

Backfire

July 2011



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

Cover: Alan Dillamore in Hawk HF3000 at the BPMC Chepstow Gymkhana

2011 BPMC Events Calendar

Recent updates shown bold - make sure you update your Calendar or Diary !

Month	Date	Day	Event	Venue
Jul	11th	Mon	Club Night	The Parkway, Stoke Gifford
Jul	16th	Sat	Frenchay Car Show	Frenchay Museum
Jul	18th	Mon	Treasure Hunt	Lay-by A38 Alveston/Thornbury
Aug	6th	Sat	BPMC/MGCC Sprint	Castle Combe
Aug	7th	Sun	Treasure Hunt	Queens Square Bristol 2pm
Aug	15th	Mon	Club Night & Driving Tests	Easton-in-Gordano / Rudgley Inn
Aug	21st	Sun	Mendip PCT	Chew Stoke (MGCC Invited Event)
Sep	4th	Sun	Autotest / Autosolo	Chepstow Race Course
Sep	12th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	10th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	15th	Sat	Pegasus Sprint	Castle Combe
Oct	16th	Sun	Kimber Trial	Chew Stoke (MGCC Invited Event)
Oct	28th	Fri	Navigation Scatter	Announced in time for the event
Nov	14th	Mon	Club Night	The Parkway, Stoke Gifford
Nov	17th	Thu	Karting	Announced in time for the event
Nov	25th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	12th	Mon	AGM & Buffet	The Parkway, Stoke Gifford
Dec	28th	Wed	Xmas Noggin & Natter	Announced in time for the event

Deadline for Next Backfire: 29th July

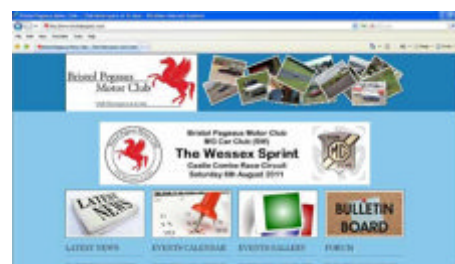
As always, we are looking for contributions for Backfire

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

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Monday 11th July - Club Night - The Parkway - Stoke Gifford

Our July Club Night will be at our regular venue of the Parkway Tavern. This month proceedings will start at 8.20pm in the upstairs room where we will have a short EGM to discuss the proposed membership fee for next year and to give the opportunity for members to vote on this proposal. Following the formal business, we plan to retire downstairs for an informal drink and chat - if the weather is good we can make the most of the sunshine and sit outside.

Saturday 16th July - Frenchay Car Show

Once again we will have a club display at this show, which has been enjoyed by club members in previous years. To assist or if you want to display your car please contact Alan Spencer alanspencer@orange.net or 01179712587

Monday 18th July - Treasure Hunt - 7.30pm

Join us for a pleasant evening in the quiet roads and lanes around Thornbury.

Chris & Coralie Thompson will be running this Treasure Hunt and have decided to use the area around Thornbury. The start will be the Alveston Lay-by on the A38 at map reference: 172/643885. If you do not have the right map simply look up New Lane Thornbury on Google maps. As usual we'll aim to start at 7:30 with signing on starting from 7pm for the early birds. We will stay in the lay-by until 7.50 in case anyone arrives late. The hunt, should last around two hours so there will be plenty of time for a chat and a pint at the finish, which is at the White Hart, Littleton-on-Severn.

If you have not joined us for a Treasure Hunt before then why not come and have a go. It is not unknown for first timers to win and we do not take it too seriously.

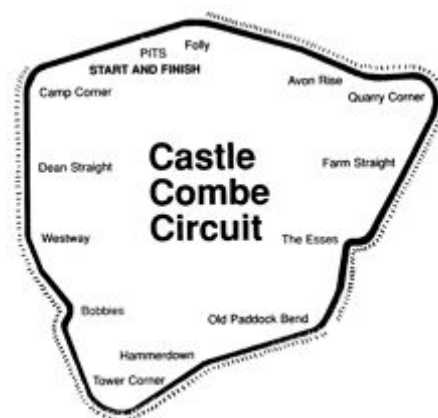
Contact Chris Thompson on 07917606337 or email cmtbristol@tiscali.co.uk if you have any questions.

Saturday August 6th - The Castle Combe Wessex Sprint

Our new co-promoted event at Castle Combe run with the MG Car Club. The event will offer a different format to existing events at the circuit and will give you the chance to drive all the corners on circuit at competitive speeds whilst still offering a traditional format with two practice and two timed runs.

Full Lap Format with
2 Practice and 2 Timed Runs

Regulations available from the club website or Andy Moss 0117 9912702



Sunday 7th August - Treasure Hunt - Queens Square 2pm

Nick Wood and Cherry Robinson organise our August Treasure Hunt and we are going to have something a little different - **we will start at 2pm** in the car park around Queens Square and the route will be on foot around the city docks area. The event will be ideal as a family day out and the grown ups may like to visit one of the many excellent child friendly pubs in the area for a drink on route. Keep an eye on the website if you need more info or contact Nick on 01275 833098 or 07786 936941 or nickswood@hotmail.com.

Monday 15th August - Club Night & Driving Tests

Easton-in-Gordano / Rudleigh Inn - **Change of Date**

NOTE CHANGE OF DATE - THE AUGUST CLUB NIGHT MOVES 1 WEEK LATER

Something a little different for the August Club Night which moves a week later than previously advertised, to avoid a busy weekend before the original date. We have been offered the use of a field near Easton-in-Gordano belonging to club member John Puzey, and we will be setting out some simple fun driving tests. The plan is for this to be a social activity, rather than a serious competition, so you can turn up in your ordinary road car and have a bit of fun on the tests that take your fancy. There will be no charge to enter. Even if you don't want to drive you can still have a laugh at everyone else.... After we have had some fun we will retire to the Rudleigh Inn for a drink and a chat. To make the most of the remaining summer sun we will start earlier than normal around 7pm - more details next month, but make sure you put the date in your diary.

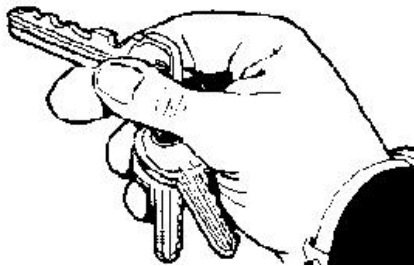
Bristol Pegasus NEEDS YOU!

