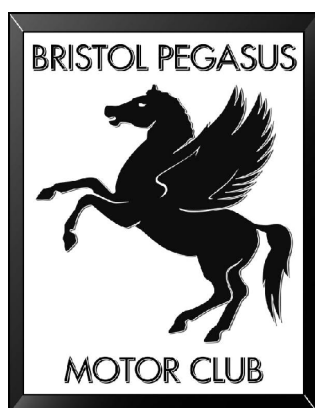

Backfire

June 2005



The Magazine of the

Bristol Pegasus Motor Club

Dean Robertson locks up on the approach to the bus stop at the 2005
Bristol Llandow Sprint - Photo by Andy Moss

Events For June

Sunday 12th June - Bristol Motor & Classic Car Show

We shall have the club stand and a display of cars doing us proud on the Bristol Durdham Downs this year instead of being at Castle Combe as in the last few years. This will be a new venture for us and we hope that we'll be able to market club level motorsport to a fresh audience. If you're in the area it's an event worth visiting but there is an admission fee payable on the gate.

Monday 13th June - Club Night Wheatsheaf 8:30pm

The June club Night will feature a Noggin and Natter at our normal venue of the Wheatsheaf in Winterbourne. Come along for a drink and a chat from 8:30 pm.

Saturday 18th June - Visit to Mercedes-Ilmor Limited

The Club has been given the opportunity to visit the Mercedes-Ilmor Engine factory at Brixworth, Northampton. It is at this location that the Mercedes engines that power the McLaren Formula One team are designed and built. During the visit there will be an opportunity to see the Formula One Design Office, the manufacturing areas, the engine build area and the Dyno facility. There are a limited number of places on this trip, so if you are interested please contact Martin Emsley (tel: 01454 250067 , email: martin@emsley.ndo.co.uk). The tour will commence 10.30 a.m. and take a couple of hours. We then propose to visit a local Pub for lunch. We need to know the names of those visiting in advance as they have to be given to the Ilmor security staff. As you would expect no cameras or camera phones are allowed on the premises. When Martin knows who the visitors will be, he will try and sort out groups of people who can car share.

Monday 20th June - Treasure Hunt

The June Treasure Hunt is being organised by Nick Wood and Cherry Robinson and will start at 7.15pm on Monday 20th June. The even starts at the Rudgeleigh Inn Easton in Gordano. And will finish in the same place – hopefully!!!

Sunday 26th June - ACE Classic Tour

The Club has joined with the All Classic Enthusiasts to promote the ACE Classic Vehicle Charity Tour. This is run as a Touring Assembly and is aimed at owners of Classic Cars, but any Club member is very welcome to participate in any car. The aim of the event is to enjoy a drive through pleasant countryside, enjoy a picnic stop, finish in a country pub and raise some money for charity at the same time. This year the route will take in West Wiltshire with the lunchtime stop at a National Trust property. The navigation is simple, you will be provided with a road-book (no fighting with a Ordnance Survey map) which details the mileages and turnings you have to take and you can take as long as you like to drive the route. The lunch-time halt will be at Lacock Abbey. For further details of the event and a booking form, please contact Tony Joiner on 0117 9564954 or download one from the Club website.

*Download the electronic version of backfire in pdf format at :-
www.bristolpegasus.com/backfire*

Club Night Venue - The Wheatsheaf

From M32 J1

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

From M5 J16 (Almondsbury)

Take the A38 towards Bristol After 200 metres take the first left at the roundabout. Keeping in the outside lane to go straight ahead at the traffic lights. Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, approximately 400m from the turning.



Events For July

Monday 11th - Club Night Wheatsheaf 8:30pm

Saturday 16th July – Castle Combe day

All the places on the track day have now been taken, however don't miss the opportunity to come along to Combe with your car and join in our 60th Anniversary celebration – more details on the back page.

Monday 18th - Treasure Hunt

Details next time but don't forget to get the date in your diary. Organised by Martin Baker and Lewis Bird expect the unexpected (we shall never forget the Mars bars!).

2nd July - BMC Castle Combe Sprint

The regs and entry form are available from the BMC website - www.bristolmc.org.uk. Don't forget, as usual, that any offers to marshal will be gratefully accepted.

Details of Events on these pages are compiled by Competition
Secretary John Corfield.

