

Backfire

July 2012



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

Cover : Nick Wood in Wales with Mazda MX5

Month	Date	Day	Event	Venue
Jul	7th	Sat	Shakespeare Raceway - Drag Racing	Shakespeare County Raceway
Jul	8th	Sun	Shakespeare Raceway - Drag Racing	Shakespeare County Raceway
Jul	9th	Mon	Club Night	BAWA, Southmead Road
Jul	16th	Mon	Treasure Hunt	Announced in time for the event
Aug	11th	Sat	BPMC Track Day	Castle Combe
Aug	13th	Mon	Club Night	BAWA, Southmead Road
Sep	10th	Mon	Club Night	BAWA, Southmead Road
Sep	16th	Sun	Autotest / Autosolo	Announced in time for the event
Oct	8th	Mon	Club Night	BAWA, Southmead Road
Oct	26th	Fri	Navigation Scatter	Announced in time for the event
Oct	27th	Sat	Pegasus Sprint	Castle Combe Circuit
Nov	12th	Mon	Club Night	BAWA, Southmead Road
Nov	23rd	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	10th	Mon	AGM & Buffet	BAWA, Southmead Road
Dec	27th	Thur	Xmas Noggin & Natter	Announced in time for the event

Deadline for Next Backfire: 27th July 2012

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

**Cover Photo: Nick & Cherry teaching the MX5 to swim on the Welsh adventure.
Photo by Martin Emsley**



MX5's resting at Tintern station successfully nearing the end of the weekend tour while Nick enjoyed yet more lemon drizzle cake! Photo by Martin Emsley



Editorial

Martin Emsley

Now we are really into our 'British Summer' and it appears that there are multiple motoring orientated events going on every weekend, so much for the enthusiast to choose from, but are there almost too many in the current economic climate? I have heard of poorly attended activities and unfortunately some being cancelled but something reminds me that this is far from a new phenomena and that the best events will flourish and of course evolve. A typical example of this is our own Pegasus Sprint, in its 22nd running is on 27th October 2012, I would encourage you, in some way, to get involved and make it as successful as the previous events.

Keep safe and enjoy your motorsport

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Bristol Pegasus NEEDS YOU!

The successful running of club events requires Marshals and Organisers

- **Get involved**
- **Be close to the action**
- **Meet Other Club Members**
- **No experience required**



We would encourage members to try and marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the Pegasus Sprint show their support by making the effort to come out and marshal on events such as the Gymkhana and Autotest/Autosolo.

Important Information Club Night Venue Update

Our new regular venue will be -
BAWA Leisure Centre
589 Southmead Road, Filton, Bristol, BS34 7RG

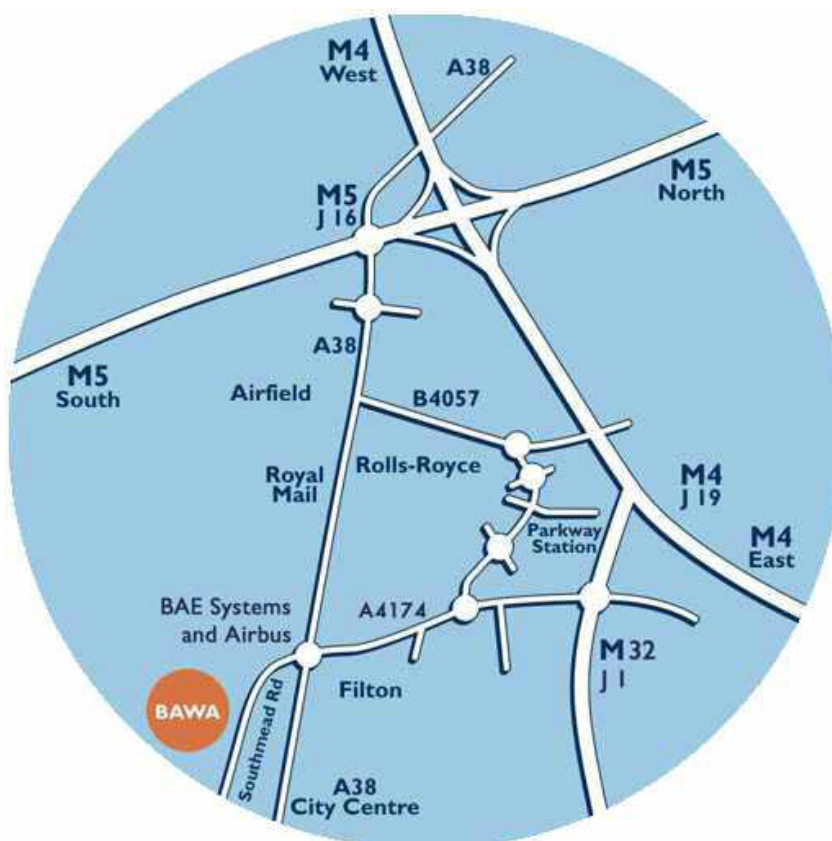


We will meet from 8.30pm in Room 7 which has excellent views of the sports field as well as parking visible from within the room

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

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

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



Forthcoming Events

Run What Ya Brung Drag Racing Weekend for BPMC -

Saturday & Sunday 7th & 8th July

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

Shakespeare County Raceway is giving Bristol Pegasus MC a chance to see how fast you can do a quarter mile. After each timed run, you will be presented with a 'Certificate of Speed' giving important information such as reaction times and timing data from start to finish.

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



If you would like to make a weekend of it, you don't need a motorhome! There are excellent camping facilities or plenty of B&Bs nearby for those that want some comfort. This year we will be running on the Saturday and Sunday, many club members are planning to stay overnight and have a social on Saturday evening.

Contact Nick 01275 833098 for more information
Come and join other club members for a great weekend.



For more general info visit <http://www.shakespearecountyraceway.com/rwyb.asp>

BPMC Club Night - Monday 9th July



Bring out your cars night; we plan to have an excellent display of your interesting machinery in the BAWA car park so get fettling and polishing then come along and chat with fellow enthusiasts

BPMC Treasure Hunt- Monday 16th July



The "South Gloucestershire Scorchers" treasure hunt will commence from Rodway Common, Mangotsfield (172/665757, opposite the school) at 19:30. Signing-on is from 19:00, and an interesting and reasonably busy route is promised, with a planned finish at the Golden Heart, Kendleshire. Just bring a pencil and a sense of humour! Further details from Martin Baker on 0117 9563664.

Bristol Pegasus Castle Combe Track Day - Saturday 11th August



**Our popular Combe track day
returns to a summer date for
2012**

**Saturday 11th August at Castle
Combe Motor Racing Circuit**

Tickets on sale to BPMC members at the same price as last year of £129.00

See the event website www.castlecombetrackday.org.uk for full details or call Andy Moss on 0117 9912702 if you would like a printed entry form posted

Tickets now on General Sale - Send your Entry in NOW

Summer Classics Easter Compton

Saturday & Sunday 11th & 12th August



BPMC will be having a stand here for the weekend. Whether you've got a classic car or not, just come along to Bristol's very own festival of transport Saturday or Sunday, or stay the whole weekend. We've got something different going on all the time. Set in the beautiful countryside overlooking the severn valley at Easter Compton, South Gloucester - just one mile from junction 17, M5 - the self contained site is ideally placed for Bristol and all motorway connections.