**We need YOU to help Marshal our joint Sprint
with the MG Car Club at Castle Combe
Saturday August 6th**

- [Get involved](#)
- [Be close to the action](#)
- [Meet Other Club Members](#)
- [Free Hot Lunch](#)
- [All marshals posts have shelter](#)
- [No experience required](#)



**Contact Nick Wood 01275 833098 or 07786936941 or e-mail
nickswood@hotmail.com**



CHAIRMAN'S CHAT

By Andy Moss

I had a very enjoyable day at the clubs Gymkhana event at Steve Dummetts excellent field. The organising team, headed by Martin Emsley, created an event that provided a mix of different tests. While a particular car might have had an advantage on one type of test, things equaled themselves up over the course of the event. For those of you who did not come, you really should think about having a go next year or trying the driving tests at our August Club Night - Alan Dillamore in his Hawk showed that even low cars could handle the grass surface.

A week later my weekend was spent around Castle Combe. On the Saturday I marshalled the Bristol Motor Club Dick Mayo Sprint. We started off on Avon Rise which was an excellent spot to watch Mike Rudge throw his Westfield into Quarry corner - Mike got my vote for "driver of the day" - incredible to watch someone right on the limit, and without doubt a brave drive. The morning was incident free apart from a Caterham which got it wrong and bent a wishbone at Quarry. In the afternoon we moved to tower "in", another very entertaining spot to watch from. Biggest incident of the day was the Volvo that lost it on the exit of Bobbies and managed to go straight on at some speed into the barrier. Fortunately the driver was ok, but the car was badly bent and the circuit had to make some repairs to a damaged tyre wall and armco. Other than some clearing up following an oil spill from the Hobday Renault which had fractured an oil cooler following a slight off - the rest of the afternoon ran well.

We headed off straight after the sprint, as we had an early start the next day for the Chipping Sodbury Classic run. Having had a slight problem with the Rover that stopped me using it for the ACE tour, it was good to get to the start in the High Street with it running well. There was an excellent variety of cars entered and we enjoyed wandering around and having a coffee before being flagged off on what turned out to be an excellent route. The run finished at Castle Combe and it had been arranged for us to start a little earlier than normal so we could arrive in time to attend the Bristol Motor Club centenary celebration, which included the presentation of an award from the MSA to mark their 100 years. During the afternoon there was an excellent display of cars on track and the whole event must have taken a lot of work to organise - congratulations to BMC on both the day and reaching their 100 year milestone.

If you have not entered a Treasure Hunt yet this year why not come along to our July event which is organised by Chris Thompson - full details later in Backfire.

Looking forward to August we of course have the first running of the Wessex Sprint at Castle Combe. We really do need some extra marshals on this - if you only come and help on one

event this year it would be great if you could assist with this one. New marshals are welcome and as well as the sheltered posts at Combe we can provide you with an excellent free cooked lunch in the Castle Combe Tavern. Please make the effort if you can - give me a call on 0117 9041841 to volunteer or find out more. The day after we have a treasure hunt, but this one will be a bit different as it will be on foot around the city docks area.

We have a change of date and venue for the August club night - with the sprint and the treasure hunt on the days before the original date, we have decided to move the club night by one week to August the 15th. We are also going to try something a little different, as we have been offered the use of a field near Easton-in-Gordano. The plan is to have some light hearted driving tests for an hour or two before retiring across the road to the Rudleigh Inn for a drink and a chat. More details next month.

Finally a mention for our editor Cherry Robinson who was involved in an unfortunate incident at the Goodwood Festival of Speed. Cherry was hit at high speed by a very large metal bar, when a ratchet being used to start a vintage Fiat failed and flew across the paddock. Instead of her planned relaxing day she ended up spending most of it in Chichester Hospital having been taken there by ambulance. Fortunately Cherry was able to leave hospital later in the day and is now home resting, but it was a nasty incident that could have been so much worse and was of course very worrying at the time. The thoughts of everyone in the club are with Cherry for a full and speedy recovery.

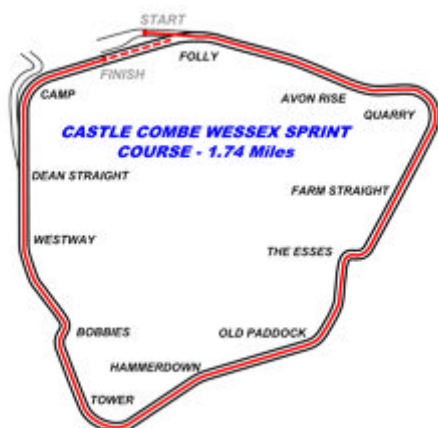


Bristol Pegasus Motor Club MG Car Club



**A new Sprint at Castle Combe Circuit -
ASWMC Sprint Championship**

Saturday 6th August 2011



**The Castle Combe
Wessex Sprint
Full Lap Format with 2
Practice and 2 Timed Runs
Regulations out NOW.....**

Club Night Directions: The Parkway

Address: The Parkway, 43 North Road, Stoke Gifford, Bristol BS34 8PB

Directions from the M5:

Leave M5 at junction 16 (signposted Filton, Thornbury).

At Almondsbury roundabout, take the 1st exit onto the A38 (signposted Bristol).

At Aztec West roundabout, take the 2nd exit onto the A38 (signposted Bristol).

Branch left, then at traffic signals turn left onto Gipsy Patch Lane - B4057 (signposted Yate).

At roundabout take the 3rd exit onto Hatchet Road.

At roundabout take the 2nd exit onto Hatchet Road.

At mini-roundabout turn left onto North Road go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.

Directions from the M4:

Leave M4 at junction 19 (signposted M32).

Follow M32 for one junction, and come off at junction 1.

Follow signs to A4174 ring road towards Filton and Bristol Parkway.

Follow A4174 to large roundabout, turn right (signposted Bristol Parkway) onto Great Stoke Way.

At next roundabout, turn left (Den Road), then right at next roundabout (Brierly Furlong).

Go straight ahead under railway bridge, then second right into North Road (first right goes into Bristol Parkway station).

Go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.



