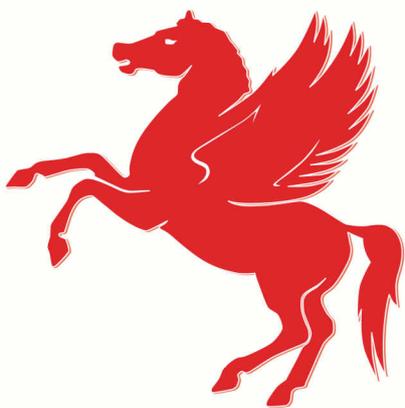


# Backfire

June 2009



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

Cover : 2009 Wessex Sprint Colerne - Pete Goodman discusses tactics with Jonathon Milne before his run in his new bike engined Fisher Fury

# 2009 BPMC Events Calendar

## Updates in Bold

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

## Monday 8th June – Show your Car

Bring your pride and joy to Club Night. We have a large secure car park in view of our meeting room so why not bring your interesting or competition car along? Hopefully we will have an interesting display to view over a pint. North Bristol Rugby Club from 8.30pm.

## Sunday 14th June - ACE Classic Tour

Aimed at Classic cars, most interesting cars are welcome, be they Classic, Competition or Sports. Even if you still don't have anything suitable to join in, why not come along to the start at BAWA from 10am or the finish pub, The Anchor Inn at Oldbury-on-Severn, to have a look at the cars from around 4pm. The event this year is raising money for cancer charity the Nicola Corry Support Foundation.

## Saturday 20th June - Chepstow Auto Challenge

Following the success of our previous Solos we return to Chepstow for more of the same fun this year. This time we will be running the event as an "All Forward Autotest" this change allows us a bit more freedom in the layout of the course and opens it up to a wider variety of cars - modified cars and specials are welcome. The event is about having fun with your car. The event will not be run as a memory test, there will not be complicated routes to remember. Routes will be marked and there will not be any reversing. We will be making use of a slope, making this an interesting and unusual venue for such an event. No helmet or special equipment required. Regs and an entry form can be downloaded from the club site or alternatively obtained from Chris Thompson on 01454 615604 or E-mail – [cmtbristol@tiscali.co.uk](mailto:cmtbristol@tiscali.co.uk).

## Monday 22nd June – Treasure Hunt

Martin Baker's "Midsummer Madness Again" treasure hunt on 22nd June will start from the car park at Warmley Station (172 / 671 735 1/2) at 1930. The route will be along some of the interesting highways and byways of South Gloucestershire and North Somerset and will finish in or near Chew Valley Lake.

**Next Month ....**

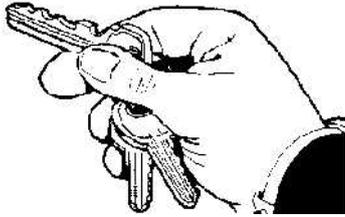
## Monday 13th July - Bristol Hot Rods

Bristol Hot rods are bringing some of their custom cars to our club night for us to admire. Visit <http://www.bristolhotrods.co.uk/> to find out more.

**As always, we are looking for contributions for Backfire**

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## CHAIRMAN'S CHAT

By Andy Moss

May has been a busy month both for the club and myself.

Things got off to a flying start with the Wessex Sprint, an event that had an excellent entry despite the current tough economy. There were a few members out in different cars, including Pete and Richie Devall who have joined the ranks of the Lotus Elise drivers and Jonathon Milne in his new bike engined Fisher Fury, a car that was shared with Pete Goodman for the Wessex. Nick Wood also had a go in a different car, sharing my Westfield which he seemed to enjoy. Cherry was also sharing Spence's new MX5, a car that looks like a lot of fun for the money.

Less than a week later we were all off the Mercedes World and Brooklands - this proved to be a very entertaining trip. Mercedes World was very professional and like many club trips we have been on things were made all the better by having our own dedicated tour guide, who made us feel very welcome. I would certainly recommend a visit if you are in the area. Brooklands was also excellent with many exhibits hidden away in the many buildings around the site. I took a bit of stick when I admitted to having worked on one of the aircraft in the museum - in my defence I was very young at the time and the BAC one-eleven in question was well past its prime when I worked on it. We stopped on the way back for a nice meal and although it took a while for the food to arrive it was very nice when we got it, and the company was good while we were waiting.

Our third event in a week was the May club night. We had decided we would have a mostly social evening with the added attractions of some video on the big screen and Scalextrix for the big kids amongst us. The films had a touring car theme, with four decades covered from the 60's to the 90's. The attendance was excellent and the mix of activities made for a very sociable evening. A special mention must go to Graham Harden who wins the prize for the longest trip to a club night, making the trip from Cornwall - he had been out and about sorting an engine rebuild for his bike engine Westfield and brought an impressive piston and melted con rod from the damaged original.

A week later and it was time for the first Treasure Hunt of the year. The weather let us down a little and although we managed a dry start the entrants had to endure some heavy rain during their trip around what would have otherwise been a very scenic route. As organisers, Martin and I had the advantage of being able to avoid the rain and go straight to the finish pub - The Swan at Tockington. We have visited this pub a few times recently and both times have had

very nice meals - it is good to see a well run pub doing well when many others are struggling.