For further information contact John on
Telephone 0117 9870763 e-mail john_e_f_corfield@hotmail.com

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

Website WWW.BRISTOLPEGASUS.COM

ICE KARTING

Bristol Ice Rink

Background

As the first event organised by the newly formed Marlin Racing Club in association with the Bristol Pegasus Motor Club we were keen to make it as interesting as possible. The event is an endurance event with 3 hours karting on the ice, lots of food and drink, frequent driver changes and those who wish to play dodgems are rewarded with a trip to the Sin Bin. The aim is to complete as many laps as possible in the 3 hours of driving and be crowned the winners. No prizes just Glory!



The Teams

To make matters interesting the 4 teams were named after participants in the Wacky Races. These were: -

Penelope Pitstops - Red
Army Surplus Specials - Green
Peter Perfects – Yellow
Anthill Mob – Blue

My glamour girls and boys
Barry's bunch of bruisers
Wrecker Spencer family
Marlin Factory Team

The Racing

The first 4 drivers took their positions in a Speedway style start. I was in this line up and found myself 3rd after the first corner but after 2 laps was in the lead after overtaking Marlin Factory Racer, Mark Matthews. I managed to find the opportunity to remind him of this a few days later. I must stress that this was down to pure driving skill and nothing to do with the fact that I had done it before and knew what to expect as others got used to the conditions. After that the driver changes started coming thick and fast and the race settled down.

The great thing about racing on ice is that conditions change as the ice cuts up and the karts start to slide even more. This means that you constantly have to change your driving style to adapt to the conditions which obviously some do better than others. In my second driving stint I found myself in the position where I was faster than the kart in front but could not get past. Then an opportunity presented itself where the driver in front went wide coming onto the straight. I kept to the inside line with my foot on the throttle until the next corner. The driver of the other kart then made the scandalous decision of turning in for the corner at the end of the straight causing me to T-Bone him. For my determination to get ahead I was rewarded with a trip to the Sin Bin only to come out and one lap later be back there again for giving another driver a friendly nudge helping him to get on the racing line. Where is the justice in this world?

As for the other teams things seemed to be going well with close racing and regular trips to the Sin Bin for various drivers. At the half way buffet break the Peter Perfects which included the Spencer family were in the lead. After the break though, that Spencer family blood came to the fore as they managed to break their kart destroying any chance of winning. Old habits die hard! When I asked Alan about it later he said that his son damaged the kart initially and that he managed to finish it off. Despite the

disappointment of being effectively out of the race he managed to hide it bravely behind a smile and pretended to be proud of breaking yet another vehicle. It then became a race between the Army Surplus Specials and The Anthill Mob. I observed this from the side of the rink with both teams cheering their driver on. A very amusing moment came when the Anthill Mob driver went slightly wide and the Army Surplus driver lined himself up to take him down the inside greeted by cheers and shouts from his team mates. A split second later he hit a throttle a fraction too early and the back end of the kart came round. His team mates shouts then changed from Hurray! to words less complimentary which cannot be printed in this dignified publication. Talk about Hero to Zero, but it sums up the camaraderie and the will to win. Talking of the will to win Mike McBraidia came up to me at one point not pleased that he had been sent to the Sin Bin for NOTHING and wishing to put in a protest. I had to admire his spirit.

All too soon 11pm arrived and the chequered flag fell and we gathered in the canteen for the results. The finishing order was as follows: -

4th The Penelope Pitstops
3rd The Peter Perfects
2nd The Anthill Mob
1st The Army Surplus Specials

The captain of the Army Surplus Specials, Barry Ashcroft was absolutely delighted I think it was the first thing he had won since a toffee apple at the school fete. So the honour goes to the Army Surplus Specials but there is always next year for the other teams to get their revenge.

Happy racing in 2005.

Ken Robson

Don't Forget – A Fun Evening for June Monday 20th June - Treasure Hunt

The June Treasure Hunt is being organised by Nick Wood and Cherry Robinson and will start at 7.15pm on Monday 20th June. The even starts at the Rudgeleigh Inn Easton in Gordano. And will finish in the same place.