ESCURSIONI

By Martin Emsley

It is unfortunate that our weekend visit to Shakespere Raceway, so much fun last year had to be foreshortened this year as the 'minis' wanted exclusive use on the Sunday. Hope some of you go up on the Friday and enjoy the Saturday run wot you brung. I knew I was roistered to work and would be unable to attend, however at Autosport Show we were sidelined by a young lady who told us about the tractor pulling there on 11th June which coincided with a race meet. Knowing Chris and co were running their machines up there we decided to make a day of it. Nick, Cherry, Alison and I travelled up and though the sun was out there was a chilling wind, which really was very wearing. We got to see some great vehicles run including showman Chris with his off the line wheelies, see some pictures of the event later on. Was super to see Ken Robson and Dave Bence having great needle matches in their respective machines. They were having a whole lot of fun and getting a lot of runs in. Additionally when the rain came Chris and Claire made us most welcome in their classic Winnebago, very rare as it has both manual and auto shifters! Our very own Cherry Robinson had the 'pleasure' of trying Chris' Backdraft slingshot, she certainly looked the part and fitted, is there a double drive in the offing? As Chris observed Nick and I probably would not fit, in a tackful way, reminds me of trying a dirt car for size in Mississippi with one of those aluminium race seats; I got in through the window and into the seat but it took two good 'ol redneck boys a haulin' on me before I got unwedged! If you want to see something really good take a look at Chris' site; www.backdraftdragracing.co.uk - it is superb. On the same subject another very interesting site is that of Ralph Colmar, take a look at; psychoontyres.blogspot.com, we really should have a link to this, with Ralph's permission, from our web site, oh and as he is a word, and photo artiste get him to do a regular column in Backfire, well it would cut down on my ramblings..... We did manage to eat our picnic on the banking it was lovely just watching a continuous line of cars and bikes making passes. About 3pm the tractor pulling started, with a variety of weird machines built specifically to pull a trailer of increasing load up a course. Naturally my favourite was the one with a Meteor engine (an unsupercharged 'Merlin' tank engine) though we did not see it run. Up on the bank we could watch the strip on one side and tractors on the other, terrific. As they got into the twin-engine tractors the cold drove us down to the tractor strip, closer up they are amazing, as is the re-preparation of the 'track' before each of the runs. One had just past us going strong, when a turbo let go in a spectacular way; They have protective boxes around them, there was quite an explosion, a big rattle and tongues of flame from the exhaust before an oil fire, which was soon extinguished. Shortly after the weather deteriorated so we bid our farewells and departed. On the way out we had a look at the aircraft yard and were surprised to see many had gone except the Meteor, Shackleton and the Wessex helicopter, to where we mused? I would love one of the Griffons still attached to the Shakleton if only to polish! Not sure what else I could do with it! And the perfect way to end a great day, we stopped for a very welcome pint on the way home.

Before the Gymkhana I had worked a 12-hour nightshift, travelled home, loaded the Zafira with kit and gone straight over to Chepstow. Though I felt ok during the day I faded fast in the evening and unfortunately the tiredness caught up with me the next day big time and I once again let Andy down for a treasure hunt, very sorry about that.

Though the event was a big success there were a lot of members who missed out on a really great day. The club organise a great variety of events and it would be nice to see some more faces coming along - we have many members who we don't see on a regular basis - you really would be made welcome at any of the club events. If you are not a regular we would be keen to hear why from you - answers on a postcard to the Chairman; What do you want from your Motor Club, and what type of events would get you out ? If you would like to get involved we have Sprints at Castle Combe in August and October - to run a sprint many marshals are required, not only does it take considerable effort from the Chief Marshall to 'encourage' people but invariably we are dependant on support from outside BPMC - why not join in, everyone who does has a good time !

I saw a really silly thing the other day, a Matiz that had 'eyelashes', yes seriously over the top of the lights did not know whether to laugh or cry. I just hope Charlie does not get the same idea for hers. A friend from Tavern pointed out to me a piece in Motoring News, is it still called that? anyway this has got to be seen to be believed, absolutely awesome driving of a Mk2 Escort. Take a look at YouTube; JulianReynolds/Ian Oakley In-Car Mid-Wales Stages 2011 Stage ix Myherin. Turn up the volume, sit back and be amazed, I certainly was at the commitment and skill, how it all did not end in tears I have no idea.

If you are available and fancy a bit of social a friend of mine has appealed for some classic and competition cars for the Stoke Gifford Fayre on 17th July. Just turn up at the Trust Hall field mid way along North Road (the one with the Beaufort pub on behind Parkway pub) at about 1.00pm drive in, park up in the dedicated area and enjoy an hour or two hopefully in the sun. your efforts would be most appreciated, lunch and drink provided.

Have been busy on our cars, all overdue service and attention. The Zafira revealed a leaking oil pressure switch; the oil coming through the centre all over the wire and making a nice mess on the chassis, it required a visit to Vauxhall parts dept so I plucked up all my courage, remained calm and maybe this time it is right first time. Charlie's Matiz has a strange rattle in the intake manifold which requires a look see, is going to be interesting as nothing should be loose in there. Finally when they are done I can start on the mx5 giving it a full service and changing the timing belt etc, Mal and I may also change the clutch!

I sincerely hope we get a good turn out on 4th July for the run to Hallatrow, have received quite a lot of positive nosie from outside the club but very little from BPMC members! Am sure those who are there will enjoy and don't forget the EGM on Mon 11th july at 8.20pm.

Shakespeare Raceway





'Gaga Spun Em Shaky' Gymkhana

By Martin Emsley

I was thrilled that we had such a wonderful day to stage the first BPMC Gymkhana for many a year. Whilst the black clouds threatened they did not deliver, unlike the competitors! Deliver that is. Huge thanks to Steve Dummett for providing such a wonderful venue, and BBQ, the field was indeed 'flat' with no pot holes or rocks to catch the unwary and damage cars, it was of changing profile which made for varied tests and the grass was of a length to make things interesting when slippery in the morning. I also have to thank the superb organising team; without their extensive, enthusiastic and in some cases energetic efforts we could not have had such a fun day. For the competitors; a reasonable turnout of 12 who I have every reason to believe had an absolutely wonderful time. Spence's Parsons Special had a little electrical malady and Andy's Marlin overheated, hardly surprising given the thrashing he and Woody were giving it. Best of all we had a great variety of cars, enthusiastic drivers and the variety of tests that gave, what we felt was a fairly even result to the single class event without any need to resort to indexing.

