

Backfire

June 2007



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

Cover : BPMC Members Chris Goodchild and Chris Bradley made their sprint debuts at the Colerne Wessex Sprint Photo : Andy Moss

Bristol Pegasus Motor Club Events Calendar 2007

Below is the latest update of the 2007 club calendar

Recent Date Changes are shown **BOLD**

DATE		DAY	EVENT	VENUE
Jan	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jan	26th	Fri	Nav Ex	Chepstow
Feb	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Feb	16th	Fri	Nav Scatter	Gordano Services J19 M5
Mar	3rd	Sat	BMC/BPMC Skittles	Hambrook Club, Whiteshill Common
Mar	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Mar	16th	Fri	Nav Ex	Announced in time for the event
Mar	17th	Sat	Marshal's Training Day	Wheatsheaf Inn, Winterbourne, 10am
Fri	23rd	March	Historic Motorsport Show	Stoneleigh – Club trip by Minibus
Apr	15th	Sun	PCT	Lower Grove Farm
Apr	16th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	7th	Mon	Wessex Sprint	Colerne Airfield
May	14th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	21st	Mon	Treasure Hunt	Announced in time for the event
May	28th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
Jun	10th	Sun	ACE Classic Tour	Wiltshire Route starts at BAWA Filton
Jun	11th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jun	18th	Mon	Treasure Hunt	Announced in time for the event
Jul	7th	Sat	BMC CC Sprint	Castle Combe Race Circuit
Jul	9th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jul	23rd	Mon	Treasure Hunt	Announced in time for the event
Aug	13th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Aug	18th	Sat	Castle Combe Test Day	Castle Combe Race Circuit
Aug	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	27th	Mon	2 Club Sprint	Colerne Airfield
Sep	8th	Sat	BPMC Autosolo	TBA
Sep	10th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Sep	29th	Sat	Club Visit	Duttons Bugatti & Heritage Museum
Oct	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Oct	20th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	26th	Fri	Nav Scatter	Announced in time for the event
Oct	27th	Sat	Stroke Association Day	Castle Combe Race Circuit
Nov	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Nov	16th	Fri	Nav Ex/Sc	Announced in time for the event
Nov	22nd	Thur	Karting Challenge	Raceway
Dec	7th	Fri	Nav Ex/Sc	Announced in time for the event
Dec	10th	Mon	BPMC AGM	Wheatsheaf Inn, Winterbourne, 8:30pm

Sunday 10th June

ACE Classic Tour

Wiltshire Route starts at BAWA Filton. If you are interested in entering see the form later in the newsletter, as it will be near the event when Backfire is published it may be best to phone and enter on the day. Start is at the BAWA – it is well worth a look around the cars if you are not entering.

Monday 11th June

BPMC Club Night

An informal club night at our normal venue of the Wheatsheaf Inn, High Street, Winterbourne.

We meet in the function room at the rear of the dining area. Come along for a drink and a chat from 8.30pm.

Monday 18th June

Treasure Hunt

The June 18th 'Old Codgers Conundrum' Treasure hunt will start and finish at The Wheatsheaf Inn, Winterbourne High Street. Start at 7.30 pm bring pens, clipboard and some good brain cells.

For further details contact Martin Emsley 01454 250067.

Tim Murray has helped Martin organise and will run the event on the night.

Additional Club Night

John Allison

Jaguar Formula One Talk

Event Postponed

John Allison has had to cancel the date published for his talk last month due to a work commitment. We have not been able to confirm a new date with him yet, however it is likely to

be in July to allow us to get out information in the next Backfire. Keep watching the website for an update which will be published as soon as we know the date.

Monday 9th July

BPMC Club Night

Monday 23rd July

Treasure Hunt

David Adams is organising the treasure hunt on 23rd July.

There will be 50 questions all of which David tells us can all be seen from inside a steamed up Land Rover (He wasn't getting out for fear of drowning or getting blown away when setting the event in the recent wet weather). The event is set on map 172. Start will be at 7:30pm at the lay-by (667 642) on the B3116 near Burnett, just south of Keynsham.

Saturday 18th August

Castle Combe Track Day

The booking forms for this year's event, which is being held on Saturday 18th August, are available on the web site. Those who do not have access to the web should contact Kieron Winter (tel: 01275 373363) who will post out the booking form.

Monday 27th August

Bristol Two Club Sprint Colerne Airfield

Regulations for the Bristol Two Club Sprint will be issued in late June / early July. If you have not recently competed in a club Sprint and would like to do this event, please contact

Kieron Winter to ensure that you receive a set of Regs when they are issued.

Marshals are also required for this event, if you have not filled in one of the marshals booking forms to confirm your availability, then please contact Bob Hart, the Chief Marshal, who will be very pleased to hear from you.

Stop Press - Future Event

Saturday 8th September

BPMC Autosolo

The club are pleased to announce we have secured a venue and will be running an Autosolo event on Saturday the 8th of September. This will replace our scheduled Autotest event on the 29th of September.

We still also hope to run a more traditional Autotest with the MGCC as well in the future, and encourage club members to continue to look for additional venues suitable for this sort of event. More details next month.

Invitation Events

Sunday, 24th June 2007

Wye Valley

Production Car Trial

Ross and District Motor Sports have invited us to a Production Car Trial, at their Putley venue, situated about four miles west of Ledbury, Herefordshire. More details from

secretary of the meeting Angela Danby on 01531 820761.

Saturday 7th July

BMC CC Sprint

Castle Combe Race Circuit

As usual we are invited to the BMC July sprint at Castle Combe. Regs are available on the website, or contact Entries secretary Glyn Hopkins, Telephone 01793 434645 or E-mail hopkinsgm@hotmail.com.

As always lots of marshals are needed for the event – If you can help get in touch with Chief Marshal Paul Monis, e-mail

pmonis@hotmail.com or telephone him on 07887 948997 or 0117 9085939.

CLEARANCE SALE

Bristol Pegasus Cloth Badges

High quality embroidered badges, Red Pegasus on a white background, with club name and border in blue. Ideal for adding to Coats, Overalls etc. Size Approx 3" X 4" (10cm X 7.5cm).



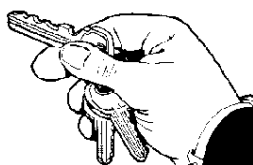
Clearance Special Cost only £1.50 - Send a cheque + Stamped Addressed Envelope payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH.

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

Chairman's Chat

By Kieron Winter



Me and my big mouth – last month I started the Chairman's Chat column talking about the fine weather we had in April and looking forward to it continuing. Well it did come to an end, and the day it chose to do so, was the day of the Wessex Sprint!

The weather in the morning was appalling, not only did we have heavy rain, but a strong wind was blowing, which meant we had horizontal rain. I was at the marshal's point on the main straight in the morning and when you get cars spinning on the Convoy Run, you know it is going to be one of those days.

Many competitors decided to call it a day and retire in the morning; others may have wished they had done as they took out some of our signs and cones in the practice runs. However the rain stopped at lunchtime and the strong wind ensured a dry track for



the timed runs. The afternoon seemed to go smoothly with several class records being broken. The most interesting bit of action I saw was a Fox running across the track in front on Paul Bird's Renault. The Fox made

it safely into the bushes, but it will be interesting to see if the incident was picked up on Paul's in-car video.



Many thanks go to all the Marshals and Officials for their efforts in the morning; we will be recognising your efforts. As I write this article, it is the day before the Llandow Sprint and the rain is beating down once again. However the nice weather lady tells me that the rain is going to move to the East by the time our event starts, I hope she is right, my boots have only just dried out.

The bookings for the Track Day at Castle Combe on 18th August are now coming in thick and fast, if you have not entered yet, please do not leave it too late as this event is always a sell-out. Bookings forms are available from the website or myself.