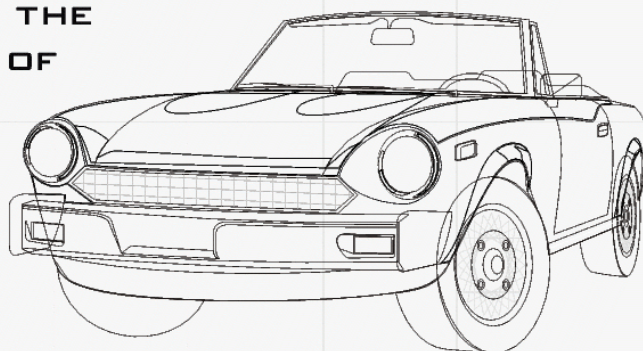
Any car is suitable – just bring yourself and a pen – easy to follow route !!

Finish at a good pub – A great social evening.

A WARM WELCOME TO THE 2005 CLASSIC VEHICLE TOUR



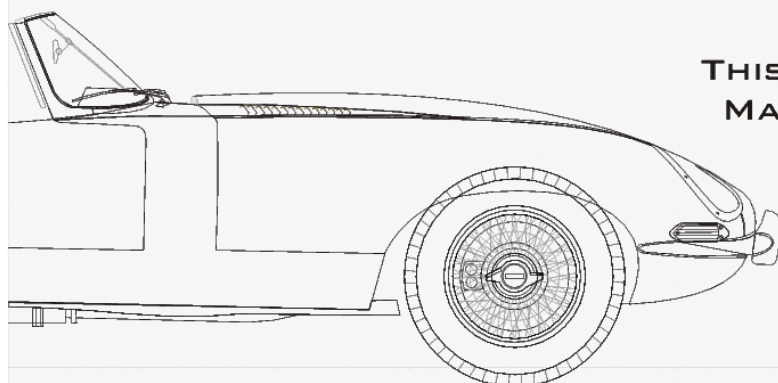
A GREAT DRIVE THROUGH THE
BEAUTIFUL COUNTRYSIDE OF
WILTSHIRE, THE TOUR IS
DESIGNED TO TAKE IN
PLACES OF INTEREST
THAT WE ARE SURE YOU
WILL ENJOY.



WE SHALL ONCE AGAIN HAVE A COMMUNAL PICNIC STOP
AT A CONVENIENT LOCATION
IT'S A GREAT DAY OUT!

SUNDAY 26TH JUNE 2005

CARS ASSEMBLE AT 9.30 A.M. IN THE BAWA
CAR PARK AT SOUTHMEAD ROAD, FILTON, BRISTOL.



THIS YEARS MAIN CHARITY IS
MACMILLAN CANCER RELIEF

Macmillan 
cancer relief

REGISTRY NO. 261017

ALL CLASSIC
VEHICLES WELCOME

FOR DETAILS AND A BOOKING FORM TELEPHONE:
JEFF STEWART ON EXT. 97392 OR EXTERNALLY ON
0117 956 4954 OR 01454 632101

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EDS



Rolls-Royce

What's the at-traction?
Or
A dirty weekend in the Lake District
By Martin Baker



Photograph: The author (complete with Dibnah-esque flat cap) leans on the driving wheel of *Western Star*, Muncaster Castle car park, 11/09/2004. The smokebox is immediately below the number plate, and the low-pressure (large bore) cylinder is visible to the right of the chimney, which conceals the high-pressure one. Note the size of the flywheel! On the right, Chris Harrison and dog. (Photo by P Goodman)

Those of you who have been following the late, great Fred Dibnah's epic journey around the country on his faithful traction engine on BBC 2 may be forgiven for thinking that this is a romantic and fun way to travel. As one who has recently "been there, done that" (albeit on a much smaller scale) I can assure you that there's a lot more to it than just trundling about waving to all and sundry...

Many of my readers will be aware of my interest in steam propulsion, the things that interest me most being those that run on rails of anything from $\frac{3}{4}$ " to 7' 0 $\frac{1}{4}$ " apart. However, I have long been aware that, up on the remote Cumbrian coast, there is an outfit that allows the combination of steam and the open road. It is indeed possible to hire a traction engine and instructor by the day! Or in this case, by the weekend, as it ain't worth the 600-mile round trip for just the one day's activity.