Test 1 was skills; parking beside a plank and later up to a cone, these being completed both forwards and in reverse. This produced some most interesting results though probably the best overall was Coralie Thompson in the Daihatsu, taking it nice and steady, who said women cannot park? And Cherry did some pretty neat manoeuvres too in the Parsons. In the morning Matt in the big Nissan 4x4 either got mighty close to plank or rode over it, he had a great time though unfortunately he had to leave at lunchtime.

Test 2; the slalom was run by Donny and Liz, who did a fantastic job running it timed and as a test involving transporting water, quite how Donny managed with her crutches I truly don't know. Fantastic and brilliant to see Alan Dillamore in the Hawk giving it some stick, almost a rally but he had problems with the window shape when hanging his arm out with the water. Another brilliantly keen driver was Ken Robson in his gangster black Mercedes saloon, not an ideal vehicle; he certainly gave it a good go. Early on Nick and Cherry realised that the Mazda estate simply did not have the steering lock to get anywhere, was like turning a super tanker. So Nick doubled up with Andy in the Marlin whilst Cherry shared the Parsons Special with Spence. If ever there was an exponent of exhibitionist driving it is Spence, with plenty of handbrake turns and other manoeuvres.

John Corfield ran the test 3 hill solo all day, that was in addition to performing scrutineering duties at the beginning, but he was worn out by the end, puts a lot of effort in does our John. The hill was also based as timed and skill for different tests and was altered at the Competitor's suggestion to make it more challenging in the afternoon. Spirit of the event was Ben Churchill in the Mitsubishi, just typical of the grass roots enthusiast using a very ordinary day-to-day road car for enjoyment and to get a good result. This was also true for Ralph Colmar who had threatened to bring his Audi but used a small Kia instead which was

pretty much ideal. I think Ralph had the broadest grin all day and thanks go to him for diving in to look after the lunchtime BBQ, that was a huge success. It was lovely sitting around in the sun just having a chat.

On Test 4; the autotest were Phil and Maureen doing a super job, their efforts also got the event set up in very short order whilst they quickly revised and adapted the course so everyone could have a fair attempt at it. Noticeably everyone got quicker, Chris Thompson slinging the Cuore around as was Mal 'Curly' Allen in the Midget. Although the grass got torn up and it got dusty the ground did not appear to rut or dig up, sorry about needing to reseed Steve! It remained a great test all day. Throughout the event Tim utilised his skills; first signing on competitors, then working out the results. He had an awful lot of figures to juggle with but managed to get a mid-way update and a preliminary result quickly at the end, great stuff. After all the trials of trying to get the Marlin sorted I was delighted that Andy had a really strong day in it, it was reliable and looked great fun to drive, I was slightly surprised at the gap between Andy and Woody, still that is what competition is about. Although Andy scored most test 'wins' that wily old campaigner; Mal, won on consistency across the day.

Each competitor attempted 24 tests in the morning, the same in the afternoon, so an awful lot of running time, by staggering the starts and rotation it meant there was minimal delays although some tests obviously took longer than others, there were some queues something which could be reviewed for a future event. When studying the test scores I was amazed to find that 12 out of 12 competitors had posted a 'win' on at least one test, truly incredible and I believe shows a great balance. My sincere thanks go to all for your enthusiasm & being there.

Results

Position	Driver	Car	Points
1	Mal Allen	MG Midget Mk3	84
2	Andy Moss	Marlin Roadster	96
3	Chris Thompson	Daihatsu Cuore	99
4	Coralie Thompson	Daihatsu Cuore	107
5	Alan Spencer	Parsons Special	114
6	Ben Churchill	Mitsubishi Colt	119
7	Cherry Robinson	Parsons Special	131
8	Nick Wood	Marlin Roadster	138
9	Alan Dillamore	Hawk HF3000	146
10	Ralph Colmar	Kia Picante	149
11	Ken Robinson	Mercedes C220D	180
12	Matt Baggs	Nissan Pathfinder	228

Awards to the first three will be presented at the Bristol Pegasus MC AGM in December.

Chepstow Gymkhana



Photos by Andy Moss & Alan Spencer

Summer Solstice Treasure Hunt - 20th June 2011

John & Liz Corfield



Umbrella up? Umbrella down? Those were the repeated questions Liz and I asked ourselves as we stationed ourselves in the car park of The Brassmill at Keynsham. We were cheered however by the arrival of seven gallant crews and shortly after the allotted start time of 7:30pm all had left for the hunt.

I'd offered last year to run a Treasure Hunt in 2011 and of

course left it as late as I dared (April this year) to start planning in earnest. Having moved to Trowbridge a few years back I'd placed myself 35 miles from Bristol and could hardly use my local area. So I'd decided to use the area immediately south of Bristol and had to organise time slots sufficient to get there, drive the hunt route and get home again. It was not easy to find five hours to do the first setting, then four hours to check it worked and yet another four hours with Liz to test it in anger. The initial opportunity arose with Will's & Kate's wedding (29th April) when Liz decided to have a wedding party and I decided to escape! I spent a very relaxed day (the roads were very quiet of course) driving along country lanes, taking loads of pictures and enjoying the views – hardly hard work!

I'd got so 'into' the whole thing during April that I added an article in May's Backfire for my June Hunt, only to be justifiably questioned by Chris Thompson as I'd actually put myself down for the July event – duh! Fortunately Chris was very gracious and assured me that it would not cause a problem to go ahead – phew!

By the middle of May I had planned a route and driven it and proved it should work and by the end of May I had the necessary permits and all the paperwork ready. So it was that Liz and I drove the route for a fourth time as a final check on the afternoon of Monday 20th June and arrived at the Brassmill with everything ready to go.

Although the total distance of the event was 24 miles, the first 1 and the last 3 miles had no clues so the 'hunt' covered only 20 miles. I prefer a 20 mile hunt as it means, when starting at 7:30pm, that the first back tend to arrive at 9:30 and all are typically back by 10pm – plenty of

time to get a drink and have a post mortem. Although I'd set 80 questions, Mal & Donny were the first back at 9:40pm and 5 of the 7 crews beat the 9:45 deadline before time penalties would be added. All were back by 10pm and I did have sympathy for Chris and Spence as they'd missed the bit about time penalties in the instructions – comments having been fairly made about the instructions taking up a whole sheet of A4!