A vast array of Classic, Vintage and Retro Cars, Scooters and Bikes displayed in dedicated areas for British, European and American vehicles, with an off roadtrack for Land Rovers and 4x4s. Summer Classics will look after everyone with great entertainment, kids play area, Village Green with local crafts, traditional fresh foods, bar, trade stands, autojumble and displays.

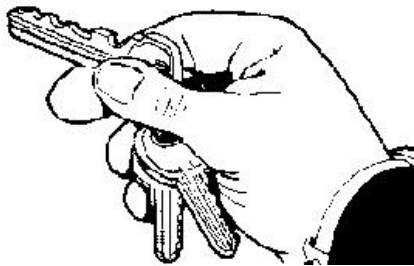
The main arena will include car parades and tech talk as well as the popular funzone for welly wanging, horse shoe throwing, pony rides and more. Contact Nick 07786936941 / 01275 833098 / nickswood@hotmail.com for more info <http://www.summer-classics.co.uk>

Invitations

Bristol & Bath Classic Car Run (Supporting Avon Riding Centre) - Sunday 15th July

**More details and entry forms for these events on the club
website.**

www.bristolpegasus.com



Chairman's Chat by Andy Moss

Despite the lack of any real summer we are now past the longest day - hopefully the weather can only get better. Sadly the Gymkhana fell victim to the weather. With the field very wet the weekend before, and more rain forecast during the week, it was clear the fun summer blast around the field was

not going to happen, let alone the planned BBQ. We did however get a much nicer evening for the June Treasure Hunt, and we had a better turnout of cars this month - hopefully we can do even better for July, apart from the excuse to get out and drive some nice roads, we normally have a good social at the end. July is our "bring your car" club night - please park on the right hand side of the building next to our room - we hope to have the room doors open so you can come straight in from the car park.

One event where good weather is essential is our drag racing weekend - a few of us are planning to get the tents out and camp, but of course people are welcome to come up for the Saturday or Sunday. Those who only want to come for one day seem to be planning the Sunday as the main day. All you need is a crash helmet and a road worthy car to get out "on the strip". A single day on track costs just £20 with a £12 admission fee - for this you get as many runs as you can fit - excellent fun and value. Another event coming up soon is the Tuition and Track day at Combe on the 11th August - we still have places available but get in quick if you have not entered yet.

Away from our own events, I had an enjoyable day at the Dick Mayo sprint at Combe where I was kindly asked by BMC to be one of the club stewards. It was nice to see many of you there, whether you were competing, marshalling or just wandering around. The event went well and the rain held off apart from some light drizzle right at the end of the day. I also enjoyed a return to the Goodwood Festival of Speed. I was driven to the event by Nick Wood this year in his Focus, along with Spence and Arthur. It was good to find we had chosen to stop in the same pub on the way home as Ralph, Tim, Pete Goodman and Dave Cutcliffe, which resulted in a very enjoyable impromptu club get together.

Looking forward, activities are well underway now for the Pegasus Sprint. We are pleased to confirm the event will follow the same format as last year, which means competitors will get two practice and two timed runs. As last year the start line will be before camp corner allowing competitors to accelerate around camp before a full speed lap of the circuit with the timing finishing on crossing the circuit start/finish line for the second time.

The feedback from competitors last year was that this increased the entry speed into to Quarry compared with past formats, and of course people enjoyed getting a more traditional four runs compared with the single longer practice we have used in the past. As we are a couple of weeks later in the month compared with last year we have decided to reduce the maximum entry slightly to allow for fading light etc - we were already oversubscribed last year so you will need to get your entry in early. We will accept entries on a strictly first come first served basis, our own club members will be the first to know when entry forms are published. Finally your committee have already started planning events for next year - let us know what **you** would like to do - all suggestions welcome !



Meet The Committee

Martin Emsley - Backfire Editor & Equipment Officer

I am over XXI and celebrated in style with a flight in a Spitfire! married with 2 teenage girls. Have been car mad since a small boy, as soon as I got my first 'car' a Morris 1000 van I started learning how to maintain it and have learnt and continued to wield spanners and occasional hammer ever since. I still maintain the family cars & do occasional bits for other people but get increasingly frustrated at the modern electronics and flimsy fittings on modern cars. My big passion is older race cars especially those with American unsilenced bent 8's also love photographing racing cars.

I am a Service Engineer for Rolls-Royce working shifts in the Bristol Operations Room. We take technical enquiries from across the world from all the different operators of our military engines and do our best to keep them serviceable. Challenging but varied and interesting.

Having rallied in late teens then had a break I wanted to return to club motorsport, as BACMC, as it was then, was 'attached' to Company it seemed logical to try it out, having been welcomed so warmly by Kieron I have stayed ever since and competed in all types of club events over the years. I cannot remember now when I joined the committee but spent some years as a general member helping out where necessary and as Charity Officer endeavouring to raise money, through club activities, to give back to worthy causes, this was well supported. In my current position(s) I draw up a schedule for Backfire, send out the monthly reminder for contents & deadline, collate all the submissions, write a lot myself then assemble it into the finished article ready for printing and distribution. I also look after club equipment, ensuring it is stored neatly and accessibly and is serviceable. I carry out a once year audit, replacing and repairing equipment as necessary allowing us to equip our events.

The family car is a Vauxhall Zafira, a handy load carrier but less said about that the better, the girls both have 900cc 3 cyl Daewoo / Chevrolet Matiz's which are great around town and quite fun to drive. I have a Eunox roadster, the first convertible I have owned and I am enjoying it more than any other car I have had. Am enjoying maintaining and carrying out a rolling preservation on it plus driving it at every opportunity. I have got through an awful lot of cars over the years, some good and some unmentionable like the TR7! The most interesting was the '66 Mustang which I had for 2½ years, always wanted one from a small boy and thoroughly enjoyed it, pleased to have ticked that box and had some memorable fun with it.





Escursioni

Martin Emsley

I was delighted at the turn out for the May club night mini tour; is this an indication of the type of thing people enjoy? In Chairman's Chat last month the question was asked whether the low attendance at the May Treasure Hunt was due to the proximity of the tour (week before), or was it an indication of interests within the club? Guess the June & July attendance will be a reasonable gauge, certainly Treasure Hunt entries have been variable; we have seen some large turnouts when the organiser has pushed and promoted hard, I would encourage you to give them a go, they can be a lot of fun. Maybe the Committee should consider these things when planning the next years calendar, considering quality v quantity of events and proximity to each other, what do you think? Also in our limited leisure time most of us may be members of other organisations, which also have their own schedules & activities; good to have freedom of choice and folk will choose what they do or don't want to do! An interesting ponderable and sticky conundrum.