I also knew that if I failed to include my old mate Pete Goodman in this venture, life would not be worth living. So it was on a very wet Friday evening last September that we rolled up to our B&B in Ravenglass, itself home to a famous narrow gauge railway. Our route had purposely taken us over the Wrynose and Hardknott Passes, both of which had featured in the promotional video for the traction engine course, although thankfully they were not to feature for the rest of the weekend!

At 9 o'clock on the Saturday morning, and under slightly clearer skies, we travelled the short distance to the car park of Muncaster Castle where we met Chris Harrison and his engine *Western Star*. *Western Star* is a 1912 Fowler 11-ton double-acting two-cylinder compound traction engine that was the "heavy haulage" tractor unit of its day. If you didn't want to go more than 10 mph (and few did in 1912), an engine of this type could easily pull 50 tons.

For those of you who got a bit lost with all those hyphenated words back there, a bit of explanation of how a steam engine actually works might help, although “11 ton” should be obvious as the weight of the engine in ready-to-run condition. I’m assuming that all are familiar with the suck-squeeze-bang-blow methodology of the internal combustion engine. No? Then you’re in the wrong sort of club! Steam engines are, of course, *external* combustion – all the burning is done outside of the cylinders. A coal fire (in the firebox) is used to boil water (in the boiler, appropriately enough!) creating steam which is retained in said boiler until it reaches a useful pressure – in the case of *Western Star* 160 psi, or about 11 bar. Each cylinder has four valves – one inlet and one exhaust at each end of the bore. Opening the regulator (operated by a big lever in the cab) admits steam from the boiler to the inlet valve at the top of the first cylinder, the pressure pushing the piston down the bore. At a variable proportion of the piston stroke the inlet valve is closed and the piston continues to be pushed by the expansion of the steam admitted. At the bottom of the stroke, the inlet valve at the bottom of the cylinder opens, the admitted steam being used to push the piston back to the top of the bore. Hence “double acting”.

Simultaneous with the opening of the bottom inlet valve, the top exhaust valve opens, allowing the steam at the top of the piston to escape. However, instead of continuing directly to the exhaust pipe (i.e. the chimney) the used steam is passed to the inlet valves of the second cylinder, which differs from the first only in that it has a much larger bore. This is due to the fact that having already done some work, the steam is at a reduced pressure from when it was admitted to the first cylinder and is down to about 110 psi (7 bar) or so. If you have fewer pound per square inch, then you need more square inches to press upon to do the same amount of work. It is this second use of steam which gives rise to the term “compound”.

Having been used twice, our steam can now make its way to the chimney – but it has one more little job to do first! As it passes into the chimney it is channelled through a device known as a “blast pipe” situated at the front of the boiler in a space called the “smokebox”. The effect of the blast pipe is to create a reduction in air pressure at the front of the boiler which draws the heat of the fire through it, the greater the volume of steam the bigger the air pressure difference. So the harder the engine is working, the more steam it is trying to make. Clever stuff!

I mentioned that the duration of piston stroke that the inlet valves were open was variable; this is called the “cut-off” and is measured as a percentage of the stroke. It is controlled from a lever in the cab known as the “reversing lever”, as one of its function is to enable the engine to go backwards! To start off, or to climb hills, a high cut-off (60% - 75%) is selected, and as speed increases so the amount of cut-off can be decreased to 25% - 35%. Yes, it’s similar to changing up in a car, and has the same effect of reducing the amount of energy (steam) and therefore fuel required at cruising speeds. Hands up anybody who still thinks that four valves per cylinder and variable valve timing were invented by Honda? Pulling the lever back beyond its mid position alters the valve gear such that the direction of rotation of the crankshaft is reversed, thus the engine goes backwards. Or, sometimes more importantly, *tries* to go backwards!

Things get slightly more normal after the cylinders; connecting rods turn a crankshaft on the end of which is a flywheel. The flywheel, however, is about four feet in diameter,

weighs several hundredweight and spins at a couple of hundred rpm just in front of the driver's nose! Final drive is by an arrangement of cogwheels and a 3-speed gearbox of sorts, of which more in Part II.