That brings me nicely to one of the fundamentals of events such as Treasure Hunts and Navigation Exercises – the “Pleasure and Pain”. It is traditional for those entering these events to have the pleasure of inflicting pain on the organisers – the ‘post mortem’ dissects the event and probes any weaknesses and generally relieves the stress that comes from taking part. I often feel sorry for patrons in

the pub chosen to be the end point for the event due to the combination of increasingly loud laughter and loud groans as the competitors tell the organisers exactly how it should have been done – but I, for one, wouldn't have it any other way and thoroughly enjoy it whichever side I'm on.

As it turned out, there were only 7 of the 80 questions that stumped everyone and some of my deliberate ‘stinkers’ obviously were not as hard as I'd thought. For those who, as I write, are probably sticking pins in a wax doll with my face on it, here are those 7 questions and the answers:

Q14. Seeing triple?

A. “GAS NTS HP GAS PIPELINE” on 2 kerbside markers and on a 6ft pole all at the same place.

Q15. If you go left or right what's the custom?

A. “KISSING” – New kissing gates opposite each other at either side of the road.

Q38. It's breed of Hereford (anoraks only will answer this one!).

A. “DENDOR” – The name of a cottage on the right (= a breed of pedigree Hereford cattle).

Q46. Where is Lucy from?

A. “OXFORD” – On a grey cabinet (2ft in size) in the nearside verge.

Q47. Where's the ploughing being done?

A. “MEADOWSWEET” – The name of a cottage with a plough & horse picture on the nameplate.

Q50. Where’s the waving man?

A. – “WEATHERVANE” – On the rooftop of a building to the left that had no name.

Q54. What’s no problem?

A. – “NO CASH” – “No cash. No problem” in a phone box to the right (in ½” bold lettering).

You can see from the results that two teams came in with the same score of 64 so we had to invoke a tie-breaker. As it was almost the Summer Solstice I’d done my homework and asked the two teams what the length of daylight would be on the solstice (ie the following day). After quite a bit of deliberation and initial disappointment from Donny in the confusion, Mal & Donny were triumphant and took the first place and prize. Andy & Chris were therefore second with Martin & Evan taking third.

A repeated “Thank you” was all that Liz and I needed to round off an event that had brought us a lot of fun (and a few ‘heated discussions’) and which we had enjoyed preparing and running. As we left, Spence, in his own inimitable style, brought a large grin to my face with his comment that I interpreted as meaning there’s often a very thin dividing line between being clever and being a smart a**e! As ever, I know he meant it in a very caring way ;-)

Best regards to all

John & Liz's Summer Solstice Treasure Hunt

20th June 2011 - Results

(Maximum score possible = 80)	Score	Time back	Penalty	Final Score	Placing
Mal & Donny Allen	64	9:40pm	0	64	1
Andy Moss & Chris Goodchild	64	9:44pm	0	64	2
Martin Baker & Evan Sanders	58½	9:54pm	-9	49½	3
Chris Thompson & Alan Spencer	60	10:00pm	-15	45	4
Tom Hartshorn & Merrill Spooner	43	9:45pm	0	43	5
Nick Wood & Cherry Robinson	42	9:43pm	0	42	6
Liz & Laura Moss	25	9:40pm	0	25	7



Club Championship

Positions as at May 31st

Results Prepared By Chris Thompson

POINTS	ENTRANT	POSITION	EVENTS
21.24	Andy Moss	1	6
17.06	Alan Spencer	2	6
16.89	Chris Thompson	3	6
13.87	Mal Allen	4	3
13.86	Martin Baker	5	3
13.57	Chris Goodchild	6	3
10.00	Liz Moss	7	5
9.25	Alan Dillamore	8	3
9.00	Tim Murray	9	3
8.29	Donny Allen	10	3
7.80	Cherry Robinson	11	4
7.38	Nick Wood	12	4
6.58	Coralie Thompson	13	2
6.58	Ralph Colmar	13	2
6.43	Merill Spooner	15	2
6.43	Tom Hartshorn	15	2
5.00	John Corfield	17	2
5.00	John Puzey	17	1
3.50	Ben Churchill	19	1
3.50	Colin Ladd	19	1
3.00	Bob Bull	21	1
3.00	Dick Craddy	21	1
3.00	Martin Emsley	21	1
3.00	Martyn Davies	21	1
2.00	Phil Harris	25	1
2.00	Carlie Hart	25	1
2.00	Chris Hartnell	25	1
2.00	Claire Meaddows	25	1
2.00	Pete Hart	25	1
1.42	Ken Robson	30	1
1.00	Duncan Pittaway	31	1
1.00	Ian Woolcott	31	1
1.00	Matt Baggs	31	1

Frenchay Village Museum
Saturday 16th July
2pm - 5pm

**Vintage Vehicle
Extravaganza
in conjunction with
Frenchay Flower Show**

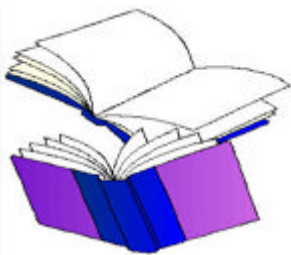


A static display of historic bicycles, motorcycles, and cars by members of local clubs, in the Car Park next to Frenchay Village Museum, Entrance B of Frenchay Hospital. Also this year, Vintage bus rides to the Frenchay flower show, and a display from Bristol Motor Club in the Museum to celebrate their Centenary. Free Admission



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

**To assist at the show or if you want to display your car please contact Alan Spencer
alanspencer@orange.net
01179712587**



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

**Stoke Gifford
Summer Fete
Sunday 17th July
12.30pm**



If you have a classic, competition or interesting car which you would be prepared to display at the above event at The Trust Hall, North Road, Stoke Gifford for a couple of hours, lunch and drink provided, please contact; Robin Horsall 01179314485

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.

