikkonen	Brawn	Toro Rosso	Mercedes	423

34=	Richard Reynolds	Alonso	Kovalainen	Ferrari	Brawn	Toyota 2	423
36	Dick Craddy	Alonso	Kubica	Ferrari	Brawn	Toyota 2	419
37=	Bradley Hobday	Alonso	Kovalainen	Brawn	Renault	Ferrari	406.5
37=	Peter Farrow	Glock	Raikkonen	BMW	Red Bull	Ferrari	406.5
39	Mal Allen	Hamilton	Massa	Red Bull	Williams	Ferrari 2	392.5
40	Audrey King	Button	Kubica	Renault	Williams	BMW	390
41	Bennett A	Massa	Rosberg	Ferrari	Williams	Renault 2	372.5
42	Martin Emsley	Alonso	Vettel	Force India	McLaren	Renault 2	360.5
43	James Page	Alonso	Vettel	Ferrari	Williams	BMW	358
44	Kate Umfreville	Kubica	Massa	Red Bull	Toro Rosso	Ferrari	350.5
45	Julie Farrow	Hamilton	Vettel	BMW	Renault	Toyota 2	343
46	Donny Allen	Alonso	Kovalainen	Ferrari	Williams	Mercedes 3	336.5
47	Simon Child	Heidfeld	Kubica	Red Bull	Renault	Ferrari	332.5
48	Liz Moss	Massa	Trulli	BMW	Renault	Toyota 2	332
49	Pete Stowe	Rosberg	Sutil	BMW	McLaren	Mercedes 3	330.5
50	Tom King	Hamilton	Kovalainen	Red Bull	Toro Rosso	Ferrari 2	327.5
51	Tim Murray	Kubica	Vettel	Ferrari	Williams	BMW	326
52	Ann Farrow	Barrichello	Kubica	Ferrari	Toro Rosso	BMW	317
53	Mary Craddy	Hamilton	Raikkonen	BMW	Williams	Renault 2	310.5
54	Andy Baverstock	Hamilton	Kubica	Toro Rosso	Toyota	Ferrari 2	292.5
55=	Bennett B	Alonso	Kubica	BMW	Renault	BMW	214
55=	Tony Thorp	Alonso	Kubica	BMW	Renault	BMW	214
57	Charlie Emsley	Kubica	Piquet	BMW	Toro Rosso	Ferrari	184.5

SOUTH WEST NEWS - ASWMC NEWSLETTER - JUNE 2009

Below we have the highlights from the latest ASWMC newsletter - we don't have enough space to publish it all but you can find the full version on line at www.aswmc.org.uk

In the last issue we distributed a range of proposed amendments to our ASWMC Championship Regulations. We have received no response from you as clubs or club members. From that can we assume you are happy with the changes? The economic situation seems not to have lost us many events and, for that, clubs as organisers are to be congratulated. Event entry lists I have both seen and heard about would seem to be in general down a small percentage on 2008 levels. All organisers know, however, that its those last few entries which makes the difference between a small surplus, breaking even or a small loss! *Paul Parker*

RULE CHANGES 2010 - All clubs and registered contenders have been sent a detailed statement of proposed changes to the ASWMC General Rules, and the various Championship Rules for 2010. I have not received any responses to these proposals, so I can only assume that all Clubs and Contenders are happy with them. The deadline for your responses is 1st July 2009, just before our Executive in July, which if ratified will be tabled at the AGM in October.

CURRENT NEWS - It does appear that entries are holding up generally despite the current recession, and I know that clubs are keeping entry fees as low as possible, to control the competitors costs in competing. All clubs have improved their event regulations, programmes, etc to ensure that the various Championship

Sponsors do receive the publicity they have paid for with their sponsorship fees. On a personal note, I am getting concerned about the number of new Championship series being introduced in the South West by various Clubs. If you, the competitors and clubs are not happy with the ASWMC Championships, then please let us know, and we will try to improve where possible. Don't set up in opposition!!! - *Howard West*

AROUND THE CHAMPIONSHIPS

Richard Egger Insurance Trials Report June 2009 - I will start with classic trials. With 4 events completed, the leadership battle is between David Halzelden and Keith Sanders with 9 points. This year we have 9 scoring contenders compared with 20 in 2008. On the Sporting Trials front with 6 events completed, the leadership battle is between Ian Rodman on 31 and Calvin Kneebone on 20. This year we have 6 scoring contenders compared to 11 in 2008. On the Car Trial front with only 2 registered contenders and we currently have a draw both on 7 points after their first event with 2 more to go, what is the future for this championship any idea's will most welcome. The current championship positions can be viewed on the ASWMC web site.