Sadly, it isn't possible just to turn up and drive a cold steam engine. For a start, it takes about two hours to raise the steam pressure, and there are things to do even before you light the fire! Pete and I shared the preparation jobs over the two days under Chris's instruction (but minimal actual involvement), the task list looks a bit like this –

- Open the smokebox door and sweep the soot out of the 32 fire tubes that run the length of the boiler (using a very thin brush on a very long handle)
- Remove any unburned coal and ash from the firebox (not easy, as a firebox is a long dark void with a small door), leading to -
- Clean out the ashpan under the firebox to remove all the debris arising from the engine's previous steaming (accomplished by grovelling about underneath with a rake; ones brand-new bright orange overalls were never the same after this!)
- Climb up and remove the dustbin lid covering the top of the chimney(!)
- Load coal (of two differing types to achieve a good mix of calorific value)
- Break up wood (pallets, mainly) and place in firebox
- Light fire by setting light to paraffin-soaked rags on a shovel and placing them in the firebox
- Add coal to taste (in bursts of a couple of shovelfulls at a time over the two hours)
- Adjust airflow to bottom of firebox by use of the damper control
- Fill water tanks with the aid of a garden hose
- Oil

Oil. Yes, lots of oil. Having only owned new or new-ish cars for many years, I can't remember the last time I actually added oil to an engine – there's never been a need to re-fill between services. And when I did, it was simply a question of pouring a drop of GTX into one hole, that would have done for a few months. *Western Star* has some 30-odd different oiling points which have to be attended to **twice a day**. Some are easier to get to than others – those for the crankshaft, big end and gear bearings for example could be got at without leaving the cab. Those for keeping the cylinder bores and regulator linkages lubricated are only accessible by climbing up onto the boiler and feeling about for the cork bungs that keep them sealed. The steering gear is sorted from ground level, the least hazardous place to be! The standing instruction was to “keep squirting oil in until the reservoir is full”, although in many cases that was a lot of squirts. While this was going on, Chris gave us the most comprehensive health and safety briefing ever devised, which I reproduce in full: “If it's painted black, it's hot.”

All these jobs done, and fortified by the obligatory cup of tea, by 1130 we were ready to go... But not without a quick driving test first!

TO BE CONTINUED



Clubmans Championship 2005 up to the May Treasure Hunt
Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
16.74	Matt Marples	1	5	No
16.44	Martin Baker	2	4	Yes
12.11	Paul Bird	3	3	No
10.57	Mark Astin	4	3	No
9.67	Alan Spencer	5	3	Yes
9.62	Chris Goodchild	6	2	Yes
9.62	David Adams	6	2	No
9.14	Dave Cutcliffe	8	2	No
7.75	Allen Harris	9	2	Yes
7.71	Andy Moss	10	4	Yes
5.84	Ken Robson	11	2	Yes
5.44	Mark Roberts	12	1	Yes
5.44	Ross Browne	12	1	No
5.38	Richard Gambling	14	1	No
5.26	Johnathan Milne	15	1	Yes
5.17	Lewis Bird	16	1	No
5.17	Nick Wood	16	1	Yes
5.17	Pete Goodman	16	1	No
5.09	Jeff Bruce-Southern	19	1	No
5.00	Paul Perkin	20	1	No
5.00	Pete Devall	20	1	No

Marshals Championship 2005 up to the May Treasure Hunt
Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
4	Dick Craddy	1	2
4	John Corfield	1	3
3	Mal Allen	3	2
2	Andy Moss	4	1
2	Andy Rigler	4	1
2	Bob Hart	4	1
2	Chris Goodchild	4	1
2	Kieron Winter	4	2
2	Tim Murray	4	1

BRISTOL MOTOR & CLASSIC CAR SHOW

Sunday 12th June 2005



This is the first year that the BPMC will be attending and John Corfield has organised an excellent display of BPMC members cars.

The Marlin Racing Club will also have a stand and Ken Robson has organised this. John Corfield will be in contact with those who have already offered their cars for the BPMC stand.

Club members showing a car should get an entrant's pack containing passes, maps etc. - this will be sent by Barnardo's direct to your home address.

This is the biggest and best outdoor Motor Show in the South West and definitely not to be missed. Last year over 25,000 people attended making it the busiest so far and this year looks set to beat that. The reason for the success of the show is that there is something for all of the family and it is such good value for money.