Notice of EGM

8.20pm - Monday 11th July - The Parkway, Stoke Gifford

We will be holding a short EGM at the start of our July club night. The purpose of the meeting will be to set the membership fee for 2012. All members are welcome to attend and ask questions before a vote on the proposal.

Motorsport /Cars in Jersey

Article by Ian Le Seuer

The Channel Island of Jersey isn't the first location most participants or spectators think of when they are looking for a motor sporting fix. However the off shore tax haven, resting close to the coast of Normandy, may astonish numerous people with how much it has to offer. There are not many places in the British Isles, where enthusiasts can find hill climbing, sprinting, motocross, rallying, karting, trialling or sand racing all within a 45 square mile area. The island is also a popular touring destination for several motoring clubs who hold regular trips to the island.

What's more the island can claim a significant place in the post war resurrection of motor sport in Britain. In 1947, Jersey was the venue of the first international road race in the British Isle and possibly Europe after the second world war. The 1947 competition featured ERA battling with Maserati, Bugatti, Talbot-Lago and Delage, driven by drivers from the UK, France and Italy. The race being won by Britain's Reg Parnell in a Maserati. The races continued for the next five years until 1952, the final race being won by Ian Stewart in a Jaguar XK120C. By now the authorities considered the participating cars to be travelling too fast for the circuit and the venue was consigned to the history books.

Over the past 11 years the Vintage Motor Racing Club of Jersey has been organising and holding an annual event called the Credit Suisse Jersey International Motoring Festival in commemoration of the Jersey International Road Races of 60 years ago. This year the festival was held over the weekend of the 3rd to 5th June.

The festival is unique in that it is held over three days and closes several main routes around the island's capital, St Helier. Starting early on the Friday evening, after the rush hour has finished, the authorities hand over the main road to the west of the island, Victoria Avenue, to the organisers to use for sprinting. Competing vehicles have to have been built prior to 1974 to qualify for the competition phase of the event, however, un-timed exhibition runs are also undertaken by more modern vehicles. Most notable this year were local resident, Alex Fearn's, supercharged and tweaked Shelby Ford Mustang and a 1989 Lotus 101 Formula One car owned and driven by Welshman Steve Griffiths.

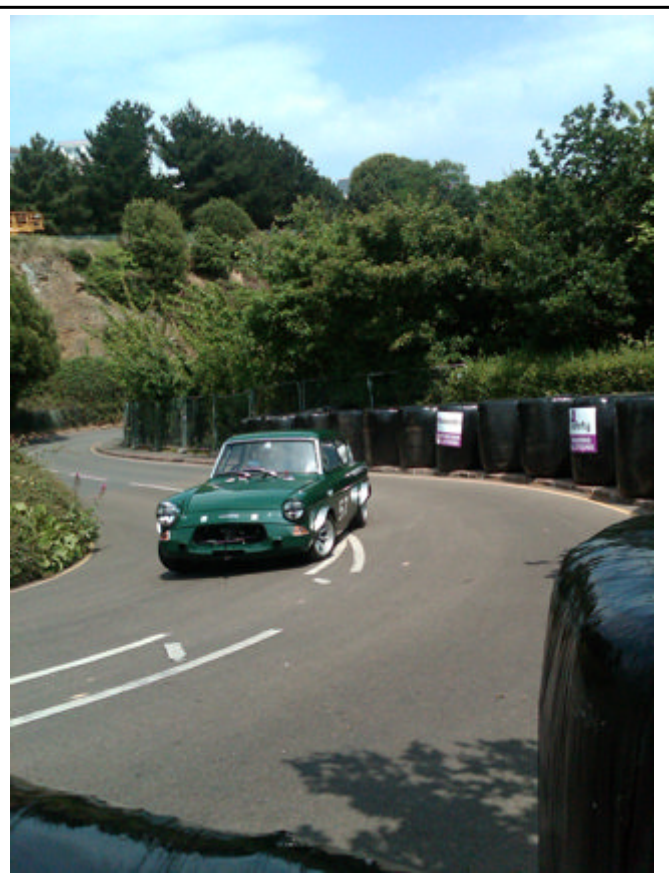
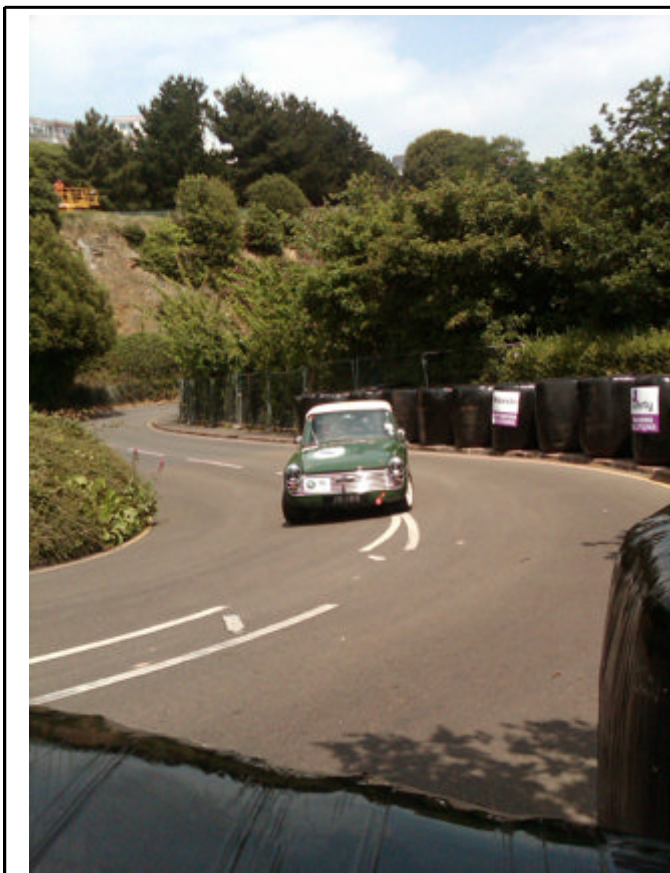
The sprint competition involved 71 entrants with a diverse mix of motorcycles and cars. Sadly the only Porsche entered to compete over the weekend was local resident, Jamie Guyer's ,1972, 2.4ltr, 911s which took the honours in the Class N Sports Cars 2001 to 3000, with a time of 15:61 (83.50 mph). Somewhat slower than the overall best time of 12:61 (114.44 mph) by Ian Hunt in his race prepared 1973 6.1 ltr E Type Jaguar.