Whilst the rear underside of the MX5 has now been suitably treated with corrosion prevention materials; (Dinatrol, great products though not cheap, and some pretty nasty fumes, certainly need to apply in a well ventilated area. Time will tell how they bear up.) And replacement parts, it has lately been time to clock up some miles, or should I say kilometres as per the speedo? You can read about the Welsh adventure later in Backfire and whilst we encountered some pretty wild weather I am thankful it was not as severe as that currently affecting mid-west Wales, not so far from where we went, as I write this!



Wales was a great starter and followed up by Mal and I going off for 3 ½ days to visit air museums; our plan being not to use any motorways and we pre-booked accommodation at Premier Inns which turned out just fine. First stop was Brooklands, I had not been before and was completely in awe when I walked up the very steep banking; another ambition ticked off. It is interesting to note that this is a Trust whilst Hendon & Cosford are RAF Museums and Duxford part of the Imperial War Museum. Brooklands certainly looked like it could do with some more investment, the preserved area was a lot smaller than I expected, certainly the buildings at the front with cars & bikes looked good, fascinating though a bit cramped I found the hanger and aircraft outside rather sad. It was great to see the Napier-Railton again, it looks superb these days, much better than when in the now defunct Midland Motor Museum years ago but alongside it was a fascinating machine the 1937 Alfa Romeo 6C Aerodynamica Spider; a three-seater with central driving position, interesting. We noted a large number of 'airfield' type support vehicles around the site, would be interesting to know how many work. In the hanger the reproduction of Alcock & Brown's Vickers FB27 Vimy looked fine as did the Hawker Hurricane undergoing

restoration. The Vickers Wellington salvaged from Loch Ness was simply amazing especially as it has been left uncovered so the frame can be viewed. The volunteers were very enthusiastic and Mal got a lesson in how to fly a Harrier, whilst sat in the cockpit, not sure how many times he said he built the engines without being heard though. To my delight I finally understood how the First World War rotary engines worked where the crank is fixed and the cylinder block revolves around it, heck of a mass to move and must have had quite a gyroscopic effect! The



Sopwith Camel replica had an excellent demonstrator / explanation alongside it. The aircraft outside, mostly Vickers products, obviously need a lot of looking after and I found them not very interesting. They appeared to be deteriorating faster than the volunteers could treat them; the exception being the Concorde, which looked better than our later model 'abandoned' at Filton! But as I said earlier volunteers run this and they have to seek funds wherever they can. The bus museum did not hold much interest so we bypassed that and it was a shame the aero engine collection was not unlocked. We took a hot walk up the Test hill, did not set any records and were amazed to see Mercedes Benz World next door, an impressive facility and there were some mighty machines visible.

On to Hendon and the place is like Dr. Who's Tardis; certainly a lot larger than it appears housing a huge variety of aircraft in the halls also a fine collection of Rolls-Royce aero engines. I was once again amazed by the German World War 2 aircraft commenting to Mal that we must have shipped huge amounts of German material over here post war. It was disappointing that this hall was low lit as I would have liked a better look at these aircraft, would also like to understand the logic of the inverted V12 Daimler Benz aircraft engine with crank at top and how the engine was lubricated etc. Was also miffed that we were eased out of that hall as the film show was starting. Still there was plenty more to see. The Short Sunderland flying boat was simply amazing and the Handley Page Halifax which took part in 'Tirpitz' raid salvaged from a Norwegian Fjord most interesting. Also simply astounded by the number of 'Bristol' and 'Gloster' aircraft displayed. It took us an age to clear London and arrive at Cambridge for our overnight stop, would hate to have to travel around there every day!



Duxford for the day and we were extremely privileged to be shown around an aircraft restoration company on site, we were able to see both Hurricane and Spitfires, amongst others, being rebuilt to flying order and they are works of art, parked outside were two

Spanish built Messerschmitt BF109's awaiting test, one of which we would see fly later in the day. Into the huge museum and miles of walking to different buildings, we were getting into overload so many wonderful machines though it was the American Air Museum that is so awesome and really the centrepiece of this wonderful place. The SR-71 Blackbird is incredible but to have a Boeing B-17 Flying Fortress, B-29 Superfortress and B-52 Stratofortress all in the same building is simply awesome, also 'Sally-B' the only airworthy Flying Fortress in the UK was 'parked' out on the grass. The flying aircraft hanger was breathtaking with a number of WW2 American carrier type aircraft assembled, I thought this all pretty fine but little did I know what was to come. The evening drive across country heralded the arrival of the rain and after trying to be brave and getting a good soaking the roof had to go up.



The last time I visited Cosford, many years ago, was rather unimpressed by the general run down state but over the intervening years a lot of investment has seen it totally transformed. The older hangars have been cleared to create more space to view the aircraft and gone are the many sorry looking exhibits outside. They are now mostly to be found looking pretty pristine in a fabulously imaginative new building, and they have got an awful lot of aircraft in there, not just on the different levels but also displayed in different attitudes! My absolute favourite being the vertical mounted English Electric Lightning, heading into the clouds just as they did when active and the Hawker Hunter rolling from the roof. The Avro Vulcan was fantastically displayed with the nose overhanging from the mezzanine floor and then it clicked that the 'Valiant' and 'Victor' were there too superbly turned out and literally 'in from the cold'. At one place we did a double take of a rather dodgy looking Spitfire until we read the information; it was the 1:1 scale 'Airfix' model that James May produced for the TV show, was quite good apart from the rather rippled wing trailing edges. One thing I noticed in all the museums were the low discreet barriers, in some cases rope, demarking the access areas, certainly made me feel there were no restrictions and much better for viewing and photographing the planes. Having watched some volunteers working on a couple of aircraft Mal decided that it would be pretty much an ideal thing for me to do, must say I agree with him, shame we do not have an 'aircraft' museum at Filton!



Just a sense of overload, I have no idea how many aircraft we viewed, I took over 1200 photos, but some highlights were; 3 Avro Vulcans, 3 Bristol Blenheims, 3 Avro Lancasters, 2 Short Sunderland flying boats, 2 TSR2s and absolutely hanger full's of Supermarine

Spitfires, not to mention the aero engines and..... Well worn out we finally departed for a gentle drive home, eventually covered over 500 MX5 miles, discussing the possibility of another adventure in the future. Would thoroughly recommend all these places if you too enjoy old aircraft.

Very much looking forward to Shakespeare Raceway weekend 7/8th July as I want to try my new camera on some action photography. Alison and I plan to camp up there, not sure whether I will take the MX5 down the strip, hoping there will be plenty of BPMC people there. But bad news is Chris Hartnell may not have Back Draft fixed in time. Unfortunately at Santa Pod a rod bolt let go during a burnout. In some respects he was lucky as it could have done a whole lot more damage, it is bad enough! As I understand it the block requires a small fettle, rebore and maybe liner, the head a small repair whilst the sump, crank and 8 rods & pistons need replacing! Almost £3k in parts and there is a wait for the parts. Fingers crossed he will soon be out running again. We hope for great weather and a super turn out of club members could be a lot of fun like we had before.