Attractions include: -

- Classic Cars & Motorcycles
- Modern Sports Cars
- Specialist Cars
- Auto Jumble
- Car Manufacturer Stands
- Trade Stands
- Fun Fair
- Displays & Live Shows
- GWR Roadshow with live broadcasts

The best news of all is that all of the money raised on the day goes to **Barnardo's** which helps over 100,000 children in the UK every year. To help this a little further the Marlin Racing Club will be running a raffle with 2 track days as the prize. One at the MRC Llandow Track Day on the 25th June and the other at the Stoke Association Castle Combe Track Day on the 1st October.

During the show a judging committee will be going round looking for the best car in class, the best stand and the overall winner. So make sure you get the AutoGlym out with lots of elbow grease before the show. Even if you don't win every entrant gets a polished aluminium plaque to display as a memento of the day.

This really is a superb day out and the Harley Davidson Club Stand is worth seeing for the entry fee alone. If you're in the area it's an event worth visiting but there is an admission fee payable on the gate.

Treasure Hunt May 9th 2005

By Chris Goodchild

Six crews ventured out on a bright but chilly May evening to partake in the joys of the first Treasure Hunt of 2005. The clues had been set by me and my Wife with John Corfield organising the paperwork and doing the run through with me 5 days before the event was due to take place. It was lucky we left the run-through as late as we did as we had to remove some foliage to enable some of the clues to still be seen after the rapid spring growth! Many of the regulars turned out for the event including Andy Moss' young assistant Simon, plus a brand new crew that I had recruited from amongst our neighbours, welcome to Michelle and Helen who were almost late for the start after getting lost on their way!

The route took the crews from Chipping Sodbury out through Tormarton, towards Burton, then through Grittleton and Hullavington before ending up in Luckington. Along the way they had to collect the answers to almost 60 clues and with darkness falling at around 9 pm this meant they had to negotiate the last section with little light. However, with a severe penalty for being late, 5 of the crews arrived back in time to be presented with a list of 16 anagrams to solve, based on the route they had just taken. So where were the 6th crew?....

Well, after about 15 minutes past the end time I thought I'd better ring the Rookie Crew on their mobile to see if everything was OK. The call was received with much hilarity as the ladies were still on question 52 and were enjoying the scenery far too much and had spotted much wildlife en route and didn't seem to give two hoots that they had now accumulated Minus 130 points before their marking started! Eventually they made it to the finish and also had a go at the anagrams which had been solved by Martin Baker within 5 minutes flat! (After which he admitted to recording 'Countdown' and watching it every day!).

So, after the compulsory whinging and whining at the organisers about clues they couldn't find or lack of time and light it was time to award prizes of Wine, Beer and Chocolates to the first three crews. I think everyone enjoyed themselves even the ladies who assure me that they used this event to sort out their tactics such that they can do even better at the next one!

Results

1.	Martin Baker/Lewis Bird	97pts
2.	Paul & Judith Bird	92pts
3.	Alan Spencer/ Kieron Winter	86pts
4.	Nick Cook/ Rob Gilvear	81pts
5.	Andy Moss/ Simon Moss	76pts
6.	<i>Michelle Rogers/Helen Buff</i>	-68pts

Club Discount : Ken Robson has negotiated a 35% discount on Batteries for club members at Manbat in St Phillips Bristol

Members Cars- Gerry Bath

1962 Lotus Elite Climax

1216cc

Gerry Bath bought his Lotus Elite "in bits" from Surrey in 1990, having always wanted an Elite.

Around 1000 Elites were produced – the exact number is unknown - and some of them may have gone out the back door to various drivers. The Elite, like most

Lotus models, was expensive when compared to its contemporaries, but superb ride and handling helped to justify the purchase price.

When Gerry put his Elite back on the road he made a number of modifications to it during restoration, which makes his Elite a more practical car. These modifications do not spoil the look of the car and the casual observer would find it hard to spot many of the changes!

Every Elite is more or less individual, and Gerry's is now that 'much more individual' than some of the other Elites. He has fitted a five-speed Toyota Corolla Type T30 gearbox; this gives easier top speed cruising. Top wishbones allow camber changes and a separate anti-rollbar is fitted. Steering is taken care of by a modified Mini steering rack, which is an easily obtainable alternative to the original left-hand-drive Triumph Herald unit. It is also a better box with ball-bearings instead of plain bearings. A Triumph Spitfire steering column, as used in later Lotus cars gives stalks for wipers and light controls. A double UJ shaft between the steering column and steering box in place of the rubber coupling improves the steering. For better braking, twin master cylinders have been fitted with a balance bar to adjust braking front to rear. A modern two-speed, permanent magnet wiper motor has been mounted on the near side. Oil sealing is taken care of on the rear hubs by proper lip type oil seals.