The day is excellent for newcomers, with a limited number of cars on track there is plenty of space to go at a speed you are happy with and you will not impede others on the circuit. The Castle Combe Racing School provide an Instructor who gives a briefing to all drivers before they go out onto the track. To help the beginner there are cones out on the circuit to show turn-in points and the apex of a corner. There is also the

opportunity for some one-to-one tuition. The Instructor will take you out in your car and show you the lines and braking point for your car. Everyone who has done this has come back very impressed and the Instructors are really pleased when the pupils then go out and put into practice what they have been taught.



The month of May saw two Treasure Hunts being run, Martin Emsley ran a beginners event and then Martin Baker and Lewis Bird ran the regular one. I did the latter event with Alan Spencer in the DPS. The DPS has a few advantages for this event (comfort not being one of them), when meeting a car in the narrow lane, Alan was able to drive it up the grass bank and we could continue on our way! It was a very enjoyable event and travelled around some lanes not used for a long time.

In the last Backfire we put out a call for help in finding a venue that could be used for an Autotest or even a Solo if big enough. Members of the Committee have been contacting various land owners, so thanks go to them for their efforts. We still need your help, so if you think you know of

a venue, let a Committee member know and they will follow it up.



We have had to move the date of our Special Club Night, John Allison has a work commitment and is not able to make the 26th June. It is our intention to find another date and invite John along to tell of the days that he was the Operations Director for the Jaguar Grand Prix team. Details will be issued in Backfire and on the website.

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Clubmans Championship 2007

Up to the May Treasure Hunt

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
19.54	Chris Goodchild	1	5	Yes
16.99	Paul Bird	2	5	No
16.25	Mark Astin	3	4	Yes
15.57	Martin Emsley	4	5	Yes
14.63	Matt Marples	5	3	No
13.38	Andy Moss	6	4	Yes
11.33	Alan Spencer	7	4	Yes
9.38	David Adams	8	2	No
9.08	Kieron Winter	9	3	Yes
8.38	Howard Johnstone	10	3	No
7.68	Nick Wood	11	3	No
6.50	Martin Baker	12	2	Yes
5.58	Toby Harris	13	1	No
5.38	John Mearns	14	1	No
5.38	Tony Thorp	14	1	No
5.36	Ken Robson	16	2	Yes
5.17	Michelle Rogers	17	1	No
5.00	Ian Cameron	18	1	No
5.00	Mark Roberts	18	1	No

Marshals Championship 2007

Up to the May Treasure Hunt (Excluding Wessex Sprint)

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
2	Andy Moss	1	1
2	Andy Rigler	1	1
2	Dick Craddy	1	1
2	Lewis Bird	1	1
2	Mal Allen	1	1
2	Martin Baker	1	1
2	Tim Murray	1	1
1	Kieron Winter	8	1
1	Mark Astin	8	1



Building a Kit Car

By Andy Moss

The SVA Test



In the past when you completed a kit car the main inspection it underwent was a normal M.O.T test. This tested the condition of the vehicle, but made no attempt to test the design of the vehicle. To address this in 1998 the government introduced Single Vehicle Approval or S.V.A tests.

These tests are carried out at VOSA test stations which have some more equipment compared with that normally found in an M.O.T station - the main examples being better brake testing equipment, a rolling road setup to test speedometer calibration and weighing equipment.

The nearest S.V.A station to Bristol is at Avonmouth. The location at Avonmouth is driven by the fact that as well as kit cars any imported used cars under about 10 years old from outside the EEC have to undergo a S.V.A test as well.

In order to drive the car before registration to the S.V.A test, it has

to be insured, and most of the kit car specialists will insure the car for a short period based on the chassis number to allow for this. As my car had only ever moved up and down the short piece of road outside my house I was a little nervous about driving it to Avonmouth, but I carefully planned a route avoiding busy roads to save the cost of trailering it to the SVA centre.

The test centres are always busy - especially in the summer when everyone is keen to get their cars on the road. Because of this I had completed the test application form and applied for a date before the car was finished. Once the date was booked it helped to focus the mind on getting the car finished.

The days coming up to the test were however pretty busy, and I was still working on last minute tidying until around midnight on the night before the test. As I had a morning appointment I had to be up early and set off for the test centre at about 7.30am. The car went quite well during its first run and made it to the test centre with no major problems, however it was running a little rough.

As I had arrived before any of the staff at the centre I had time to take





a few pictures outside the test centre. My dad had been good enough to follow me down and I had packed his car with an assortment of tools and bits and pieces that might be useful for fixing any minor problems.

The first part of the test was emissions, and it soon became clear the car was not running very smoothly, we were off to a poor start when the car failed the emission test.

Next the car was weighed and then up onto a four post ramp for the inspector to have a good look underneath. Much of this was similar to what you would expect on an M.O.T test. Next a general look around the car, looking at things like seat belt anchorages, lights, wiring and routing of brake and fuel pipes.

The brake test equipment in the centre was similar to that in most M.O.T centres, and the measurements from the tests would

be used with the weight of the car to work out if the brakes were within the required specifications.

Speedo calibration was checked next – this is one area that the S.V.A centre can test that can't be tested at a normal M.O.T station, as they have a roller setup on which the car can run at speed, quite dramatic.

In total the test took around 4 hours, which gives some idea of the amount of detail in which the car is tested. However if you are building a car from a well known manufacturer who has designed the car with S.V.A in mind, it really was not much worse than an M.O.T. After a bit of hanging about, I was given the news that the car had failed, however the only failure point other than emissions was wiring to the rear lights which needed some rubber grommets inserting where it passed through the fibre glass bodywork. All in all not too bad a result.

With some help from Rob Gilmour we got the carbs set up a lot better – Rob also M.O.T'd the car – with hindsight I should have put the car in for an M.O.T before the S.V.A to get everything checked over. I booked a re-test, which the car passed with no problems.



The Amazing Apprentice Treasure Hunt

By Martin Emsley
Thursday 17th May 2007



On a balmy spring evening our intrepid novices met up in the garden of a local hostelry. Most had little idea what lay ahead. This was to be a real beginners Treasure Hunt, an event organised for The Rolls-Royce Apprentice Association by The Bristol Pegasus Club, giving an opportunity to try something new.

An impressive 9 crews signed on and then were briefed about the art of motorised Treasure hunting along with some 'useful tips' before setting off for a leisurely 13 mile drive.

One crew had surely got the wrong idea and spent a while 'decorating' their vehicle with cardboard 'spoilers' and go-faster stripes. Worrying when considering that these are the young Engineers of tomorrow!!



All the teams found their way around, all collecting the 'Treasure' and trying to answer the questions. Some of the treasure solutions were most imaginative leading to bonus marks being awarded. At least everybody arrived back at the finish still smiling.



After getting a drink the crews marked their own papers, this too led to much amusement as answers were 'discussed' and points awarded.

There was a very clear winner and needless to say our vehicle 'modifiers' were a distant last. Many thanks to all who took part.



1	Alison Emsley / Charlie Emsley	61	20	81	4th
2	Caroline Watson / Sarah Mark / Angela Orr	55	22	77	7th
3	Isabel Hoskin / Dan Ogborne	64	20	84	1st
4	Wayne Manton / Lee Taylor	62	20	82	2nd
5	Stephen Bennett / Sarah Leat	61	21	82	3rd
6	Ryan Allen / Joe Conway	41	15	56	9th
7	Ezequiel Garcia / Aimie Wilson / Steve Adgar / Matt Jones	60.5	20	80.5	5th
8	James Makepeace / Andy Coleman	59	20	79	6th
9	Luke Marshall / Duncan Barr	58	15	73	8th

Duttons Bugatti and Heritage Motor Museum Visit

Saturday 29th September 2007

Morning - Ivan Dutton Bugatti Specialist

We are privileged to be offered a full guided tour with behind the scenes access at Ivan Dutton Ltd. the renowned Bugatti Specialist. Duttons are extremely active today with customers from all over the world coming to them to restore their Bugattis and prepare them for Historic Motorsport Championships.