Richard Egger Insurance Southern Counties Autocross Championship - The Championship year kicked off in mid May at Sandocross and was well supported by both registered and non registered competitors alike, and has provided us with a four way tie at the top of the Championship table. With a couple of weeks break it has now moved to the South Hams event this weekend with the Anniversary Autocross being run by Bournemouth on 21st June. Registered competitors are slightly down this year on last year, but the events are being strongly supported which goes to prove that grassroots motorsport is alive and well in the UK!

Richard Egger Insurance 2009 ASWMC Autotest Championship - 2009 saw the introduction of a free registration for this championship in a bid to increase contender numbers. This has been successful with 17 registered so far for 2009. Numbers out on events are still on the low side, but at least clubs are able to send out event regulations to more people. The new classes for Road Going Saloons and Road Going Sports Cars are still in their infancy, we have support for the saloon class, but nothing as yet for sports cars. In 2010 we will adopt the new MSA and BTRDA class structure, as these two championships came on board with the Road going class at the last minute after we had approved our 2009 rules. Auto testing at National level has picked up, with increased registrations in both the MSA and BTRDA Championships. Entries on all MSA Championship events have been up on 2008 ranging from 36 to 42 entries. The last event had 9 entries in the Road Going Class, which is bringing new competitors into the sport at this level. It looks like we have a team for the Inter-Association Autotest, one of which is the reigning British Champion, so we should stand a good chance of doing well. After 2 rounds Wayne Grimshaw tops the table, although we are still awaiting results from the Bath event. Wayne started the year well with FTD at his home event and driving a Road Going Saloon. Ernie Burles is hot on his heels with last years champion Mark Williams in 3rd. 13 competitors have scored points to date and this number will increase over the next couple of events.

2009 Bridge Wheels & Tyres ASWMC Sprint Championship - We have now four rounds of the championship and last year's Champion Grahame Harden, is holding a slim lead over Ian Parr, with Andy Potter and Tom Pollard not far behind. As you may or may not be aware the rounds that were scheduled to take place at Predannick on 20th June and 5th September have now been cancelled, as the events would run at a loss and in these difficult times. Therefore this years Championship will now be contested over 12 rounds and therefore the best eight rounds will count.

2009 Bridge Wheels & Tyres ASWMC Hillclimb Championship - After four rounds of the 2009 Championship, Andrew White is holding a slim lead over Dave Gardner, with John Forsyth and Rodney Thorne not far behind, but obviously there is still a long way to go.

Chepstow Auto Challenge 2009

Saturday 20th June 2009

Our first event of the year at Chepstow race course proved to be very popular and we had a pleasing mix of cars, along with some experienced and new competitors. The weather was kind to us, which added to the excellent surroundings of the race course.



We were again using the stables area, with its changes of gradient and surface. The course layouts followed a similar format to previous years, but we did play with the setup at the top of the hill, using a pair of gates on some tests to even things up a little for the larger cars – even Nick Woods 406 estate could drive around them without resulting to use of the handbrake. We made the decision not to mess about with the layout of the cones too much during the day, but still managed a number of quite different tests by swapping around the numbering of the gates.

Nick Wood took on the Clerk of course role, his first event in the stables area - he did an excellent job. Nick was assisted by Scrutineer John Corfield, as well as a very pleasing turn out of marshals. As always the smooth running of the event depends a lot on the timekeeping and start crew, and once again we had an all female crew performing this task, with regulars Cherry and Juliet being joined by their new assistant Liz. The one common factor in all our Chepstow events so far has been Secretary Chris Thompson, who again did a marvellous job both before and on the day.