The spare wheel has been moved to the luggage boot. A different fuel tank has been installed and fuel is feed by an SU electric fuel pump mounted in the boot. The external fuel filler has been deleted. Heating and ventilation are improved by fresh-air eyeball vents, which are fed by a plenum and installation of a larger heater motor and fan.

There are bigger and softer front engine mountings fitted, with a two-piece engine mounting bar but this requires a torque reaction link between the engine and bulkhead. The electrically operated cooling fan has been replaced by one of the plastic multi-blade fans normally fitted to the Mini.

Other modifications include a Mini rheostat for the heater motor, a clock, a cable bonnet release, cigar lighter, Hazard warning-light switch, and fixed quarter light windows. Sealed-beam headlights incorporating side lamps guide the Elite through the dark. Reversing lights, additional Warning lights, and a boot-lid support strut complete the modification package.

Gerry enjoys using his car and it has often been seen recently on the Pegasus club stand at a number of local events.



Two Wessex Sprints and in between

By Andy Moss



Last years Wessex Sprint was the final event of the Citroen AX that I had been sharing with Martin Emsley, following his well documented exploits on the last bend at Colerne. After Martins lucky escape he generously offered to help me rebuild our spare shell and parts into an AX for this year, but I decided I needed to concentrate on the cars I already had and we decided to sell the remaining AX bits – e-bay is a marvellous thing !

This was not the end of my activities for 2004 however, thanks to the generosity of Mark Elvin who offered me a run at Llandow in his Metro GTi – despite a few reservations following Martins spectacular roll, I took Mark up on his offer and had a great day out in a car that was great fun to drive.

As many of you will know I have been building a Westfield for quite a few years. I started the car in 1999 and originally had no plans to compete in the car – my aim was just to build a good road car. Whilst I have spent quite a bit of time working on old cars over the years, I would not claim to be an expert mechanic and it was a bit of a leap of faith when I put my deposit down on a Westfield “starter kit”. I took my time building the car and fitted things in with the other demands on my time - as well as having to buy parts as funds allowed. The car passed it's SVA test in 2003 and the next 12 months were spent finishing off various small jobs to get the car how I wanted it. I entered the car in the 2004 club test day at Castle Combe and scraped through the noise test before taking the car out on the track for the first time – an experience made a bit more nerve racking when you have screwed everything together yourself in a single garage

For the first time in many years I did not attend the August Colerne event – having either marshalled or competed most years for as long as I can remember – A bank holiday spent with the family for a change ! I finished the year with another outing in the Metro at the Pegasus Sprint – Thanks Mark.

By now I had decided to run the Westfield in 2005 and a few mods were made over the winter – Including a better roll bar just in case ! So a year after the last outing of the Citroen I turned up at Colerne for the first competitive outing of the car. Unlike the Citroen which we always drove to events, I bought a trailer for the Westfield – I would have been happy to drive the car to events but you can barely fit your overalls, helmet and lunch in a Westfield – let alone tools, spares etc. This was itself a major challenge – having never towed anything before ! Event preparation included a few trips to the local Tesco car park late at night to practice reversing the trailer.

Whilst my times at Colerne were not going to worry the class leaders, I was pretty happy just to tow the trailer to the event and get the car through scrutineering and the noise test (a new silencer being another winter mod !) - the fact I got quicker on each run was an added bonus !

Thanks to all the club members who have provided me with lots of advice, encouragement and help.