Duttons adopt the same exacting standards with their standards of workmanship and parts they fit and consequently manufacture a range of high quality components identical to those produced by Bugatti at the Molsheim factory. Duttons also service and maintain post war sports cars and racing cars other than Bugattis in response to requests from existing customers.

We will be taken around by Tim Dutton himself who will be able to impart all of the history of this fascinating and unique company. Duttons do not normally offer tours to clubs and are opening their doors exclusively to the BPMC so this really is a once in a lifetime opportunity. More details of this unique company can be found on their website www.duttonbugatti.co.uk.

Afternoon - Heritage Motor Centre - Gaydon

With the demise of the major British Motor Manufacturers, The Heritage Motor Centre is unique in offering so much British motoring history in one place. Famous marques such as Aston Martin, Austin, Austin Healey, Lagonda, Metropolitan, Mini, MG, Morris, Riley, Rover, Standard, Triumph, Vanden Plas, Wolseley and many other are catered for by this fascinating museum. Their extensive records from the heyday of British motor manufacturing are second to none and they can supply you with a Heritage Certificate for most Classic British Cars.

We have a Guided Tour booked for 2:15 p.m. after that you are free to spend time doing your own thing where the more adventurous can pay to ride on the Land Rover 4x4 Experience or go Karting. More information can be found on their website at www.heritage-motor-centre.co.uk

Booking and Prices

If there are enough interested people we will provide a minibus and the BPMC will subsidise the trip. We need confirmed numbers to arrange this so please express your interest to Ken Robson on 07900 007747 or email kenrobson@btinternet.com on a first come first served basis.



<div>  <h1>Bristol Pegasus Fantasy Formula One 2007</h1> <h2>Positions after Spanish GP</h2> <p>Updated By Tim Murray</p>  </div>							
Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
	Alex Wooldridge-Smith	Hamilton	Massa	Ferrari	McLaren	Ferrari	692
1=	Jonathan Prestidge	Hamilton	Massa	Ferrari	McLaren	Ferrari	692
1=	Rex Meaden	Hamilton	Massa	Ferrari	McLaren	Ferrari	692
4=	Bruce Graham	Alonso	Hamilton	BMW	Ferrari	Ferrari	596
4=	Rizwan Ishaq	Hamilton	Massa	Ferrari	Red Bull	Ferrari	596
6	Martyn Davies	Massa	Raikkonen	Ferrari	Super Aguri	Ferrari	571
7	Rob Crossland	Massa	Raikkonen	Ferrari	Toro Rosso	Ferrari	569
8	Kieron Winter	Hamilton	Massa	McLaren	Renault	Ferrari	561
9	Lynn & Mark Lewis	Alonso	Hamilton	Ferrari	Toyota	Ferrari	552
10=	Dick Craddy	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	530
10=	Helen Davies	Hamilton	Raikkonen	Ferrari	McLaren	BMW	530
10=	Mark Elvin	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	530
13	David Bray	Alonso	Kubica	BMW	Ferrari	Ferrari	521
14	Ken Robson	Alonso	Massa	BMW	Ferrari	BMW	517
15	Andrew Moss	Coulthard	Hamilton	Ferrari	Renault	Ferrari	507
16	Tom King	Button	Massa	Ferrari	Toyota	Ferrari	504
17	Mike Marsden	Alonso	Massa	BMW	Ferrari	Toyota	473
18	Arthur Tankins	Button	Raikkonen	Ferrari	Williams	Ferrari	469
19=	Mary Craddy	Alonso	Rosberg	BMW	McLaren	Ferrari	459
19=	Tim Murray	Alonso	Kubica	Ferrari	McLaren	BMW	459
21	Chris Lewis	Alonso	Button	Ferrari	Red Bull	Ferrari	454
22	Joanna Prestidge	Hamilton	Raikkonen	Ferrari	Toyota	Renault	417
23	Ann Farrow	Alonso	Kubica	Honda	McLaren	Ferrari	416
24	Simon Moss	Alonso	Hamilton	Ferrari	Renault	Honda 2	412
25	Paul Bird	Alonso	Kubica	BMW	McLaren	Mercedes	397
26	John Page	Heidfeld	Wurz	Ferrari	Renault	Mercedes	386
27	Joe Robson	Alonso	Raikkonen	Ferrari	Red Bull	Renault 2	372
28	Toby Harris	Fisichella	Hamilton	Ferrari	Red Bull	Renault	365
29=	Paul Draper	Button	Kubica	Ferrari	McLaren	Renault	359
29=	Richard Reynolds	Fisichella	Schumacher	McLaren	Williams	Ferrari	359
31	Kathleen Bray	Alonso	Raikkonen	McLaren	Red Bull	BMW	357
32	Bill Farrow	Raikkonen	Schumacher	Ferrari	Toyota	BMW	343
33	Martin Emsley	Alonso	Button	Ferrari	Williams	Renault	342
34=	Lewis Bird	Hamilton	Kovalainen	BMW	McLaren	Renault	337
34=	Martin Baker	Fisichella	Webber	McLaren	Toyota	Ferrari	337
36	Pete Stowe	Alonso	Webber	BMW	McLaren	Renault	303
37	Audrey King	Hamilton	Speed	McLaren	Spyker	BMW	296
38=	Charlie Emsley	Alonso	Barrichello	Renault	Red Bull	Mercedes	276
38=	Donny Allen	Fisichella	Raikkonen	McLaren	Williams	Renault 2	276
40	Caroline Meaden	Alonso	Webber	McLaren	Williams	Renault	275
41	Mal Allen	Button	Coulthard	Ferrari	Renault	Honda	258
42	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	242
43	Roy Hancock	Alonso	Button	Honda	McLaren	Toyota	241
44	Elisabeth Lewis	Alonso	Raikkonen	Honda	Toro Rosso	Renault	237
45	Sharon Reynolds	Schumacher	Webber	Ferrari	Williams	Honda 2	225
46	Judith Bird	Alonso	Button	BMW	Renault	Renault 2	212

Lands End Trial 2007

Alan Spencer

Photos by David Adams

Club member David Adams has sent us these pictures of Alan Spencer in the Parsons special at the Blue Hills Mine section at the end of the 2007 Lands End Trial.



Club Members in the News

Congratulations to young member Joe Robson who has been karting at the Raceway. Joe, son of committee member Ken, scored an excellent first place in the class A race at the raceway.

A proud Ken said "it just shows it's never too young to start in Motorsport."



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.

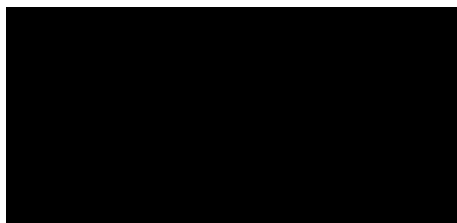
Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, approx. 400m from the turning.



May Treasure Hunt Results

Full report next month

- 1 C Goodchild/M Rogers
- 2 Alan Spencer/Kieron Winter
- 3 Paul & Judith Bird
- 4 Steve Benett/Sarah Leat
(new members as at 21/5)
- 5 Nick Wood/Cherry Robinson
- 6 Martin Emsley/Wayne Manton



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The Wessex Sprint Colerne - 7th May 2007 By Andy Moss

April had been one of the driest months on record and the weather had stayed dry right up to the weekend of the event. By the bank holiday Monday morning the heavens had opened and it was a wet and windy Colerne which greeted competitors.

By the time the convoy runs were due, conditions had got no better, and many drivers of open cars chose to take their tow cars out rather than brave the elements. Those sheltering under gazebos soon fell victim to the wind, which destroyed many of the temporary shelters.

Leslie Hart on the public address had to repeat the calls for competitors to present themselves for first practice, in order to encourage people to come out to play in the rain. At this point there were real doubts as to whether the event would continue to run. A few cars had packed up already and started to leave the venue.