The day before the Treasure Hunt I had been out on the Mendip Classic Car Tour in the Rover, an event that is always well organised with a nice mix of cars.

Finally it was off to South Wales for the Llandow sprint. I have not entered this for a couple of years as I have been entries secretary. This year I am going to do that role for the Two Club Sprint so we had planned to go away for the bank holiday weekend, which meant I would not enter either. These plans changed when my son Simon was asked to play football in Denmark of all places, which meant he would not be around for the weekend. So a last minute entry was put in for the bank holiday Monday event, with our family trip away moving to the Tuesday. Throughout the day there was a constant threat of rain, and despite a few drops there was never enough to slow us down on the track. We ended up getting two practice runs and three timed runs which I thought was good value for money for the £78 entry fee.

Looking forward to next month there are plenty more good events to look forward to. For the club night we are taking advantage of the lightest month to encourage people to bring their interesting cars - hopefully we can get enough cars to have an interesting display and wander outside with a drink to have a look around them. One of the advantages of our club night venue is that we can clearly see the car park from the room so we can keep an eye on them in the car park. As the Scalextric was such a success last month we also plan to have a couple of video driving games and some video on the big screen in case it rains and we can't get outside!

Another event that you might not have been involved in before is the ACE Tour - although this is aimed at "Classic cars" most interesting cars are welcome, be they Classic, Competition or Sports. Even if you still don't have anything suitable to join in, why not come along to the start at BAWA from 10am or the finish pub, The Anchor Inn at Oldbury-on-Severn, to have a look at the cars from around 4pm. The event this year is raising money for cancer charity the Nicola Corry Support Foundation.

Then we return to Chepstow for the first of our events this year. If you have not tried this event before it really is a lot of fun for not a lot of money. Finally Martin Baker organises a Treasure Hunt that will take us South of Bristol and sounds as though it will take in some nice roads and scenery around the Chew Valley Lake.

## **Publication deadlines for Backfire**

**July – 3rd July**

**August – 31st July**

**September – 4th September**

**October – 2nd October**

**November – 30th October**

**December – 4th December**

# Ramblings

By Martin Emsley

Going down M32 i.e. into Bristol the other day saw a car in the distance, actually saw lots of cars, but the shape of this one bright red one (or was it Rosso) looked interesting, but I could not identify it. Put my foot down a bit (within limit) gradually gained on it. As I closed the penny (or is it Lira) dropped; saw the Alfa Romeo script on the rump and realised it was a 1974 Montreal; a real rare beastie. Have seen pictures of these before and recall seeing one at a show, this one was on the move, looked immaculate and just so unusual. A week or so later Nick Wood told me a bit more about these cars, very interesting which led to some minor research. (Have added some info later)



Andy and I had a wizard plan for Llandow; if dry run the Westfield and if wet the Fiat, hopefully it would behave. As it turned out the day looked good so he elected to go Westfield. I travelled with him as I had been asked to be the BPMC Club Steward, however upon arriving discovered, due to a communication breakdown, that I was surplus to requirements. Wanting to do something constructive I signed on as media as Andy has a new 'toy'. A rather nice digital SLR with zoom lens that he very generously lent me. I was able to access some good spots to shoot from and took maybe 850 pictures!! What a superb bit of kit, I tried to get all the BPMC members and have to say some of the snaps are of a standard that would only have been possible with professional equipment a few years ago. Was delighted at the results, the equipment did make it easier, less human skill involved. Same can be said of the VW Golf advert I saw a while back, the car can park itself!! Where is the satisfaction in that? No doubt we will show the pictures at a club night and can pass on copies if required.



How children grow up.....well would be weird if they did not; point is, it is only 6 months until Charlie can start learning to drive, frightening thought. Her last 4-wheel transport was a pushchair, only yesterday it seems, though she did prove to be very good on go-karts in Mississippi a few years back. So the discussion has turned to possible cars; we pulled down a list of Group 1 insurance vehicles, she is busy trying to decide which one would be most satisfactory for image, of course colour is most important too. Whilst I favoured the idea of increasing our fleet with a basic Cinq she seems to favour a Daewoo Matiz in metallic orange (today). Got to be below 1L and want to start her own insurance to build up NCB. Does anyone have some advice or lessons learnt?



Garage is currently being sorted (spring clean) another pile 'useful one day' stuff has been recycled. I plan to break my second Fiat for spares to keep mine going longer term, it is so versatile and much fun. Though there are many vehicles I could live with though there are reasons not to obtain, most involve money one way or another. The purple peril does ok and I do feel in many ways is the spiritual successor to the Mini (The real one).

## Capt'n Pegasus' Treasure Hunt

We were mighty glad to have four crews turn up for the first Treasure Hunt of the season. So where were the rest of you? These events are a bit of fun and a social then please come out and join in.