On the following Saturday morning the action transferred to the winding hill at West Mount adjacent to the main show arena sited in the Peoples Park to the west of St Helier. 67 drivers

and vehicles took part, several having retired due to mechanical problems following the exertions of the previous evening. Unfortunately this included Jamie Guyer and his 911s which retired due to an alternator fault and engine misfire. The honour for the fastest ascent time of 29:14 went to local boy Simon Le Rougetel in a 1967 Ford Anglia, just beating Murray Wakeham in his 1969 Austin Healey Ashley Sprite by 4 tenths of a second.

The final morning's hill climb took place on Mount Bingham to the south of St Helier. Several more competitors were absent from the previous day, the field now reduced to 54 vehicles. Simon Le Rougetel in his Anglia again took the number one slot with a time of 30:70 beating Tom Walker in his 1959 Austin Healey Frogeye by three tenths of a second.

The celebration of Jersey's motor sporting heritage continued for the rest of the day around the main arena with exhibition runs on the closed roads of St Helier by various disciplines, from Junior Karting and trial biking to a display of dancing Ford Escorts by two local rally drivers.





Photos of the Ace Classic Tour by Alan Dillamore



Photos of the Llandow Track Day by Alan Dillamore







Auto Gymkhana by Ralph Colmer



He who is first will later be last -
Auto Gymkhana

Flush with success after my first production car trial, last weekend I joined members of The Bristol Pegasus Motor Club and took part in an Auto Gymkhana for the first time at Sheepcot Farm not far from Chepstow.

There were 12 entries 11 of which stayed for the full 24 stages of the competition which centred on variations of 4 basic tests.

The first group of tests focused on parking skills in forward and reverse alongside a plank of wood. Not such a difficult task but when done competitively in one manoeuvre surprisingly difficult to get the wheels as close to the plank as possible without touching the plank. The competitor who parked with the front wheel closest to the plank won. There were further

parking tests to see who could park closest to a cone.

Next came a timed slalom first time round I got the gates a bit mixed up at the end which meant I somehow contrived to travel a longer distance than necessary. Driving my landlady's mother's Kia Picante I was woeful on this test deciding that discretion was the better part of valour I aimed to improve my times through each timed run and tried to avoid scratching the car by running too close to the markers.

I did much better when it came to driving round the slalom holding a pint of water in my own time spilling much less water than most I finished in the top 3 each on each of the 3 occasions this test was run.

The hillclimb proved relatively simple for everyone except for Matt in his large Nissan Pathfinder which afforded poor vision of the markers and Ken in his Mercedes C220 CDI which could handle the turns but had no weight over the rear axle to afford the necessary traction over a slippery final incline.

Finally there was an autotest which involved driving round a course of tight circles parking in garages and some reversing. Nick dropped his Mazda 626 out of the competition immediately when it became apparent his car simply did not have anything like enough steering lock to compete. He ended up sharing Andy's Marlin instead. Nick also had trouble remembering which way to proceed round the course.

Alan driving a Hawk HF 3000 Lancia Stratos replica powered by a 3 litre ALFA Romeo V6 needed a codriver on the autotest not to navigate but in order to open the passenger door and make calls on the positions of the cones when reversing ! I jumped in to help Alan on a couple of occasions and was struck by the heat coming off the radiator in front of the footwell and the engine mounted directly behind the seats. A fabulous car to sit in for the slalom though.

Clear winner of the event was Mal in his MG Midget Mk3 which he bought for just £250 many years ago.

My thanks to Martin and team of marshals who ran a wonderful day's competition, to Tim who kept score of the day's activities to Alan for the ride in the HF 3000 and congratulations to Mal :-)

First published on Ralph's motorsport blog at psychoontyres.blogspot.com, Ralph updates this everyday and covers some fascinating subjects - it must be a real challenge to come up with something new to cover each day - well worth a read !

THE WORLD'S BIGGEST CLASSIC MOTOR RACING FESTIVAL

**22, 23, 24
JULY 2011**



Over 800 historic and classic race cars

Over 100 years of racing

Over 20 races on the brand new
F1 GP circuit

6,000+ classic cars on display
from over 100 clubs

Access All Areas
including grandstands
and paddocks

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aerobatic
displays
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balloons



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concerts
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in ticket price!



Sunday
classical
music concert
included in
ticket price!



Grand
auction of
classic cars
and
memorabilia



Great
shopping -
books, art,
antiques,
and more!



For the
ladies -
hair, beauty
and nail
pampering



FREE
fun fair and
fairground
attractions



A number of club members planning to stay for the whole event, please get in touch with Martin Emsley for more information. Keep an eye out among the many attractions for club member Chris Hartnell and his Backdraft drag racer.

Bristol Pegasus Fantasy Formula One 2011

Results upto European GP Prepared by Simon Moss

The next F1 race is our home GP at Silverstone on the 10th of July, before we move to Germany on the 24th and then Hungary on the last day of the month. Keep on eye on the website for result updates in between Backfires.