However things started to dry up, and by second practice the wind was drying out the course quite well. This was good news for several club members making their sprint debuts, including the Westfield trio of Chris Goodchild, Rob Crossland and Chris Bradley – the conditions in the morning being enough to put anyone off sprinting for life. The afternoon was however much more fun, with the sun making an appearance.

Nick Wood and Cherry Robinson made an appearance in a new car in

Photos By Rob Crossland



class A2, with the Honda Integra recording a good time on its first run out. In the same class Paul Bird recorded an Elise beating 89.09 in the Renault 19.

Class winner in A3 was club member Toby Harris in the Ford Puma, with Lisa Selby taking third place in the same car. There was a close battle between two Mitsubishi's in class A4, with the Lancer of Martin Mees just getting the better of Mike McBride in the Evo VI. Mike was one of the few who complained about conditions improving in the afternoon having been one of the fastest in the mornings wet practice.

Tony Thorpe was another member out after a gap of a couple of years, but it did not take him long to get back into the swing of things with a class win in the Caterham Twin Cam. Another BPMC class winner was long time member John Mearns in the Westfield. Class C2 was also BPMC dominated with 5 out of 6 entries being from our club – Mark Roberts and Jonathon Milne taking the top places in the CRX. Ian Cameron and Ian Hall also scored class wins in the Radical and the Darrian respectively.

An excellent event – special thanks to all the marshals who endured such horrible conditions.

Photos By Andy Moss



WESSEX SPRINT MONDAY 7TH MAY 2007 - Overall Positions

No	Driver	Car	Best	Pos	No	Driver	Car	Best	Pos
132	David Sims	Ralt RT 33/34 SRD	68.98	1	36	Hugh Trotman	Lotus Elise 111S	89.85	54
8	Kevin Lealan	Formula V Lotus	69.85	2	21	Barrie Dare	Suzuki Swift	90.03	55
832	Roy Sims	Ralt RT 33/34 SRD	70.98	3	73	Andrew Moss	Westfield SEiW	90.03	56
117	Ian Hall	Darrian T98-GTR	72.03	4	66	Paul Scapens	Audi S4 (FI)	90.06	57
830	Dave Pillinger	Royale S	72.14	5	39	Allen Harris	Lotus Elise	90.11	58
111	Mike Rudge	Westfield Duratec	72.62	6	754	Lisa Selby	Ford Puma (FI)	90.12	59
130	Scott Pillinger	Royale S	72.63	7	58	Andrew Meek	Subaru Impreza	90.45	60
813	Ian Cameron	Radical Clubsport	76.32	8	128	Phil Davies	VW Golf	90.46	61
122	Dean Robertson	Dick Terrapin	76.94	9	49	Rob Orford	MGB GT	90.67	62
133	Bob Adams	Royale RP30	77.60	10	61	Simon Neve	Mitsubishi Lancer	90.94	63
121	Tim Tudor	Marengo 1	77.67	11	90	Mark Astin	Fisher Fury	91.26	64
114	Simon Clemow	Radical Clubsport	77.74	12	42	Nick Wood	Honda Integra	91.76	65
118	Martin Baker	Morris Minor 1000	77.89	13	800	Martin Corfield	Ford Fiesta XR2	92.03	66
113	Richard Wilmers	Radical Clubsport	78.51	14	35	Mark Tooth	Lotus Elise	92.04	67
120	Peter Tudor	Force 11	79.44	15	95	Tony Phillips	Vauxhall Nova	92.34	68
102	Paul Perkin	Peugeot 205	79.51	16	821	Ruth Tudor	Marengo 1	92.65	69
123	Paul Donnelly	O.M.S.	79.92	17	20	Bruce Graham	Suzuki Swift Gti	93.18	70
60	Matthew Benne	Subaru Impreza	80.56	18	94	John Hawley	MG Midget	93.61	71
104	Brendon Jones	Escort RS 2000	81.81	19	740	Paul Draper	Renault 19	93.68	72
75	Tony Thorp	Caterham TC	82.26	20	100	John Corfield	Ford Fiesta XR2	93.79	73
85	John Mearns	Westfield SEi	82.54	21	803	Graham Rudge	Escort RS 2000	93.83	74
825	John Bunting	Jedi Mk 1V	82.54	22	14	Mark Walker	MG Midget	93.93	75
54	Toby Harris	Ford Puma (FI)	84.16	23	68	Trevor McMaster	TVR Chimaera	94.17	76
125	David Garnett	Jedi Mk 1V	84.37	24	74	Chris Goodchick	Westfield SE	94.41	77
69	Grahame Hardie	Westfield MEGA	84.72	25	47	Richard Withers	MGB GT	94.52	78
62	Martin Mees	Mitsubishi Lancer	84.74	26	106	Phillip Morgan	Scimitar GTE	95.57	79
112	Paul Tupman	Mini Clubman	84.96	27	742	Cherry Robinson	Honda Integra	95.67	80
82	Chris Child	Westfield SE	85.01	28	48	Mike Cole	MGB GT	95.88	81
78	Gareth Bonner	S. Taylor Phoenix	85.24	29	88	Anthony Marsden	Ariel Atom2 160	96.13	82
70	Simon Mayo	Westfield SE	85.61	30	92	Steve Dowler	MG Midget	98.83	83
63	Mike McBride	Mitsubishi Evo	85.90	31	51	Annabel Trotman	Ford Fiesta ST	98.97	84
84	Mike Williams	Westfield SEiW	86.05	32	46	Martyn Phillis	MGA Coupe	100.12	85
801	Mark Roberts	Honda CRX	86.06	33	98	Martin Pitman	Peugeot 205 GTI	100.16	86
83	John Wade	Westfield SEiW	86.14	34	18	Roy Clarke	MG Midget	102.62	87
59	Andy Stoddart	Subaru Impreza	86.15	35	755	Claire Weaver	Ford Puma Turbo	103.01	88
833	Anne Adams	Royale RP30	86.30	36	795	David Phillips	Vauxhall Nova	103.13	89
101	Jonathan Milne	Honda CRX	86.60	37	67	Iain Collinson	Volvo S70R	103.92	90
52	Dave Greenslade	Mitsubishi Lancer	86.72	38	43	James Withers	MG Midget	104.39	91
77	Nick Green	Caterham 7	87.38	39	37	Julie Clemow	Lotus Elise	105.01	92
739	Graham Wild	Lotus Elise	87.44	40	50	Adrian Taylor	Renault Fuego	105.10	93
119	Peter Rigby	Abarth Osella PAZ	87.45	41	55	Robert Hughes	Ford Puma Turbo	105.51	94
86	Rob Crossland	Westfield SEi	87.65	42	16	Paul Batho	MG Midget	106.04	95
814	Martin Clemow	Radical Clubsport	87.66	43	45	Terry Drinkwater	MGA Coupe	107.02	96
38	David Edwards	Lotus Elise	87.94	44	31	Philip Methuen	MGB Roadster	107.07	97
76	Peter Williams	Caterham 7	88.13	45	30	Paul Constance	MGB GT	110.10	98
105	Tim Ayres	Morgan Plus 8	88.21	46	10	Bruce Morgan	MG TF	110.25	99
103	Derek Wheaten	Escort RS 2000	88.29	47	27	Stewart Penfold	Lester MG	111.26	100
107	Terry Pigott	MGB V8	88.31	48	32	Colin Lambert	MGTF	111.34	101
72	Dave Potts	Westfield SE	88.67	49	11	Phillip Smith	MG Midget	111.96	102
40	Paul Bird	Renault 19	89.09	50	28	Bob Divine	MGA	112.92	103
87	Chris Bradley	Westfield	89.39	51	57	John Neighbour	MGB GT V8	114.97	104
33	Paul Rowbottom	Peugeot 106 Gti	89.54	52	25	Barry Hilton	Honda Civic	120.79	105
115	Kevin Frost	KMD Sports	89.83	53	116	Bob Ford	Lotus 23B	128.94	106

Award Winners

NOTE: Records are for the WESSEX SPRINT and 2 CLUB SPRINT for the 2002 revised course.