Bristol Pegasus Fantasy F1 – Results After Spanish GP

Prepared By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Andrew & Simon Moss	Alonso	Trulli	Renault	McLaren	541
2=	Ken Robson	Alonso	Fisichella	Renault	McLaren	513
2=	Mark Williams	Alonso	Fisichella	Renault	McLaren	513
2=	Martyn Davies	Alonso	Fisichella	Renault	McLaren	513
2=	Mike Marsden	Alonso	Fisichella	Renault	McLaren	513
2=	Tim Murray	Alonso	Fisichella	Renault	McLaren	513
7=	Elisabeth Lewis	Fisichella	Raikkonen	Renault	McLaren	428
7=	Helen Davies	Fisichella	Raikkonen	Renault	McLaren	428
7=	Jonathan Prestidge	Fisichella	Raikkonen	Renault	McLaren	428
7=	Paul Adams	Alonso	Heidfeld	Renault	Red Bull	428
11	Pete Stowe	Alonso	Fisichella	Williams	McLaren	410
12	Dick Craddy	Alonso	Coulthard	Williams	McLaren	400
13=	Kieron Winter	Fisichella	Webber	Renault	McLaren	390
13=	Tony Thorp	Fisichella	Webber	Renault	McLaren	390
15	Alison Emsley	Barrichello	Massa	Renault	McLaren	383
16	Simon Tidmus	Button	Trulli	Renault	McLaren	382
17	John Page	Webber	Coulthard	Renault	McLaren	380
18	Paul Wiese	M Schumacher	Albers	Renault	McLaren	365
19	Audrey King	Webber	Villeneuve	Renault	McLaren	363
20	Mark Elvin	Fisichella	Montoya	Renault	Williams	342
21	Mary Craddy	Webber	Raikkonen	Renault	Red Bull	336
22=	Chris Goodchild	Barrichello	Fisichella	Renault	Red Bull	330
22=	Louella Williams	Barrichello	Fisichella	Renault	Red Bull	330
24	Alan Spencer	Fisichella	Webber	Renault	Red Bull	315
25	Chris Lewis	Barrichello	Karthikeyan	Renault	Williams	310
26=	Bob Hart	Webber	Montoya	Renault	Red Bull	302
26=	Bruce Graham	Barrichello	Fisichella	Williams	McLaren	302
28	Simon Child	Raikkonen	Coulthard	McLaren	Red Bull	292
29	Martin Baker	M Schumacher	Karthikeyan	Renault	Red Bull	288
30	Judith Bird	Button	Fisichella	Renault	Red Bull	279
31	Tom King	M Schumacher	Fisichella	McLaren	Sauber	276
32	Lewis Bird	Barrichello	Button	McLaren	Toyota	262
33	Paul Bird	M Schumacher	Karthikeyan	Williams	McLaren	260
34	Fiona Goodchild	M Schumacher	Coulthard	Williams	Toyota	254
35	Paul Draper	Button	Fisichella	Williams	McLaren	251
36	Arthur Tankins	Barrichello	Raikkonen	Williams	Red Bull	248
37	Liz Moss	Fisichella	R Schumacher	Ferrari	Jordan	226
38	Martin Emsley	Fisichella	Albers	Ferrari	Red Bull	218
39	Maureen Wiese	Coulthard	Friesacher	Ferrari	Sauber	199
40	Mal Allen	Friesacher	Albers	Ferrari	Williams	195
41	Steven Spencer	Sato	Monteiro	Williams	Toyota	187
42	Donny Allen	Fisichella	Coulthard	BAR	Sauber	148





Saturday 16th July Club 60th Anniversary Event

This year we celebrate the 60th Anniversary of the formation of a motor sport club at Filton, and we will be holding a reunion for all past and present members.

This will take place on Saturday 16th July in the Strawford Centre at Castle Combe circuit, in conjunction with our annual track day. The anniversary event will commence at 11-00 am and go on through the afternoon to finish at around 5-00 pm. We will be laying on a free buffet at lunchtime (a bar will be available in the Tavern Clubhouse). We expect to be showing film of club events going back to the 1960s and have displays of old photos. Viewing of the track activities will also be possible from the roof terrace.

The paddock area adjacent to the Strawford Centre will be set aside for a display of members competition and classic cars - among those being brought along by past members are Brian Owen's Sports Austin 7, Dave & Marilyn Martin's 1988 Cadillac, and Phil Perrett's classic Scott and Moto Guzzi motor-cycles.

We hope that as many members as possible will be able to attend at some time of the day - and if you have an interesting car, please bring it along as well!

To help us plan the event we would be grateful if you could return the form below as soon as possible, or notify Tim Murray - Tel: 0117 949 9449 or e-mail: timmurray@mint99.freemove.co.uk

I/we would like to attend the 60th Anniversary event on 16th July.

Names _____

I/we would also be able to bring the following vehicle for display

Please return to: Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH.