Martyn Davies	Ambrosio	Vettel	Redbull	Virgin	Virgin	Australian	532
Millie Parker	Glock	Vettel	Redbull	Virgin	Virgin	Australian	522
Helen Davies	Rosberg	Vettel	Sauber	Williams	Red Bull	Malaysian	492
Joe Robson	Alonso	Vettel	Lotus	Renault	Sauber	Australian	460
Jenny Hall	Hamilton	Vettel	India	Sauber	Williams	Monaco	432
Sharon Reynolds	Barrichello	Webber	Hrt	Mercedes	Williams	Chinese	408
Dave Cutcliffe	Rosberg	Vettel	Ferrari	Sauber	Virgin	British	398
Steve Clark	Resta	Vettel	Ferrari	Rosso	Rosso	Belgian	385
Martin Emsley	Alonso	Vettel	Rosso	Williams	Renault	Belgian	381
Ann Farrow	Ambrosio	Vettel	Ferrari	India	Renault	German	380
Jonathan Prestidge	Alonso	Vettel	Lotus	Mercedes	Virgin	British	371
David Garnett	Perez	Vettel	Ferrari	Sauber	Williams	Italian	361
Judith Bird	Button	Rosberg	Renault	Sauber	Ferrari	British	361
Simon Sweet	Button	Webber	Mercedes	Sauber	Sauber	Australian	348
James Page	Alonso	Rosberg	Lotus	Renault	Red Bull	Spanish	337
Ken Robson	Alonso	Webber	India	Renault	Sauber	Australian	336
Rex Meaden	Glock	Rosberg	Redbull	Rosso	Ferrari	British	335
Alyson Marsden	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	329
Mal Allen	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	329
Chris Hartnell	Barrichello	Button	Lotus	Mclaren	Lotus	Monaco	318
Tim Murray	Barrichello	Button	Ferrari	Sauber	Renault	Turkish	314
Chris Bennett	Alonso	Kovalainen	Ferrari	Lotus	Ferrari	Belgian	313
Alison Bennett	Kobayashi	Rosberg	India	Redbull	Rosso	German	312
Joanna Prestidge	Button	Resta	Ferrari	Lotus	Ferrari	Malaysian	306
Alex Wooldridge Smith	Rosberg	Webber	India	Mercedes	Ferrari	Canadian	303
Paul Bird	Alguersuari	Rosberg	Mercedes	Renault	Red Bull	British	303
Elisabeth Lewis	Alonso	Rosberg	Ferrari	Virgin	Renault	Spanish	300
Andrew Moss	Buemi	Webber	India	Mclaren	Lotus	Belgian	296
Charlie Emsley	Buemi	Heidfeld	Ferrari	Rosso	Red Bull	British	294
Mary Craddy	Barrichello	Button	Mclaren	Sauber	HRT	Italian	292

Liz Moss	Button	Kovalainen	Mclaren	Williams	Lotus	Turkish	286
Pete Stowe	Kovalainen	Rosberg	Mclaren	Williams	Renault	British	283
Rob Parker	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	276
Victoria Phillips	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	276
Simon Moss	Petrov	Webber	Ferrari	India	Lotus	Italian	275
Donny Allen	Alonso	Sutil	Mclaren	Sauber	HRT	British	271
Peter Farrow	Massa	Trulli	Ferrari	Sauber	Mclaren	Japanese	271
Chris Lewis	Button	Rosberg	India	Mercedes	Williams	British	267
Bill Farrow	Alonso	Rosberg	India	Mercedes	Ferrari	Monaco	263
Claire Meaddows	Button	Schumacher	Mercedes	Virgin	Mclaren	British	262
Richard Grove	Hamilton	Rosberg	Ferrari	Lotus	Sauber	Indian	261
John Page	Barrichello	Heidfeld	Ferrari	Renault	Sauber	Monaco	260
Caroline Meaden	Buemi	Button	Ferrari	Williams	Renault	Hungarian	259
Richard Ibrahim	Alonso	Barrichello	Ferrari	Rosso	Renault	Italian	249
Ian Hall	Alonso	Hamilton	Lotus	Mercedes	Virgin	British	247
Mike Marsden	Alonso	Rosberg	Ferrari	Rosso	India	British	244
Martin Baker	Alonso	Buemi	Ferrari	Williams	Renault	Italian	232
Richard Reynolds	Button	Massa	Renault	Williams	India	Singapore	228
Julie Farrow	Hamilton	Resta	India	Mercedes	Mercedes	Monaco	211
Matthew Johnson	Alonso	Resta	Mercedes	Renault	India	Brazilian	210
Ross Willing	Hamilton	Rosberg	Mercedes	Williams	India	British	202
Dick Craddy	Heidfeld	Rosberg	Ferrari	Williams	Renault	British	198

2011 Formula 1 Race Dates

Round	Grand Prix	Date
1	Australian GP	27 March
2	Malaysian GP	10 April
3	Chinese GP	17 April
4	Turkish GP	8 May
5	Spanish GP	22 May
6	Monaco GP	29 May
7	Canadian GP	12 June
8	European GP	26 June
9	British GP	10 July

10	German GP	24 July
11	Hungarian GP	31 July
12	Belgian GP	28 August
13	Italian GP	11 September
14	Singapore GP	25 September
15	Japanese GP	9 October
16	Korean GP	16 October
17	Indian GP	30 October
18	Abu Dhabi GP	13 November
19	Brazilian GP	27 November

Monday 11th July - Club Night - The Parkway - Stoke Gifford

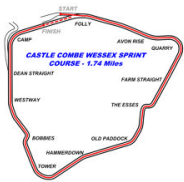
Join us for a drink and chat - Hopefully we can make the most of the sunshine and sit outside

Saturday 16th July - Frenchay Car Show

Club display - to show your car contact Alan Spencer alanspencer@orange.net 01179712587

Monday 18th July - Treasure Hunt - 7.30 pm

Chris & Coralie Thompson run this Treasure Hunt around Thornbury. Start at the Alveston Lay-by on the A38 Sign on 7pm for a 7.30 start. Finish the White Hart Littleton-on-Severn.



Saturday August 6th Castle Combe Wessex Sprint

Full Lap Format with 2 Practice & 2 Timed Runs

[Details from the club website or Andy Moss 0117 9912702](#)

Sunday 7th August - Treasure Hunt - Queens Square -2pm

2pm Start The event will be on foot event around the city docks area. Ideal family day out, the grown ups may like to visit one of the many excellent pubs in the area for a drink on route

Monday 15th August - Club Night & Driving Tests -

Easton-in-Gordano/Rudgleigh Inn **Change of Date 7pm Start!**

NOTE CHANGE OF DATE - THE AUGUST CLUB NIGHT MOVES 1 WEEK LATER

We will be setting out some simple fun driving tests in a smooth field - mostly slow speed so there should be no danger of damaging your car. Turn up in your ordinary road car and have a bit of fun on the tests that take your fancy. We will retire to the Rudgleigh Inn for a drink and a chat. **We will start earlier than normal around 7pm - more details next month.**

Bristol Pegasus NEEDS YOU!

Our joint Sprint with the MG Car Club at Castle Combe Need YOU to help Marshal

Saturday August 6th

- Get involved
- Be close to the action
- Meet Other Club Members
 - Free Hot Lunch
- All marshals posts have shelter
 - No experience required



Contact Nick Wood 01275 833098 or 07786936941 nickswood@hotmail.com