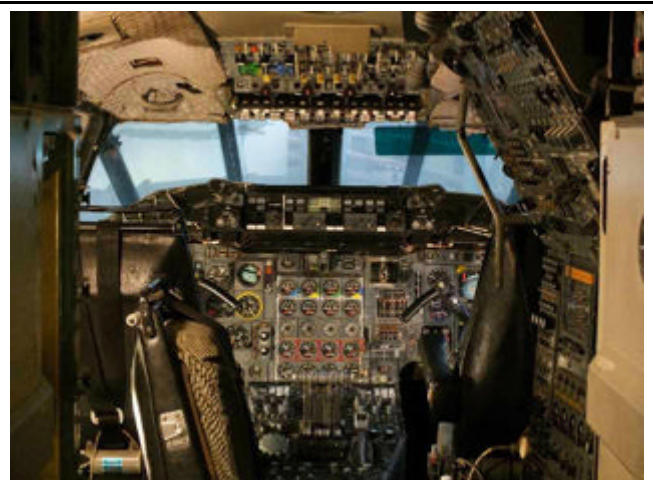
Really enjoyed being on Bradley Stoke Community Radio in the motoring section with Ken Robson an honour to be invited to do something I had not tried before and a great opportunity to promote BPMC! We certainly had a good laugh, hope you managed to listen in.

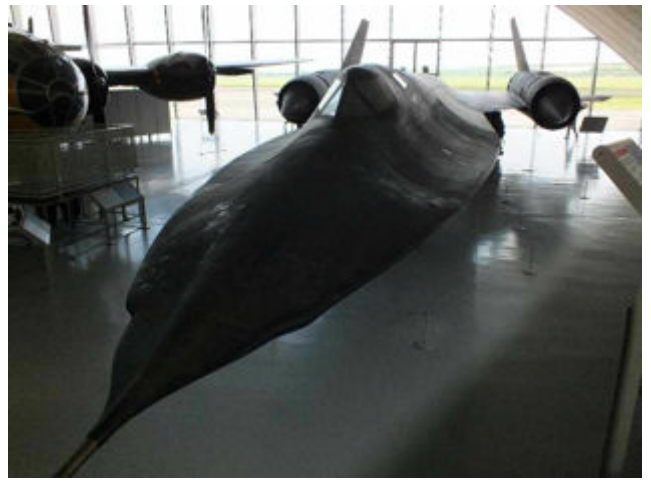


Finally had the pleasure of riding in two awesome cars recently; firstly Nick's new Ford Focus St pumping out a mere 280bhp to drive the front wheels! I can remember the abominable torque steer in Ford Escort Mk 3 XR3's in 1984 and that with only 96bhp! I was mighty impressed at the comfort and the dynamics, when Nick pushed on I could barely comprehend the car's abilities, amazing. A friend's son, at 21, has a Clio Renaultsport 200 Raider limited edition (50)

with a mere 200bhp. Now I thought it unfinished with 'matt' red paint which he admits is more difficult to clean than a normal car, and the gloss black paintwork, especially the roof was so good it looked like glass! I found the seats a little uncomfortable and thought the ride rather harsh and jarring, the Focus was a whole lot better over normal roads. The 6 speed gearbox was perfectly matched to the engine and it certainly kept it buzzing well. I enjoyed it but could not live with the ride. My final impression was how big the Clio has grown, I know have said this before about other cars but saw a picture the other day of an MGBGT fitting perfectly in a parking spot being dwarfed by the BMW saloon barely squeezed into the space alongside. Is it any wonder we get so many parking dings!







Photos; Martin Emsley

Nick and I had a very pleasant evening out at 'The Griffin' where the Bristol Hot Rodders meet, an incredible amount of work had gone into some of the cars and bikes.....pictures speak louder than words.





How to go Racing

Paul Bird

This is an article that I wrote to explain how you can get in to racing. There are other options of course.

The first thing to do, is to get a "Go Racing" pack (from the MSA or Demon Tweeks) – Google to find best deal. Inwardly digest everything there is to know and view the DVD several times. Word of warning, if you do your "ARDS" at Silverstone as I did, drive like Miss Daisy and you will fail. The DVD states that the ARDS is not about speed during the test, Silverstone have the opposite position and want to see competency at speed. If like me you are over 45, then you will need an annual medical which you can arrange with your GP, there may be a fee.



Ok, so you now have your licence and you want to race saloons. Here are some race series that you may find interesting. There are others of course.

1. BMW Challenge for E30 cars (318s & 320s). Use control tyres (Toyo R888s) and race at national circuits in England.

2. VTEC challenge: A series for lots of Jap VTEC engined stuff. Race at national circuits in England.

3. Classic Sports Car Club (40 min races with pit stop with one or two drivers). Race at national circuits in England and use list 1a/1b tyres –

- Tin Tops
- Deutsche Marks
- Future Classics
- Classic K
- Caterham 7s
- Swinging 60s

4. Track Day Trophy (40 min races with *(I think)* a mandatory pit stop [no re-fuelling] with one or two drivers) – Look at the website. They don't state it, but I think the power to weight classes are @ the wheels and with the driver, national circuits (England).

5. Castle Combe Saloon Series (20 min race). Local events keep transportation and accommodation costs down. If I did the full national calendar for the CSCC Tin Tops, I would be looking at £1500 pa on just diesel for the truck. Age limits apply to the year of

the vehicles manufacture and only list 1a tyres are aloud. There may be a new race series for older saloons/hatches for 2013. I am preparing a set of regulations to be considered by them who arrange things at Castle Combe Racing Circuit.

6. Castle Combe "Open" Saloons (20 min race) – apparently gets cancelled a lot due to low entries (new series). But I have e-mailed the Race Co-ordinator and you could transfer to the standard race series.

7. Buddy Club – Civic Challenge (20 min race I think): Very attractive series. For around £12500 you will get a fully race prepared Civic EK4 and 1 ¼ paid up race entries. You can even do phased payments (as I found out after I bought the 306), national circuits (England).

You Tube: Enter "CSCC Tin Tops Snetterton 09/04/11" and look for 8JJR as the name of the video up loader.

What do I do about a car? Well, here are some options.

Option 1: is find something cheap, rip out anything not nailed down, bung an MSA approved (new) cage* in it, plus a fire extinguisher, battery cut-off, flappy towing strap, seat and harness and off you go. Keeping a standard engine is a good idea as they are less stressed than race engines and can be replaced more cheaply if they go bang – I KNOW! Look at any Civic or Integra etc but watch out for rust. Unless you have pots of money, try not to get



a

carried away. Preparation costs can double, triple, quadruple the price of the car! The ideal here would be to find some young whipper-snapper who has modded up his ride with all the right bits (suspension and brakes) and not the cheap street rubbish and all within the last 12 months! Bit like finding a 19 year old blonde brewery heiress who is interested in a currently married 49 ½ year old who is slightly on the short side. It *c o u l d* happen! But bank on something needing doing as no car is ready to race straight away no matter what the advert tells you!

Example:

Hot hatch:	£1500
Roll-Cage:	£600 (depending on car and spec of cage).
Fitting:	£400 (Welding in foot plates)
F/X system:	£220 (Self fit)
Battery Cut:	£50 (Self fit)
Rain Light:	£22 (Self fit)
Seat:	£400
Harness:	£150

Sundries: £300

Total: £3642

You haven't done the brakes or suspension yet and don't forget the tow car or the tow bar!