It was no great surprise that Nick Cook took the overall honours in his Westfield, with Dave Bence putting in an excellent performance in the Onyx to take the class E award. Class A and B both had french winners - the Citroen AX of Andy Baverstock and the Peugeot 206 GTi of Nigel Smith. Mark Williams put in an excellent performance in the Mini. This year we were joined by several entries from the MGCC, who seemed to have a great time. We look forward to seeing more MGs in the future, as they certainly got into the spirit of the event, and we always enjoyed working with them on our past events at Rolls-Royce. Among the MG entries were John Delafield in his Midget; this gave us an entertaining moment when the gear stick decided it no longer wanted to stay attached, but a bit of improvisation with some cable ties saw it survive to the end (what did we do before they invented cable ties ?).

A great days club motorsport that was run in a friendly but professional manner. We were pleased to receive many positive comments from the competitors. Again this event showed you can have a great day of competition for not a lot of money !

Results

Class	Driver	Car	Time incl. Penalties	Runs Complete	Position	Awards
E	Nicholas Cook	Westfield	405.3	12	1	Fastest overall
F	Ray Sissins	Nova	429.81	12	2	
E	David Bence	Onyx	433.87	12	3	First in Class E
F	Mark Williams	Mini	435	12	4	
A	Andy Baverstock	AX GT	441.64	12	5	First in Class A
B	Nigel Smith	206 gti	450.02	12	6	First in Class B
E	Chris Goodchild	Westfield	450.24	12	7	
D	John Delafield	Midget	453.03	12	8	First in Class D
A	Martin Corfield	Toyota	460.55	12	9	2nd in Class A
B	Rouney Green	205 GTI	467.16	12	10	
E	Andy Moss	Westfield	468.62	12	11	
B	James Hurford	Focus	469.26	12	12	
D	Neil Lock	TF	475.95	12	13	
E	Ken Robson	Marlin	480.3	12	14	
B	Andrew Helme	Ibiza	482.7	12	15	
D	Alan Spencer	Eunos	496.82	12	16	
A	Jim Lott	Metro	507.02	12	17	
A	Haydn Earl	Cinquecento	507.57	12	18	
D	Stephen Holford	BGT	522.78	12	19	
A	Simon Child	Hyundai	538.83	12	20	
A	Sam Brown	Metro	590.31	12	21	
B	Pete Wood	colt	NF	6	22	



Chepstow Auto Challenge 2009 - Photos By Andy Moss



Prima Motorsport

20 Abingdon Road, Nuffield Industrial Estate, Poole.

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These are discounted prices for members

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5 Point £90.00

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We can supply a full range of FIA homologated seats,
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We sell the entire range of Stilo helmets for Rally/ Race use.

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3.6mtr x 5.4mtr £7.50

4.5mtr x 6mtr £10.00

5.4mtr x 7mtr £14.00

Car Tie Downs / Trailer Straps / Tow Strap

Ratchet Tie Downs c/w Soft Chokers

50mm x 3mtr with Claw Hook £10.00 / complete

High Visibility Orange Tow Strap—EVERY CAR SHOULD HAVE ONE!

50mm x 4mtr c/w Snap Hooks each end (5 Tonne MBL webbing) £7.50

ALL PRICES INC VAT @ 15%

We also have available quality FIA approved underwear, and gloves.

GOOD LUCK TO ALL COMPETITORS

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

NEWS FROM CASTLE COMBE



Vince Woodman

Vince had gratefully accepted to be guest of honour for the 40th Anniversary of the Capri during our Classic, Retro and Sportscar Action Day on 6th June. However a couple of weeks earlier he had suffered an engine failure at Brands Hatch. Knowing that Capri drivers were coming from Europe and throughout the UK to be part of the special celebrations Vince's team had the engine rebuilt by Swindon engines in record time but this still left just 48 hours to get the engine back into the car. Regretfully a further fault was discovered on the dyno, but determined not to let anyone down Vince's team then made a return journey of several hundred miles after the kind offer of another Cologne Capri, the only other one in the country so at least he could run and lead a cavalcade of 119 Capris around the circuit including the last one ever produced sent down by Ford.