**Absolute Best Time of Day:
Record 61.92**

THE WESSEX TROPHY:

Class E4 - No 132 David Sims 68.98

MGCC by Class Index:

**Class A1 - No 14 Mark Walker
(Nuffield Trophy)**

BPMC by Class Index:

**Class A3 - No 54 Toby Harris
(The Avon Trophy)**

BMC by Class Index: **Class A4 - No 60
Matthew Bennett
(The Frith Vickers Trophy)**

MGCC Wessex Trophy:

Class A4 - No 107 Terry Pigott

Summary

Production Road up to 1400cc **Record = 84.38**

1. No 21 Barrie Dare Suzuki Swift 90.03
2. No 128 Phil Davies VW Golf 90.46
3. No 20 Bruce Graham Suzuki Swift 93.18

Production Road Cars 1400cc to 1800cc
Record = 80.77

1. No 739 Graham Wild Lotus Elise 87.44
2. No 38 David Edwards Lotus Elise 87.94
3. No 40 Paul Bird Renault 19 89.09
4. No 33 Paul Rowbottom Peugeot 106 89.54

Production Road Cars 1800cc to 2600cc
Record = 82.62

1. No 54 Toby Harris Ford Puma 84.16
2. No 52 Dave Greenslade Lancer 86.72
3. No 754 Lisa Selby Ford Puma 90.12
4. No 49 Rob Orford MGB GT 90.67

Production Road Cars over 2600cc
Record = 77.73

1. No 60 Matthew Bennett Subaru Imp 80.56
2. No 62 Martin Mees Mitsubishi Lancer 84.74
3. No 63 Mike McBride Mitsubishi Evo 85.90

Limited Production Road Cars. Car engines over 1400cc up to 1800cc & M/C engines

over 875cc up to 1125cc. Record = 78.14

1. No 75 Tony Thorp Caterham T.Cam 82.26
2. No 78 Gareth Bonner Phoenix 85.24
3. No 70 Simon Mayo Westfield SE 85.61

Limited Production Road Cars. Car engines over 1800cc & M/C engines over 1125cc

Record = 77.17

1. No 85 John Mearns Westfield SEi 82.54
2. No 82 Chris Child Westfield SE 85.01
3. No 84 Mike Williams Westfield SEiW 86.05

Modified Production Saloons and Sports Cars up to 1400cc **Record = 80.93**

1. No 95 Tony Phillips Vauxhall Nova 92.34

Modified Production Saloons and Sports Cars over 1400cc up to 1800cc **Record = 83.45**

1. No 801 Mark Roberts Honda CRX 86.06
2. No 101 Jonathan Milne Honda CRX 86.60

Modified Production Saloons and Sports Cars over 1800cc up to 2600cc **Record = 78.99**

1. No 102 Paul Perkin Peugeot 205 79.51

Modified Production Saloons and Sports Cars over 2600cc **Record = 83.55**

1. No 104 Brendon Jones Escort RS2000 **81.81 New Record**

Modified Production Kit Cars. Car engines over 1800cc & M/C engines over 1125cc

Record = 73.17

No Award but **New Record**

No 111 Mike Rudge Westfield SEi Duratec **72.62 New Record**

Class D1: Sports Libra Cars up to 1400cc
Record = 75.17

1. No 813 Ian Cameron Radical 76.32
2. No 114 Simon Clemow Radical 77.74

Class D3: Sports Libra Cars over 1800cc
Record = 68.82

1. No 117 Ian Hall Darrian T98-GTR 72.03

Class E1: Racing Cars up to 600cc
Record = 73.53

1. No 121 Tim Tudor Marengo 1 77.67

Class E2: Racing Cars over 600cc up to 1100cc **Record = 68.44**

1. No 122 Dean Robertson Dick Terrapin 76.94

Class E4: Racing Cars over 1600cc
Record = 63.97

1. No 8 Kevin Lealan Formula Vauxhall Lotus 69.85
2. No 832 Roy Sims Ralt RT 33/34 SRD 70.98

Llandow Sprint Monday 28th May 2007 By Andy Moss

We again returned to the Llandow circuit between Cardiff and Bridgend for the 2007 Bristol Llandow Sprint. The event again proved popular with members of the two organising clubs, as well as ASWMC sprint championship entrants, however the Westfield Sportscar Club had decided that their national championship would not visit us this year, so we did not have as many cars as normal.

This did however mean we had a good chance of being able to offer a third run – and the good weather helped us to achieve this. There had been some building work at the circuit since we last visited – an excellent new control tower having been built next to our normal start line in the paddock exit.

Paul Perkin again won the best BPMC member on class index. Other notable club performances included Toby Harris in the Ford Puma – following up his class win at Colerne with another at Llandow, and Kevin Jones in the Noble also getting a 1st in class. Martin Corfield also picked up his first class win in the Fiesta, just beating John into second spot. The Radical of Ian Cameron was another BPMC winner in class D1.

An excellent day which ran very smoothly – thanks to all those involved in organising and marshalling. Next year we hope to be joined by another championship to increase the numbers.

Photos By Andy Moss



Class A1

Road production cars up to 1400cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
10	Craig	King	Peugeot 106	114.2	110.13	110.98	105.34	107.23	3
11	Barrie	Dare	Suzuki Swift	93.39	92.51	91.81	91.33	92.63	2
12	John	Turner	MG Midget	94.21					Retired
13	Bruce	Graham	Suzuki Swift Gti	94.11	90.31	91.73	90.79	92.56	1

Class A2

Road production cars over 1400cc up to 1800cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
15	Bernie	Humphrey	Ford Escort Mk1	96.24	95.19	96.21			2
16	Julie	Clemow	Lotus Elise	106.65	104.34	102.87	99.78	98.96	3
17	David	Edwards	Lotus Elise	89.87	90.43	91.04	88.99		1
18	Paul	Draper	Renault 19 16V	No Time					Retired
718	Paul	Bird	Renault 19 16V	93.37					Retired

Class A3

Road production cars over 1800cc up to 2600cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
20	Matt	Nichols	Honda Civic	90.69	90.86	89.98	89.65	89.36	3
21	Adrian	Taylor	Renault Fuego	106.09	103.14	102.34	101.8	102.2	6
22	Dave	Greenslade	Mitsubishi Lancer	92.86	89.72	88.97	89.07	89.09	2
23	Toby	Harris	Ford Puma	88.39	87.58	87.28	88.32	87.84	1
723	Lisa	Selby	Ford Puma	94.44	92.46	92.04	92.62	90.74	4
61	Graeme	Palmer	Ford Fiesta XR2	102.05	100.52	108.27	101.14	97.65	5

Class A4

Road production cars over 2600cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
25	Iain Gordon	Collinson	Volvo S70R	105.34	102.38	103.29	101.87	102.3	7
26	Kevin	Jones	Noble M12 GT03	83.75	83.1	83.62	83.44	82.81	1
27	Matthew	Bennet	Subaru Impreza	88.51	87.91	86.41	89.83	85.14	2
28	Martin	Mees	Mitsubishi Evo 2	88.11	No Time	85.73	86.42	86.44	3
29	Clive	King	Reliant Scimitar SE5	108.53	No Time	104.71	103.56	102.73	8
30	Andrew	Meek	Subaru Impreza	No Time	No Time	87.23	86.67	87.22	4
31	Simon	Neve	Mitsubishi Lancer Evo 6 GSR	88.93	88.55	88.79	90.09	88.24	6
32	Phil	Rowley	Subaru Impreza	Did Not Start					Did Not Start
732	Andy	Crowle	Subaru Impreza	Did Not Start					Did Not Start
60	Johh	Murphy	Subaru Impreza Sti	89.83	88.75	88.81	87.36		5