- MSA keep changing their minds on cage eligibility and have issued inaccurate regulations. See me to validate any choice in cage irrespective of the advertiser/manufacture stating that it is approved.

Option 2: is to buy a pre-prepared race car and they are about. The advantage is that the work has been done for you. Be careful and don't buy anything with a spammed up engine that hasn't been refreshed lately. An engine "refresh" is required every season or 12 to 18 months max., depending on the length of races. A 205 1.9 engine refresh is around £1500 if nothing is wrong with it. The danger of buying a pre-prepared car is that it may not be eligible (Ref. Note on MSA above). As mention in option 1, NOTHING is ready to race: there is ALWAYS something to fix.

Option 3: Go for the Buddy Club Civics as mentioned above. The build prices are discounted to £4500 + Vat (2011 price) due to the sponsorship already arranged for the series and all the racy stuff is new.

Buddy Club Prices:

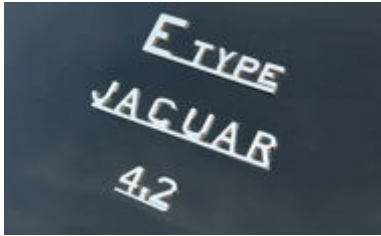
Supplied car	£2000 to £2800
Build Costs	£5400 (£4500 + Vat and it goes up to £5000 + Vat in Dec)
First Year Race Fees	£1900 (ish)
2nd Year Race Fees	£500 (ish)(part payment)
Some "S" Pack stuff	£2000 (ish)(They ALL have it so you must too)

Total £11800 to £12600

Option 4. R Motion are building JDM Integra DC2s for £7500 using new suspension, brakes, cage etc.,. All you have to do is commit to a years racing in the VTEC challenge. Sounds good to me.



Just a few ideas that are supposed to provide a bit of inspiration to investigate further. It is your responsibility to validate what I have said and not take it at face value. You may want to do things differently and that's ok. Just get racing!



E-Type No Start

Mike Walters

Recently I backed the E type out of the garage and it, as usual, stalled. I pressed the 'start' button and was dismayed to hear a clickety clickety clickety sound but no starter rotation. Gosh, I thought, sounds like a starter or solenoid problem. Neither of these is a cheering thought as the location of the starter is under the triple carbs or over the brake vacuum reservoir, very bad for access even over a pit.

So, I took advice from Filton Central Garage who suggested it was most likely a wiring problem. The LT side seemed to be OK as we could hear power going to the solenoid apparently.

I checked the big starter cable circuit and found some corrosion on a big terminal / connector in the line. Aha I thought this might be the problem. I cleaned the terminal and also noted some of big strands in the actual starter cable were fractured. I replaced the starter cable as it was (this was the wire from the +ve terminal of the battery to the big terminal /connector close by). I pressed the starter button and the car started. Great I thought, it was just that terminal corrosion. Note that I had also disconnected the negative earth strap at the battery while working on the circuit.

So off we went on a confidence building test run around the Downs. I noticed one of the bonnet latches wasn't secured so stopped just beyond the traffic light at the end of the avenue of trees to secure it. I got back in the car and pressed the starter. Clickety, Clickety, Clickety Click. Oh dear I thought. I tried again and again to start it with the same results. Fortunately I always carry my AA card and mobile phone so summoned up the AA. They arrived after about half an hour. The AA man checked the battery earth by taking a jump lead from -ve battery to an engine mounting. On pressing the start button the engine started. The nice AA man, who turned out to be the man who maintains their classic AA minivan then tracked down the bad earth to a loose bolt on the battery earth strap where it is bolted to the lower engine bulkhead. He cleaned it and tightened the bolt and strap connector. Vroom Vroom, the car started. Great, all sorted and home in time for tea! (I must have disturbed that earth bolt when I disconnected the -ve side to work on the circuit, nothing to do with the corrosion I found on the terminal/connector in the +ve side of the starter cable line.)

I was so impressed with the trick with a jump lead to get a good earth that I made sure I had a set of jump leads in the boot for any future problems. (I had been told by Filton to use one to check the earth and thought I had, but obviously not properly).

The following day I thought I would go for another confidence building test run around the Downs. I arrived at the traffic light about 20 yards before the spot I had broken down before and the car stalled in traffic. I was second or third in the queue at the lights. Confidently I pressed the starter button and it went clickety clickety click again and no start. You could have knocked me down with a feather. I got out of the car and waved the

cars behind to overtake me. Some students were passing and said what a nice car. I told them it had just broken down and they joined me in some hysterical laughter. A broken down E type does so cheer other people up.

Drawing on my lessons learned from the AA man, I got out my new 600amp jump leads and connected the -ve battery terminal to a good earth (on a braided engine earth strap on the upper engine bulkhead) with one of the leads. On pressing the starter the car started. I took the jump lead off and set off home. One stop on the way with a repeat stall and no-start in Henleaze, on a junction. Same technique got it started and back to my garage at home.

At this point I decided to have a better look at the contact being made by the earth bolt into the bulkhead. I removed the battery to get better visibility and access. The bolt had two auxiliary earth connectors sharing the bolt with the main engine earth circular connector tab. This meant that the penetration of this short bolt into the bulkhead was reduced. Also note that the auxiliary connectors were directly under the head of the bolt with the main earth closest to the painted bulkhead. This meant the worst conduction path for the battery earth – through these other two connector tags to get to the head of the bolt and hence to earth down the thread of the bolt.

I tested the conductivity of the bolt with a meter and it was poor (probably due to the surface corrosion on the thread). So, I found a nice new stainless bolt a lot longer than the original, tapped the bulkhead hole out clean, and fitted the connectors and bolt with the earth strap directly under the head of the new bolt. I found that the bolt protruded into the passenger footwell by about an inch and was a little dismayed initially. Then I realized that this was fortuitous, as I could now fit a lock nut on the inside of the car to stop this bolt EVER coming loose again. I fitted the lock nut (rather tightly). I pressed the start button and the engine fired up immediately. So far it has now run for about a week and done a few trips out and continues to start OK.

It is worth noting that this car always used to have to be cranked over a lot to get it started after even a few days of non use, often resulting in wet plugs and misfire. I always thought that was due to a fuel drain down of some sort. It now seems that this was all due to this poor battery earth. I believe the car is much sharper generally and starts as it should. All's well that ends well.

The moral of this story is to ensure you have the best possible earth connections on your car. On the plus side the broken down E type in the middle of the road undoubtedly cheered up a lot of people!

VROOM VROOM

(E type Jaguar Series 1 4.2, 2+2, Auto, 1966)





Bach Tour de Cymru

Martin Emsley

Sun, Rain & Snow; it can only be West Wales in April! The Eunos roadster has been with us exactly a year and having enjoyed it more than any other car, simply from the driving experience, it was overdue a trip further afield. My brother in law; Nic suggested a weekend in West Wales and we were to be joined by Nick & Cherry in their recently acquired Mk2. After a lot of planning and a philosophy of no motorways, except over the Severn Bridge a seemingly good route was chosen, B&B booked, all we needed was the weather! Oh and how the UK supplies; it was forecast to be a truly awful weekend with torrential rain and high winds!