Not so gently Bentley update

Matt Rumney made his sprinting debut last Saturday at the Bristol Motor Club organised sprint starting with a 107 second run before getting down to 88 seconds. Matt recently underwent a heart transplant operation and was trying to raise funds to purchase a probe for the Heart and Lung Transplant Unit in Birmingham. The probe costs around £7,000 a target now reached and Matt now hopes to fund a second unit. Matt was actually let out of hospital to compete in the sprint and returned back for further tests and assessments immediately afterwards. After reading of his endeavours in the local paper one donor handed over £100 on the day, so well done Matt, anyone else wanting to contribute please contact Matt on teamtransplant@tiscali.co.uk or follow his progress at www.teamtransplant.co.uk

July is again a busy month, with something for everyone

Saturday 18th and Sunday 19th July, Dunlop Great and British Race Meeting - features races for old style Mini's, new style Mini's, Sports Maxx which are more or less junior touring cars, spectacular Radicals, the new CSL BMW Cup and of course rounds of the Castle Combe Championships for Formula Ford, Saloons and Special GT's. Wellsway Mini are organising a display of Minis as part of the 50th Anniversary celebrations with a Sunday lunchtime track display of 50 cars. Saturday - Qualifying 08.45, racing 12.00 - Adults £8, OAP £4
Sunday - Qualifying 09.00, racing 10.45 - Adults £15, OAP £7.50, Paddock £2.50, U16's free

Saturday 25th July VW and Audi Track Day – following the theme of one make events it's a welcome to Audi and VW their annual day out in the West. Admission prices are Adults £7 and if you have an appropriate car, even one from the other VW groups such as Seat or Skoda you are always welcome. For further details check out the website www.autometrix.co.uk.

Friday 3rd July – Racing School Day

Wednesday 8th July – Motorcycle Track Day*

Wednesday 15th July – Car Track Day*

Wednesday 22nd July – Motorcycle Track Day*

* limited space availability

10 June 2009

adean.lewis@msauk.org

BTCC boost for Go Motorsport

Britain's top racing series, the HiQ MSA British Touring Car Championship, is backing Go Motorsport which was set up by the MSA to help guide people into all areas of motor sport, be it as a competitor, spectator or volunteer. MSA Chairman, Alan Gow says: "With exciting racing and extensive live television coverage on ITV4, the BTCC package is clearly the best promotional stage within UK motor sport and thus a great platform from which to spread the Go Motorsport gospel."

Detailed information about Go Motorsport is available at www.GoMotorsport.net

Channel Islands travel

The bilateral agreement between the UK and the Channel Islands, which provided free access to immediate necessary primary medical care whilst visiting the Channel Islands, was terminated by the UK Department of Health on the 31 March 2009. As a result, from 1 April 2009 anyone travelling to the Channel Islands must ensure that they have adequate medical and travel insurance in place. The islands are classed as Crown Dependencies of the UK and thus are not part of the European Economic Area (EEA) and not covered by EU Regulations. The European Health Insurance Card is therefore also not valid in the Channel Islands. If individuals visiting the islands already have private medical insurance, the terms should be carefully checked as not all UK medical insurers include cover for Channel Island hospitals. The same restrictions now apply to visitors coming from the Channel Islands to the UK. They too will now be charged for any medical treatment required during their stay.

Let's Go Karting says MP

Hugh Robertson MP, the Shadow Minister for Sport and the Olympics, visited Buckmore Park kart circuit in Kent recently to experience first-hand the MSA's Let's Go Karting programme.

"I am delighted that the MSA is investing in the future generations and breaking down the barriers to make the sport more accessible to people from all walks of life," said Robertson. For more information on Let's Go Karting, including a list of participating venues, visit www.lets gokarting.net.

Youthfulness no barrier

The MSA is again seeking nominations for individuals to fill the vacancies on the Specialist Committees that represent the interests of the various disciplines of motor sport. The Specialist Committees, covering Autotest, Cross Country, Historics, Karting, Race, Rallies, Speed Events and Trials, meet two or three times a year, normally at Motor Sports House, to discuss and debate new regulations and other issues. The decisions and minutes are communicated via the Committee Chairmen to the next MSA Council meeting for approval. All applicants must be a member of an MSA-recognised motor club or Regional Association, which must 'sponsor' the application. However, there are no formal qualifications required other than the benefit of experience in motor sport. The role is voluntary, with expenses paid to cover travel costs to meetings at Motor Sports House, and the appointment is normally for a three-year term. No person will serve more than

three consecutive terms, apart from in exceptional circumstances.