Class B1

Limited production road cars. Car engines up to 1400cc & M/C engines up to 875cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
35	Graham	Harden	Westfield Mega	84.88	84.68	84.44	84.19	94.42	1

Class B2

Limited production cars. Car engines over 1400cc up to 1800cc & M/C engines over 875cc up to 1125cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
36	Michael	Parr	Sylvia Riot	87.21	FAIL				
37	Roger	Bruht	Caterham 7	88.42	87.16	90.15	85.81	86.22	1
38	Richie	Devall	Ginetta G27R	97.71	96	92.11	94.19	92.28	3
738	Peter	Devall	Ginetta G27R	93.64	90.76	88.82	89.44	89.03	2

Class B3

Limited production cars. Car engines over 1800cc & M/C engines over 1125cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
45	Tony	Streeting	Carcraft Cyclone	88.64	No Time	86.62	84.21	85.37	1
46	Chris	Child	Westfield SEI	86.14		86.54	86.99	86.27	3
47	John	Wade	Westfield SEIW	85.31	86.79	86.22	85.75		2

Class C1

Modified production saloons & sports cars up to 1400cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
50	Martin	Ferris	Mini	Withdrawn					Withdrawn
51	Carlo	Caccaviello	Fiat X19	Did Not Start					Did Not Start

Class C2

Modified production saloons & sports cars 1400cc up to 1800cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
55	Martin	Pitman	Peugeot 205 Gti	102.64	58.97	97.05	95.87	96.8	3
56	Martin	Corfield	Fiesta XR2	95.07	94.78	fail	93.55	92.56	1
756	John	Corfield	Fiesta XR2	96.98	117.17	98.33	94.92	95.89	2

Class C3

Modified production saloons & sports cars over 1800cc up to 2600cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
62	Steve	Courts	Peugeot 205 Gti	No Time	91.36	91.98	91.56	91.35	3
63	Phil	Turner	Ford Escort	116.56	78.62	103.02	103.7	104.48	5
64	Paul	Perkin	Peugeot 205	82.1	81.05	81.46	80.36	80.68	1
65	Graham	Rudge	Escort RS2000	101.05	95.58	95.13	95.1	96.9	4
765	Derek	Wheaten	Escort RS2000	91.52	91.72	90.64	90.7	90.67	2

Class C5

Modified production kit cars car engines up to 1400cc & M/C engines up to 875cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
70	Nick	Rainbow	Sylva Fury	95.07	92.31	105.26	92.8	90.76	1
770	Julian	Rainbow	Sylva Fury	95.56	93.97	91.42	91.46	91.15	2

Class C6

Modified production kit cars car engines over 1400cc up to 1800cc & M/C engines over 875cc up to 1125cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
75	Martin	Perry	Westfield SEI	78.93	80.32	78.41	78.06	78.97	1
76	Brian	Jones	Westfield SEIW	85.31	82.79	82.37	82.97	81.64	2

Class C7

Modified production kit cars car engines over 1800cc & M/C engines over 1125cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
80	Lee	Joint	Westfield SEW	Did Not Start					
81	Mike	Rudge	Westfield SEI Duratec SRD		75.63	74.59	fail	75.5	1

Class D1

Sports libre cars up to 1400cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
85	Paul	Tupmans	Mini Clubman	90.36	88.64	90.81	89.43	89.94	5
86	Richard	Wilyman	Radical Clubsport	80.88	78.95	77.39	79.35	77.54	2
87	Simon	Clemow	Radical Clubsport	80.6	No Time	78.24	78.54	77.68	3
786	Ian	Cameron	Radical Clubsport	No Time	78.22	78.49	77.91	76.83	1
787	Martin	Clemow	Radical Clubsport	No Time	86.9	83.95	84.38	83.47	4

Class D2

Sports Libre Cars over 1400cc up to 1800cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
90	Bob	Ford	Lotus 23B	Did Not Start					Did Not Start

Class D3

Sports Libre Cars over 1800cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
91	Martin	Baker	Morris Minor	82.65	82.73	90.06	82.18	81.88	1

Class E1

Racing cars up to 600cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
95	Peter	Tudor	Force 11	78.93	No Time	78.09	78.99		1
96	Tim	Tudor	Marengo 1	No Time	77.69	78.73	79.71		2
796	Ruth H	Tudor	Marengo 1	86.6	No Time	86.07		86.26	3

Class E2

Racing cars over 600cc up to 1100cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
99	Phil	Davies	Force 1100	No Time	77.16	77.29	76.09	77.82	6
100	Chris	Perry	OMS SF1B	79.86	78.43				Retired
101	Henryk	Kozlowski	Jedi Mk1/6	72.7	73.27	72.11	71.51	71.27	1
102	Trevor	Hartland	OMS 2000M	78.23	75.13	76.48	76	77.51	4
103	Paul	Donnelly	OMS	Did Not Start					Did Not Start
104	Matthew	Withers	Jedi Mk4	76.86	75.89	76.31	75.87	73.87	2
105	Tom	Potter	Jedi Mk4	72.63	71.11	70.56	70.63		FTD
804	Andrew	Langley	Jedi Mk4	81.89	77.81	77.96	76.28	76.04	5
805	Andy	Potter	Jedi Mk4	78.58	76.94	74.51	75.12	74.5	3

Class E3

Racing cars over 1100cc up to 1600cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
110	Cliff	Shorter	Formula Ford PRS	95.77	93.35	89.7	92.52	89.42	1
810	Brenda	Shorter	Formula Ford PRS	103.06	FAIL	96.27	96.2	95.91	2

Class E4

Racing cars over 1600cc

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
115	Kevin	Lealan	Formula Vauxhall Lotus	73.71	74.44	73.03	73.35	71.85	4
116	Robert	Luxton	Pilbeam MP58H	75.73	72.29	70.93	72.09	72.11	1
117	Roy	Sims	Ralt RT33/34 SRD	72.17	72.06	72.47	72.32	71.32	3
817	David	Sims	Ralt RT33/34 SRD	73.79	No Time	71.78	71.18		2

Class G1

Ginetta Owners Club Speed Championship

No.	Forename	Surname	Car	P1	P2	R1	R2	R3	Pos
120	Chris	Jones	Ginetta G32	109.93	107.99	106.35	106.39	105.02	3
121	Nick	Stephens	Ginetta G12	95.53	92.15	91.34	92.81	91.11	1
122	Marcus	Viveash	Ginetta G27R	No Time	98.14	96.2		95.24	2

Best Bristol Motor Club Member on index - David Edwards

Best Bristol Pegasus Motor Club Member on index - Paul Perkin

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20			
24	25	26	27			
31						

National & International Motorsport Dates

June / July 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20			
24	25	26	27			
31						