Setting off from Bristol first stop was Chepstow for a superb 'English breakfast' if you are ever in the high street try 'Aslan café'. On the way over hoods were up in the showers but upon departing Chepstow were lowered and stayed that way for the rest of the day! Cold, mostly grey but the occasional bursts of golden rays, perfect to be motoring in an MX5. A rapid blast via Raglan, Abergavenny and Crickhowell to coffee at Talybont-on-Usk. Nick commented that his car, which had been standing for a long while prior to purchase, was loosening up well and feeling better and better with each passing mile, which was great. Took a look at the canal behind the pub after enjoying refreshment and roaring fire. We were not actually cold because as you know, top down with heater on in a 'roadster' is a very snug and pleasant place to be especially with a decent wind blocker.



Off to by-pass Brecon and another brief detour to the Mountain Centre before speeding north across Mynydd Eppynt ranges, well known and beloved by motorsport enthusiasts, followed by a most challenging road across the Cambrian Mountains, real driving roads. Nic had been concerned about the three fords being passable due to recent precipitation, but worries proved unfounded all were below road level, the road was quite daunting, build up of levels of tarmac had left some pretty big steps if you

fell off, potentially very car damaging and some of the roller coaster blind brows downright scary. We got to the other end having seen 2 vehicles and thoroughly enjoyed the challenge, well-recommended and great scenery too. A look around Tregaron, dropped bags at B&B in Llangeitho before a loop to Aberaeron to see the sea and sample the excellent honey ice cream. The evening was spent in the village pub; The Three Horseshoes, rather excellent Welsh bitter and good food but what cracked us up was the

'singing stags head' called Buck, above the fireplace. Along the lines of those singing fish but much bigger, it certainly gave us all a good laugh as did the banter with the very friendly locals.

After a good sleep, huge & tasty, breakfast it was time to depart. It had been a wet and stormy night, which showed no sign of abating as we headed to Pont-rhyd-y-groes, the roads had much standing water and tree debris, but nothing compared to that we would see later in the day! Cut off down the Elan Valley, the reservoirs were in full flood it was spectacular, I imagine the scenery when dry would be superb and the road even more fun. Simply fabulous and we were ready for a break when we got to the visitors centre



below the last dam. Was very interesting finding out about the reservoir complex and how it all works whilst watching the water cascade down the dam face. The next leg got wetter, with even more debris to avoid, both Nick and I observed how neutral our cars were when hitting standing water at speed, both being used to previous vehicles 'pulling'.

Hay-on-Wye we turned off into the Gospel Pass, if we had known what was to come I think we would have stuck to the main roads. The two Mazda's had excelled themselves thus far and now we were going to ask even more. As we climbed up the steep inclines water was like a torrent down the road, sometimes more river than tarmac and the road so much fun to drive. Though snug inside the cars the rain was pelting down and it got noticeably colder. Imagine our surprise to see snow! Our photo shoots resulted in us being soaked by the freezing rain and our forward progress was slowed such was the sheer volume of water and need to be careful. Two thirds of the way through and we were looking forward to a coffee and break, however the decent was terrible. There were rivers flowing across and down the road, every time it flattened out the water collected and had no idea how deep it was. We crawled on until arriving at a particularly nasty looking stretch. We got out to take a better look; adjudging the water to be deeper than previously experienced. I went first agreeing with Nick 'if' I got through then I would try to get a few pictures of their attempt. Nice and easy in first, keeping the revs up we started, I began to get seriously worried when the water began to come up over the nose cone onto the bonnet, though travelling slow as dared to keep momentum but not create too much of a bow wave, no stopping now and we made it to 'dry' land. Nick copied the technique and taking pictures I got most concerned about what we had done, however both little cars coped admirably, no water had got into either of them and both hoods were absolutely watertight despite conditions.

The penultimate leg to Tintern Station was simpler, being a wide open road though again debris and standing water, the likes of which I have never seen before were much in evidence, and required concentration and reduced pace. After a warm up and drink we



said our farewells, and headed home. What a fantastic weekend, we did 284miles in challenging conditions, was very comfortable, neither car, ours is 20 years old, missed a beat and was anything other than enjoyable and surefooted. I knew the MX5 was good but after this adventure I have decided it is excellent. As an aside, both cars have standard suspension, the ride was excellent and they soaked up everything thrown at them, very comfortable yet sprightly, and did not bottom out once. I think

Mazda got it spot on and wonder why anyone would want to change it for everyday use! Completely worn out I write this, the filthy car is awaiting cleaning in the garage, just cannot wait for the next 'MX5 adventure'



Ace Tour

Martin Emsley

After the enjoyment of the ACE tour 2011 I had inked in this year's event as a must do, though hoping for better weather! I had heard the route was going to take us into South Wales and some more 'interesting' roads. Unfortunately the weather was awful; the forecast must have put a few people off going though two folk I know had chosen their Ford Galaxie's (People carriers) over their classic cars for the run! Alison took the left seat this time she had the choice and chose to manage the route in preparation for America. Overall it went well though one bit did get us a little confused, resulted in a bit of a detour! We BPMC boys were very patriotic on the Jubilee weekend running in red (Spence & Tim Eunos Roadster), white (Mal & Donny MGBGT) and blue (Me & Alison Eunos Roadster) convoy but usually in reversed order.

We felt it was a rather unbalanced route; the first bit being fairly long (59miles) and would have really benefitted from a mid-way coffee / toilet stop. The lunch stop car park was packed despite the weather; wonder whether it would have been large enough had it been fine? This being at Llanthony Priory, the rain put us off exploring though we did eat our picnic under umbrellas. No sooner had we started back out it seemed to be tea stop (14miles) which we chose to miss and carry on followed by a reasonable run to finish (48miles). There were a lot of nice roads and am sure had the weather been good the views would have been spectacular though I did have doubts about some of the lanes and potholes especially for the older cars. It was very tight in places, most noticeably when arriving and departing the lunch stop which resulted in some interesting jams and shuffling of cars. The finish was a very nice venue The Piecefield Inn at St Arvans, we are very thankful to the organisers for staging the event and putting such a lot of effort in. We had the usual Tony Joiner end speech accompanied by much heckling and laughter and a raffle with some real 'Michael Winner' tacky prizes. All in all a very good day and I shall take the opportunity on a nice day to explore the route again, in the meanwhile have already inked in the first Sunday in June for next year's adventure.



Photos; Tim Murray & Martin Emsley



The Kyrle Trial

Mal Allen

The following is a report written for the quarterly magazine of the Association of Classic Trials Clubs, for those of you who never venture from the "Black Stuff" Classic Trials is a branch of motor sport that tests a drivers skill at getting stuck in the most awkward of places usually steep, muddy, rocky and surrounded by bl**dy great trees. The cars used are modified to give max ground clearance and good engine torque, the differentials must be free i.e. no lsd's or torque biasing diffs. The tyres used must be of a road pattern as listed by the organising association.