"We always try to ensure that the membership of the Specialist Committees is kept fresh," says Colin Hilton, MSA Chief Executive. "We would particularly like to encourage younger members of the motor sport community who might not realise that they are eligible to stand for nomination. If they can offer their experiences and perhaps bring a different perspective to the role, it would help the various committees to continue to do a great job in developing and shaping the sport. We would encourage anyone with a passion for their sport to think about getting involved."

How to apply

Applicants should submit a brief CV of their motor sport involvement and achievements, including any relevant qualifications, together with name, address and contact details to the sponsoring MSA-registered club or Regional Association. The sponsor will forward the application to Andrea Wren at Motor Sports House, Riverside Park, Colnbrook, SL3 0HG. This should be done as soon as possible as applications must be received before the end of June 2009 at the latest.

Applications are considered for the limited number of positions available each year, so the MSA encourages those who have applied before but not been successful to re-apply this year.

Club of the Year award 2009

The MSA Club of the Year award has been presented annually since 1993, and this year's competition, with the support of JLT Sport, gives another opportunity for clubs to win the top prize of £1,000 together with the prestigious JLT Sport Trophy and other benefits. There are second and third prizes of £500 and £250 respectively, with commemorative awards.

This year clubs are being judged on a range of factors:

- The general marketing and promotion of the club
- Initiatives (including training) undertaken to attract and retain marshals and other volunteer officials
- The attractiveness of membership to (especially) younger people
- Examples of partnerships in such areas as road safety
- Projects that benefit the local community

Entry for the first stage of the competition is by nomination from a Regional Association – which must be submitted to the MSA by 1 October 2009.

If you wish your club to be nominated, contact your Regional Association. Clubs which are not active members of a Regional Association or which are based in remote locations (e.g. offshore islands), may submit nominations directly to the MSA, marked for the attention of Allan Dean-Lewis, Head of External Affairs.

Marshal of the Year award 2009

With the support of JLT Sport, the MSA will again be presenting a Marshal of the Year award at its Night of Champions evening at the Royal Automobile Club in Pall Mall in January 2010. The award will recognize excellence from any or all disciplines of motor sport.

Many of the 14 Regional Associations and the British Motor Racing Marshals Club already have their own marshals' awards and are being asked to submit their nominations for the Marshal of the Year award to the MSA by 1 October 2009. If a club wishes to nominate someone, their name and brief reasons for the nomination should be submitted to the club's Regional Association as soon as possible. Clubs which are not active members of a Regional Association or which are based in remote locations (e.g. offshore islands), may submit nominations directly to the MSA, marked for the attention of Allan Dean-Lewis, Head of External Affairs.

ACE Classic Tour 2009

You will be pleased to know that at this time we have raised over £800 for our charity The Nicola Corry Foundation. We still have our static display at Rolls-Royce to be held on August 6th which should bring in a few bob.

I will advise you of the final outcome when all is sorted meanwhile a huge thank you to the members of the Pegasus Club for all the help you give us every year. We really do appreciate it and hope that it may continue for a few years yet.

Many thanks - Tony Joiner - All Classic Enthusiasts



EVENTS FOR JULY 2009

Monday 13th July – Club Night Bristol Hot Rods

Bristol Hot rods are bringing some of their custom cars to our club night for us to admire.

8.30 PM North Bristol Rugby Club

Visit <http://www.bristolhotrods.co.uk/> to find out more.



Monday 20th July Treasure Hunt

“A Chuckle Around Puckle”

Organised by Dave Bence and Ken Robson, July's Treasure Hunt will start and finish at the Rose and Crown, Parkfield Road, Pucklechurch, ST696769, at 7:30pm

Next Month...

Monday 10th August - Talk by Chris Hartnell

Chris Hartnell and his car Backdraft will be coming to club night. He will be giving us a talk and demonstration.