10/06/07 Nicholson McLaren Aviation MSA British Hillclimb Championship

10/06/07 Vauxhall Heritage Centre Open Day

16/06/07 SBD Motorsport British Sprint Championship

17/06/07 Mid Summer Caerwent Rally

17/06/07 NASCAR Nextel Cup

17/06/07 Short Oval Races

17/06/07 Nicholson McLaren Aviation MSA British Hillclimb Championship

17/06/07 Le Mans 24 Hours

17/06/07 FIA FORMULA ONE WORLD CHAMPIONSHIP

17/06/07 Brooklands Centenary Festival

23/06/07 British Raceday

24/06/07 Festival of Speed

24/06/07 IRL IndyCar Series

30/06/07 Autoglym HSCC Historic Festival

30/06/07 Car & Motorcycle Hillclimb

30/06/07 FIA FORMULA ONE WORLD CHAMPIONSHIP

30/06/07 Track Day

30/06/07 40th Anniversary Brooklands Reunion

30/06/07 Reg Phillips Trophy Meeting

01/07/07 FIA FORMULA ONE WORLD CHAMPIONSHIP

01/07/07 Vintage Hillclimb

07/07/07 FIA World Touring Car Championship

07/07/07 Ford RS Owners Club Day

08/07/07 IRL IndyCar Series

Luton Park, Shropshire

Luton, Bedfordshire

Lydden Hill Circuit

Caerwent Training Area, Monmouthshire

Michigan Speedway, Brooklyn, USA

Smeatharpe Raceway, Somerset

Doune, near Stirling

Le Mans, France

Indianapolis, USA

Brooklands Museum, Weybridge

Castle Combe Circuit

Goodwood Park, West Sussex

Iowa Speedway, USA

Brands Hatch Circuit

Prescott Speed Hillclimb

Magny-Cours, France

Colerne Airfield, Wiltshire

Brooklands Museum, Weybridge

Shelsley Walsh, near Worcester

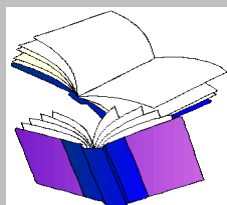
Silverstone Circuit

Shelsley Walsh, near Worcester

Porto, Portugal

Castle Combe Circuit

Watkins Glen, USA



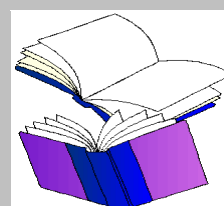
Online Books, Videos, CD's, DVD's

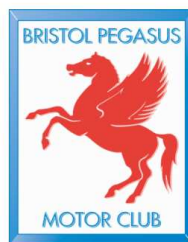
Visit the bookshop section at
www.bristolpegasus.com

Click on the Amazon link at the top of the page

Anything you then buy on the Amazon site will earn 5% commission which the club will pass on to the clubs adopted charity for 2007 Diabetes UK.

The Amazon site sells books, videos, CD's, DVD's etc. etc.





All Classics Enthusiasts (A.C.E.) Booking Form
Organised by the Bristol Pegasus Motor Club

The 2007 Classic Vehicle Charity Tour – SUNDAY JUNE 10th

This Year we take in the wonderful Wiltshire countryside. As always, the route 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.

As last year, we leave from the **BAWA** pavilion, Southmead Road, Filton, by kind permission of the Management. **(TOILETS ARE AVAILABLE FROM THE START AREA)**. Please assemble by 9.30am at the latest. A map of the area local to the start point is attached to this entry form.

It has been determined that the main charity for this year, will be **‘S.A.R.A.’ (Severn Area Rescue Association)**, which in the view of the Committee is deserving of our support.

Please retain the above section for your information. Return the lower section with your entry fee.

Entrant/Driver Name:

Address:

Post Code:

Email address:

Contact Telephone Number:

Passenger Name(s):

Vehicle Make/Model:

Vehicle Registration Number:

DECLARATION

I agree to be bound by the Regulations that are issued for this event.

I declare that I am physically and mentally fit to take part in this event and I am competent to do so.

I acknowledge that I understand the nature and type of the event.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law, which is valid for such part of this event as shall take place on roads as defined by the law.

I furthermore declare that the vehicle is in a fit condition safely to be driven in the event and confirm that it is covered by a relevant Department of Transport Test Certificate (MOT).

Signature _____

Date _____

Please sign declaration above and return with entry fee (**minimum £12.00 per vehicle**) to: -

Mrs Brigitte Purnell, Orchard Cottage, 127 Marsh Common Road, Pilning, South Glos. BS35 4JU

Tel: 01454 632101

(Please make cheques payable to **ALL CLASSIC ENTHUSIASTS** or **A.C.E.**)

If a receipt is required, please tick box and enclose a stamped self-addressed envelope.

CRUISE NEWS

Some club functions look like Grecian 2000 Sales Opportunity Programmes, suggesting that we're not doing too well at getting youngsters involved; continue as we are and 100th birthday congratulations will be mailed out with competition licences to save postage at the Palace. Many other activities report similar problems but at least in our case we know where potential customers are going – on cruises. Not the ones where you bloat on boats with your elbows bruised through jostling to sit at the captain's table, but the sort involving cars.

(If traditionalists wish to throw vegetables at me at this point for once again raising this topic, don't bother making them organic – I can't tell the difference).

But...should we in fact react with horror? Motorsport means having fun with cars and that's just what the cruise people are doing. And I'm not sure we're that far apart anyway. Years ago I navigated for someone who won many rallies with cars which were always immaculate. The first thing he did with a new car was ram a rod up the silencer to make the sound fruitier. Was that 'our' motorsport or cruising? A fine difference. Mind you, those were the days when Noise Observers used ear trumpets

and were instructed to '*standeth not more than half a league hence.*'

The cruise scene seems as strong today as it was when I last wrote about it three years ago. At a wild guess there are 40 to 50 static events a year for cruisers at which you may get up to 600 'competitors' and around 5000 spectators (yes, that's three noughts). The organised cruisers themselves don't cause problems but events may be shut down by the police because clowns gatecrash, bring dangerous driving with them and drag down the name of cruises.

Three other types of non-traditional event continue to gain ground. First there's *Run What Ya Brung* for which cars are road legal and run a timed drag run. Then there's *drifting* carried out on tarmac, usually a race circuit, in which drivers chuck a car around a fixed course at high speed and are then judged on speed, angle of attack, execution and style (much like the M25 really).

The third sort of event is *Time Attack* – a circuit based event where drivers vie to set the quickest lap. Very similar to our sprints I guess; cars are road legal but with highly modified engines.

The Cruisesport organisation, run by the BRSCC, is funded and overseen by Motorsport

Development UK; funding was initially put in place because of concerns about the anti-social problems of cruise activities. Now there's an MSA Cruisesport Working Group with representation on the Speed Events Committee.

So bridges are being built. It's going to need a careful balancing act because over-regulation may simply drive the cruise brigade away. We must hope that that doesn't happen because if there's turmoil in town centres, the media are likely to describe it as motorsport so we get some of the blame, however innocent. Better we work with the cruisers to stop the problems happening in the first place.

Stuart Turner



COD FILLET QUIZ

1. Which F1 team was once owned by Bernie Ecclestone?
2. Who won the Pirelli International Rally – The opening round of the 2007 British Rally Championship?
3. Name the only female driver ever to score in the points in a Formula 1 Grand Prix
4. Who lives at Goodwood House and masterminds the Festival of Speed and Revival Meeting held there?

ANSWERS ON PAGE iv

Regional Committee notes

Bob Milloy writes: Colin Hilton reported and updated on various matters including changes to the MSA's insurance arrangements, the MSA Foundation, motor sport participation and Volunteers in Motorsport, MSA control of authorised events, the transfer of DoT Route Authorisation, Forestry Commission charges, upgrading of MSA computer systems and IT, MSA Race Elite, MSA Rally Elite and National Motorsport Week (11-18 August 2007).

The Chairman, Nicky Moffitt, drew attention to the recent lack of nominations for the Prince Michael Award of Merit and encouraged members to consider suitable candidates.

Allan Dean-Lewis gave details of the Club Development Fund, the new Rescue Development Fund and opportunities for Regional Associations to nominate Regional Volunteers in Motorsport liaison officers to assist in disseminating information.

Details of recent and forthcoming Inter-Association events were given and can be obtained from individual Association contacts.

The meeting concluded with a presentation by Mark Taylor and Peter Young on Junior Regional Rallying, which the Committee welcomed as an adjunct to similar on-going initiatives.

National Motorsport Week

The next National Motorsport Week will be 11-19 August 2007. This is an opportunity to attract new competitors, spectators and marshals. Go to www.nationalmotorsportweek.co.uk for news of events and for ideas of how to get involved.

MSA British Race Elite

Following the continuing success of the MSA British Rally Elite programme, MSA British Race Elite was launched in January. The training scheme offers promising young British racing drivers the opportunity to develop their skills and progress to the highest levels in motor sport. From 86 applicants, the successful six (named below with the championship in which they will be competing in 2007) were chosen for the first year's programme.