To get a flavour of trialling view The Lands end Trial at Bluehills mine on Utube.

The Kyrle Trial is organised by Ross and District Motor Sports in the Forrest of Dean and is recognised as a tough event (it was once describe as a trial for the hard men of trialling). I'm not sure why I enter every year.

The Kyrle Trial
(AKA The Last Rites for a Cross flow)

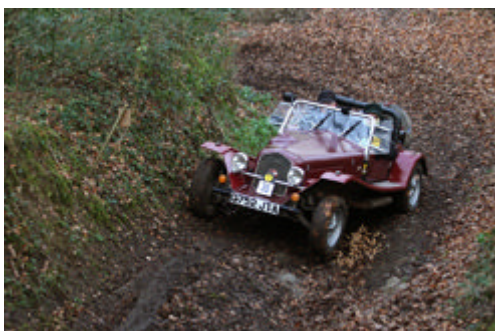
Sunday 15th April 2012
Organised by the Ross & District Motor Sports Ltd

Mal Allen
Car No 28 (Class 7 Marlin)

Well here we are again loyal readers; just what do I have to do not to be invited back again!

As I sit here writing this load of tosh I can hear the theme tune to the US show "Murder She Wrote" playing on the TV in the sitting room. Well, that just about describes my Kyrle Trial this year – it was murder – The hills on the Kyrle can be described in two words, Steep or Muddy, sometimes they were both. It is my opinion that it's not worth entering this event unless you have at least 100 BHP under your right foot. (The last time I put the Marlin on a rolling road I had 75bhp at the flywheel!).

Go on then, somebody tell me that they cleaned the whole event with 37.5 bhp.



I found that to avoid the engine bogging down due to too much grip for the engine power available I was using higher and higher tyre pressures. On the last few sections I was running at 15psi and still the engine would die when we got to the steeper parts! I know, I need to rebuild the engine this summer, it's taken to pumping oil from ever orifice and the compression is not what it used to be. At least now that I have changed

from an SU to a downdraft Weber I get more than 15mpg. The Lands end used to be dammed expensive!!

Anyway, from the above you should be getting a rough idea of just how my trial went. Not Good.

As usual on the Kyrle I brought brother Bob, his only Motorsport of the year, trialling makes an interesting change to his hobby of Budgerigar breeding. Personally I think he should look at breeding pigeons, there's not a lot of meat on a Budgerigar.

Unfortunately a couple of hills had been lost, too much rain the previous week, but the Club had found some replacements, the route amendment for these was handed out with the route instructions, a great improvement over the usual routine of crowding around a couple of A4 sheets stuck to a window and trying to copy the amendment into the correct part of the route.

Parking the trailer was not a problem; just remember that you need room to get out at the end of the day. The drive to the start was sunny but COLD. Scrutineering went well (the notes on my MOT still make John laugh) Sign on, sausage sandwich and throw some money in June's charity hat and we're ready for the off.

Bob's all serious and starts to read me the route instruction, I explain that in an open car it's better to just point!

I won't bore you with a hill by hill account, I can't remember anyway. So just the highlights.

The first hill Griffins Grove, a nice section, a portent of what was to come, steep and muddy. We popped out the top to claim a clear, after that it all went downhill, well, not literally, you know what I mean! Hills came and went, in the past I have cleaned both Jack and Jill, but this year both stopped me, looking at the results I see that I was not the only one to collect points on these hills. The next hill, Piano Bend, was new, at least to me, this seemed like a good find, at least the bit up to the 7 marker at which point I kind of lost interest. Up until this year I have never gotten over the rock at Pludds restart, so this year we tried stopping in a different spot, it didn't help, I still had to make the "reverse of shame".

More hills and more points came and then lunch, a long lunch as it happens as we were running about 25 minutes ahead of schedule and had to wait for our correct time before being released out on the remaining sections. By now I felt that we had done a whole trial, but no, we still had more torture to come.

Waterworks, nice to see the club had listened to last years competitor's comments and there was an arrow to indicate the rather abrupt left turn this year. We got off the restart here to score 0, which was a nice surprise!

A little confusion about which of the Badgers hills that should be attempted first but we got there in the end, I must mention Badgers Too, the approach was t bit of a challenge, deep ruddy mud, the section started out almost downhill, very slippery then a long run through the forest, just long enough to lull you into thinking this is not too bad, THEN 90 left into the trees and up what appears to be the steepest track in the Forest of Dean, If I was skiing it would definitely be a Black run. A great section, keep it in next year.

Back to Ross and signing off, a quick pint a bit of "if only" and back to the trailer, it's soooooo nice to sit in a warm car with a comfortable seat for the drive back to Bath. Bobs asleep before we get to the A40! Alright for some.

Congratulations to Simon Groves (proving that running number 13 is not unlucky) for winning overall, dropping just 1 point (compared to the last finisher who shall remain nameless on 169). Also congratulations to the Class winners and all who achieved an award, you certainly earned them.

Lastly thanks to the Ross & District Motor Sports Ltd for another well run and enjoyable event, thanks also to the marshals, when you see that marshals have travelled from other clubs to help out it indicates a good event.

Mal Allen (up to his elbows in Ford Cross flow)

Number 28

Marlin Rubbish Roadster



Photos from Exmoor trial 2012



2012 Club Championship

Positions as at June 1st

Prepared By Chris Thompson

TOTAL POINTS SCORED	CLUB MEMBER	POSITION	NUMBER OF EVENTS	ORGANISED OR MARSHALLED
14.75	Andy Moss	1	4	Yes
13.92	Chris Thompson	2	5	Yes
8.33	Liz Moss	3	3	Yes
5.67	Alan Spencer	4	3	Yes
5.00	Ralph Colmar	5	3	No
4.92	Alan Dillamore	6	2	No
4.75	Chris Goodchild	7	1	No
4.75	Tom Arnold	7	1	No
4.33	Ian Parr	9	1	No
4.00	Bob Bull	10	2	Yes
4.00	Colin Ladd	10	1	No
4.00	Nick Wood	10	2	Yes
4.00	Tim Murray	10	2	Yes
3.50	Martin Watts	14	1	No
3.50	Martyn Davies	14	1	No
3.00	Andrew Bisping	16	1	No
3.00	Cherry Robinson	16	2	Yes
3.00	Dick Craddy	16	1	No
3.00	Duncan Pittaway	16	1	Yes
3.00	Mal Allen	16	1	Yes
3.00	Martin Emsley	16	1	yes
2.67	Grahame Harden	22	1	No
2.00	Alison Bisping	23	1	Yes
2.00	Carlie Hart	23	1	Yes
2.00	Donny Allen	23	1	Yes
2.00	Ian Hall	23	1	Yes
2.00	Pete Hart	23	1	Yes
2.00	Simon Child	23	1	No
1.00	Andy Baverstock	29	1	No
1.00	Elen Worthington	29	1	No
1.00	Neil Davies	29	1	No
1.00	Richard Hearnden	29	1	No



Bristol Pegasus Fantasy Formula One 2012

Results Up to Monaco
Prepared by Andy Moss

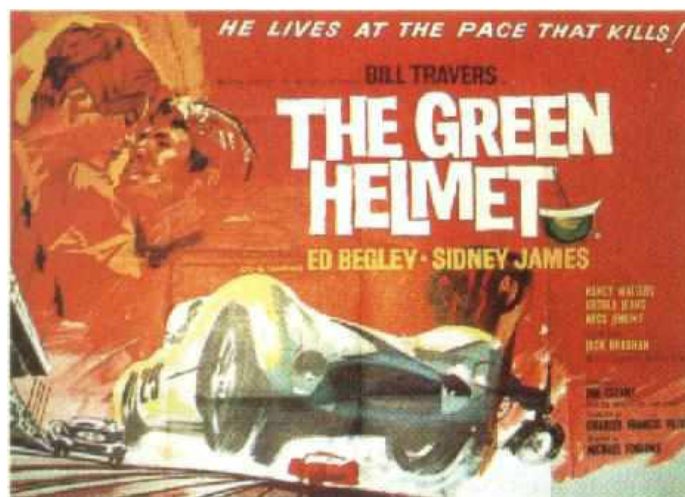
After six races our own Fantasy F1 continues to be as exciting and close as the real championship - it looks like it is going to be an entertaining season.

Dick Craddy	Raikkonen	Rosberg	McLaren	Williams	Sauber	Australian	235
Mike Marsden	Resta	Vettel	Lotus	Mercedes	Caterham	Monaco	229
Joe Robson	Resta	Vettel	India	Lotus	Ferrari	Australian	225
Ken Robson	Hamilton	Vettel	India	Sauber	India	Chinese	223
Simon Child	Raikkonen	Resta	Lotus	Rosso	Lotus	Abudhabi	216
Elisabeth Lewis	Alonso	Vettel	India	Rosso	Lotus	Spanish	212
Tim Murray	Raikkonen	Rosberg	McLaren	Williams	Sauber	Belgian	209
Dominic Bennett	Resta	Vettel	India	Lotus	Ferrari	British	207
Ann Farrow	Resta	Vettel	Caterham	India	Redbull	Monaco	206
Charlie Emsley	Alonso	Rosberg	Marussia	Mercedes	Redbull	British	206
Matthew Johnson	Schumacher	Vettel	India	Lotus	Sauber	Australian	204
Richard Reynolds	Rosberg	Schumacher	Ferrari	Williams	Sauber	Monaco	201
Chris Thompson	Hamilton	Hulkenberg	Lotus	Mercedes	India	British	196
David Garnett	Raikkonen	Resta	McLaren	Sauber	Sauber	British	195
Sharon Reynolds	Kovalainen	Rosberg	Hrt	Mercedes	Rosso	British	195
Mark Niblett	Resta	Rosberg	Caterham	McLaren	McLaren	Monaco	190
Chris Lewis	Resta	Vettel	Ferrari	Sauber	Caterham	British	188
Martin Baker	Grosjean	Maldonado	Lotus	McLaren	Rosso	British	188
Ian Hall	Hamilton	Senna	Caterham	Redbull	Marussia	Monaco	186
Alexander Wooldridge Smith	Resta	Vettel	Caterham	Mercedes	McLaren	German	183
Ross Willing	Hamilton	Rosberg	Ferrari	India	Marussia	British	181
Steve Clark	Hulkenberg	Vettel	Mercedes	Rosso	McLaren	German	180
Helen Davies	Button	Hamilton	Lotus	Rosso	Caterham	Malaysian	179
Martin Emsley	Glock	Vettel	Ferrari	Hrt	McLaren	Malaysian	179
Martyn Davies	Hamilton	Hulkenberg	McLaren	Rosso	Rosso	Australian	179
Liz Moss	Petrov	Senna	Mercedes	Redbull	Williams	Japanese	176
Helena Sarsted	Button	Ricciardo	Lotus	Williams	Redbull	British	168
Jenny Hall	Hamilton	Resta	McLaren	Rosso	Hrt	Canadian	166
Alison Bennett	Button	Resta	Mercedes	Williams	Ferrari	British	162
Alyson Marsden	Button	Webber	Caterham	Mercedes	Hrt	Australian	158

Richard Ibrahim	Vettel	Senna	Mclaren	Rosso	Caterham	British	157
Coralie Thompson	Resta	Schumacher	India	Mercedes	Redbull	British	157
Victoria Phillips	Hamilton	Ricciardo	Ferrari	India	Sauber	British	157
Rex Meaden	Hulkenberg	Resta	Mclaren	Mercedes	Caterham	British	152
Claire Meaddows	Button	Schumacher	India	Lotus	Sauber	Monaco	151
Andrew Moss	Resta	Petrov	Mclaren	Mercedes	India	British	149
Bill Farrow	Hamilton	Petrov	India	Mclaren	Marussia	Italian	148
Chris Bennett	Alonso	Kovalainen	Caterham	Ferrari	Ferrari	Italian	148
Simon Moss	Button	Schumacher	Mercedes	Williams	India	Australian	144
Mary Craddy	Resta	Schumacher	Caterham	Redbull	Rosso	Malaysian	143
Pete Stowe	Kobayashi	Kovalainen	India	Mclaren	Mclaren	British	143
Caroline Meaden	Button	Kovalainen	Mclaren	Williams	Hrt	Hungarian	122
Chris Hartnell	Button	Resta	Hrt	Mclaren	Hrt	British	114



Remember When?



Market Place - For Sale

BPMC Pin Badges

Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish.

These are a must for club members and available for £2.00 each from Martin Emsley.



BPMC polo or sweatshirts

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

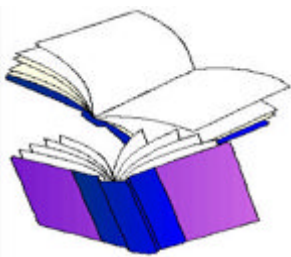
alanspencer@orange.net 01179 712587

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



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

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



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www.bristolpegasus.com

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

Bristol Pegasus NEEDS YOU!

**The successful running of club events
requires Marshals and Organisers**

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



We would encourage members to try and marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the Pegasus Sprint show their support by making the effort to come out and marshal on events such as the Gymkhana and Autotest/Autosolo.

Dates for your diary - Full details inside

Club Weekend - Shakespeare Raceway - Sat / Sun 7th & 8th July

Join other club members for a fun weekend

BPMC Club Night - Monday 9th July

Get out the polish and bring your car along for a car display and chat.

BPMC Treasure Hunt- Monday 16th July

Opportunity to take part in a sociable, fun event.

Bristol Pegasus Castle Combe Track Day

Saturday 11th August

Our popular Castle Combe Motor Racing Circuit track day returns to a summer date for 2012

Tickets now on sale to BPMC members at the same price as last year of £129.00

See the event website www.castlecombetrackday.org.uk for full details or call Andy Moss on 0117 9912702 if you would like a printed entry form posted

Tickets now on General Sale - Send your Entry in NOW

Summer Classics Easter Compton

Saturday & Sunday 11th & 12th August

One of the best displays of cars locally, come along and support your club

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