Henry Arundel:
*Formula BMW UK
Championship*

Sam Bird:
*British Formula 3
Championship*

Andrew Jordan:
*Elf Renault Clio Cup/British
Rallycross Championships*

Adrian Quaife-Hobbs:
*Formula BMW UK
Championship*

Michael Meadows:
*British Formula 3
Championship (National Class)*

Colin Turkington:
*British Touring Car
Championship*

No smoking?

From 1 July, smoking will be banned in many places in England. This follows bans in Scotland from March 2006 and in Wales and Northern Ireland from April 2007.

The new 'smokefree' law will apply to virtually all 'enclosed' and 'substantially enclosed' public places and workplaces. This includes both permanent structures and temporary ones such as tents and marquees. Premises will be considered 'substantially enclosed' if they have a ceiling or roof, but have an opening in the walls, which is less than half the total area of the walls. The area of the opening does not include doors, windows or any other fittings that can be opened or shut.

Clearly, this has implications for clubhouses and for marquees at motor sport events. If you require further guidance on whether your premises are 'enclosed' or 'substantially enclosed' please contact your local council.

The new law will also require no-smoking signs to be displayed in all smoke-free premises and certain vehicles.

More information is available from:
www.smokefreeengland.co.uk

Rallying children

The MSA's Rallies Committee has unveiled its recommendations for the licensing of young drivers on stage rallies. The proposals would allow children aged 14 and above to hold MSA competition licences entitling them to compete on stage rallies, subject to stringent conditions.

The 2007 MSA Matador British Off Road Championship season got off to a fine start, with an entry of around 53 drivers, including clubman at a new venue for the championship, Baden Hall in Staffordshire. Past BORC champions Keith Lewis and Richard Kershaw continued the battle they started last year with less than a minute between them after 11 runs. But Richard and Keith were pushed into 2nd and 3rd place respectively by another 'northern' driver Gordon Monaghan, a past multi championship winner returning to the BORC driving his 'Monaghan RS' special to a win by 34 seconds. With 4th and 5th place drivers just a few seconds behind the top 3 the 2007 Matador BORC looks set to be as close as past years. Round 2 takes place on the 2nd – 3rd June. For further details.

www.marches4x4.com
or www.BritishOffRoadChampionship.co.uk

Baja GB:

With the first ever round of the FIA International Cup for Cross Country Bajas in Britain taking place in a few months on the 17 – 19 August details are now out. Rally HQ will be on the Royal Welsh Agricultural Showground at Builth Wells, with Friday's official start in Llandrindod Wells, followed by a super special stage in Radnor Forest. A central service area, stage and specially prepared spectator vantage points will all be centred on the Sweet Lamb complex, in total Baja GB will have 460kms of competitive stages over the 3 days. For further information check the events web site. www.BajaWales.com



LEO VILLA'S BLUEBIRD ALBUM

ISBN 978 0 85184 071 0

David de Lara with assistance from Kevin Desmond, Transport Bookman Publications, £39.99

Even without the 3D images (the glasses are tucked inside the front cover), this would be an essential acquisition for all fans of the Campbell clan, the Land Speed Record or even just photography. These breathtaking images enigmatically record the lives and deaths of Malcolm and Donald. So personal and on-the-spot is it that there is an almost guilty pleasure as if you are surreptitiously delving a shoebox full of memories hidden at the back of a wardrobe, but then that is also why this book is so compellingly unique. The young engineer Villa was poached by Malcolm in the '20s and stayed in 'Bluebird' employ for nearly 50 years, intimately involved with every car and boat, every adventure and every record attempt, triumphant and tragic.

There have been far more painstakingly detailed accounts of the Bluebird story, but none so personal: these pictures tell the story better than any number of words ever could. Simply beautiful.

POCKET GP GUIDE

ISBN 1 884046 7967, £9.99:

to order, log on to www.iconbooks.co.uk

Following the fashion set by Schott's handy Almanac, this compact compendium is packed with racing facts and stories. Published by Icon Books, *The Grand Prix Companion* hardback is compiled by respected F1 pundit Alan Henry. It covers the gamut from Ascari to wind tunnels. It's

not all anorak facts and touches on the human side such as James Hunt's nocturnal exploits.

AUTOCOURSE OFFICIAL HISTORY OF THE INDIANAPOLIS 500

ISBN 1 905334 20 6 Donald

Davidson and Rick Shaffer, Crash Media Group, £40

(available from

Motorbooks:

020 7836 5376)

There's no shortage of books on Indianapolis but few are better value than this new 368-page whopper. It's a tough brief to cover all the races from 1911 to 2006 but both American specialists have been witnessing the nation's most famous motor race since '64. Their passion and knowledge come across in this enjoyable read.

This is very much a story of the race, so don't expect much insight into Indy car design, but it's ideal as an introduction to the 500.

CROSSING THE SANDS THE SAHARA DESERT TRACK TO TIMBUKTU

ISBN 1 85443 222 2

Ariane Audouin-Dubreuil, Dalton Watson, £35

If your dad had been one of the organisers of the most challenging automotive expeditions of all time, you'd want to tell the world about it. Assistant mayor of Boulogne-Billancourt Audouin-Dubreuil fulfilled her lifelong ambition when she committed her father Louis' exploits to paper, this being her third book on Citroën's epic journeys. Their battles against the terrain are vividly recounted through Louis' diary, superbly translated into English by Ingrid MacGillis and illustrated with wonderful archive photos. Gripping stuff.

MARSHALS POST

by the BMMC |

Taking a trip around a circuit with a competitor is one of the best educational experiences a Flag Marshal can have.

It gives you a better appreciation of how narrow the window of opportunity is for seeing a flag when it is displayed.

That window is often far smaller than you would think, even if you do regularly walk the track to see things from a driver's viewpoint.

And, if you get the chance to chat as you go round, you'll soon realise that even regular competitors may have a complete blank spot as far as some flag points are concerned. They simply don't know they are there.

There's an argument for getting drivers out on flag points, too – to get an appreciation of how difficult – but rewarding – flagging can be, why, sometimes, marshals might refrain from showing a flag and how the lack of marshals can sometimes impact on the quality of flagging.

Of course, as new technology becomes available, we hear more and more predictions about flag marshals being replaced by lights – either out on circuit or in the cockpit.

There are three arguments against that, though.

- Remote control by computer or by someone monitoring CCTV screens in race control will always be second best to having someone on the spot
- You can't communicate as much with lights and, most significant of all
- The cost of running a system based on lights is likely to

remain prohibitive for all but the "elite" circuits, running top international events on a regular basis.

Comprehensive systems using lights will mean installing miles and miles of fibre optic cabling and sophisticated controls, not to mention maintaining them – a task which seems quite challenging even when simple telephone systems are involved.

All things considered, Flag Marshals are likely to be around for some time still, so improving the understanding between them and competitors remains a priority.

QUIZ ANSWERS

1. Brabham – in the 70s/80s
2. Guy Wilks/Phil Pugh
(Mitsubishi Lancer EG)
3. Lella Lombardi
(Spanish GP 1975 – placed 6th)
4. Lord March



National Motorsport Week

11–19 August 2007

Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

Monday 11th June BPMC Club Night

An informal club night at our normal venue of the Wheatsheaf Inn, High Street, Winterbourne.

We meet in the function room at the rear of the dining area. Come along for a drink and a chat from 8.30pm.

Monday 18th June Treasure Hunt

The 'Old Codgers Conundrum' Treasure hunt

Start and finish at The Wheatsheaf Inn,
winterbourne High Street

Start at 7.30 pm

Bring pens, clipboard and some good brain cells

For further details contact Martin Emsley 01454 250067

Tim Murray has helped Martin organise and
will run the event on the night