So it was a 'blustery' (BBC speak for monsoon) night, but this was a simple back to basics event; a short-ish route, great directions (except one), superb questions (well mostly) and a good result. The crews were required to 'collect' some simple items of treasure along the way, as usual it pays to read and understand the instructions; the treasure made the result. Quite how Lewis' crew collected some lovely exotic flowers remains a bit of a mystery, sure it may be revealed at a club night in the future. Matt and Mark failed to glance over the side of a motorway bridge to collect a very obvious answer, but got lots of difficult ones. Spence proudly proclaimed he knew how Martin's mind works (occasionally) he failed to associate the clue 'Mankind cottage?' With an answer of 'Step Cottage', not surprising really. The answer lies in Neil Armstrong's immortal words when stepping onto the moon. As he put his left foot down first Armstrong declared: "That's one small step for man, one giant leap for mankind." And before you write in the clue should have been 'Man Cottage?'

<b>Final result:</b>	1	Matt & Mark	871/2
	2	Spence & Trevor	85
	3	Lewis' crew	75
	4	Nick's glamour team	64



### Postscript

Total possible marks 105 and yes there was a direction mistake in the instructions, all the crews found their way through it. Tempted to award them all extra marks for that but it won't affect the result! And finally no one complained (too much) would they dare? So we judge the event to have been a success. Many thanks to all who came and played, our words not Neil Armstrong's. (and some days even Martin does not know how Martin's mind works..)

### Andy & Martin

# Wessex Sprint 2009 - Photos By Andy Moss



# List 1a Versus List 1b Tyres

by Mike Smith

You will recall I have been fairly vocal about future changes to road classes we run in our club motorsport and my fundamental opinions have not been changed by what follows. There still needs to be a common approach across the UK instead of different rules for different championships.

I have recently bitten the bullet and purchased a set of 1b tyres – more of which in a moment but I now find I am changing the car from event to event. If I go to Loton Park and run in Midland Speed I need the screen and 1a tyres. If I go to Gurston Down for the HSA championship then it's the 1a tyres and no screen. Bristol events the screen goes back on and it's 1b tyres. All for road going classes – can someone get their act together please.

After a little research I purchased some Toyo R888's in soft compound. The Toyo technical manager states on one of those mines of inaccurate information ie a forum that these have been designed for 60 second runs before the compound goes off. Made for sprints and hillclimbs it seems. Not available in the size I have been using but close enough at 195.50 15 as opposed to 195.45.15 Stunners my List1a tyres. Only a small change to the gearing and a small increase in ride height and roll centres but not enough to cause concern.

A set of wheels were bought for not very much from Nobby Maxpower who thought they would look mint on his Golf but he was wrong. They look mint on my kitcar but are very very very heavy. Have doubts about how the car will feel and react particularly when changing direction on a twisting hillclimb course because this I suspect will increase the loss I experienced when changing from 13inch to 15 inch wheels four years ago.

New tyres were scrubbed in at a HSA test day at Llandow and are just amazing. It was a damp day and the track was wet and greasy but the car has more grip in these conditions than the Stunners have in the dry. It is a cold windy day so I wonder if I have been able to get the temperature of the tyres high enough to achieve the two heat cycles recommended before use in anger. How do you put tyres through a heat cycle without using them in anger?

After a welcome in the hillsides from the Heddu on the way home when they found there was nothing wrong with the weight of my trailer I made it home to prepare the car for Colerne. I use a lower diff ratio on fast circuits so the axle comes out. To my surprise the back end of the car is covered with rubber dust. So I did get them up to temperature.

When I arrive at Colerne I have a point to make. It is sunny as I go out for my first practice

run. Result 81.5 - 3 seconds less than my time there last autumn. 2nd practice run – dreadful misfire off the line. First timed run still have the misfire which is cured with help from Andrew Meek. Thank goodness for the Welsh! I take back all of the rude and incorrect thoughts I had at the VOSA station in Cardiff.

I then work out that I have had the engine from Aldon for 5 years and have never ever looked at the plugs. Perhaps this may be the cause. The oil has been changed whether it needed it or not. Not saying much more in case of tempting fate but such a reliable powerful bit of kit has allowed me to focus on other bits of the car.

2nd timed run gives a result of 82.00 and 127mph on the straight as expected from the gearing spreadsheet. I beat Steve Mayell by 6 hundredths. He beat me by a few hundredths at Colerne last year. So we have both spent lots of money to stay relatively the same. Bit like the CAT in my exhaust but that's another tale. The slower time than in morning practice was because it was cold and windy. Needless to say the Sylva Riot in our class has finished and packed up before we complete our runs as he is so far in front.

Coming up in the near future I will be running the gauntlet of the Welsh police at Llandow on May 25th. Hope I can do some more work with the tyres and find out more about their performance and characteristics. Am back at Llandow later with HSA so should have another set of comparison figures as this means another dance with tyres and screen.

All that needs to be tackled then is to obtain permission to store the new tyres over the winter in a suitable environment. They need to be kept in a warm environment in the dark and with pressures reduced to half normal. I have planted the seeds of this idea with the lady in my life but have not been given approval yet.

Plan B is that I sleep in the garage with tyres in my sleeping bag.  
I love the car but not that much!!!



# Mercedes World & Brooklands Visit - Photos Simon Childs



# SPORTS QUIZ

by Simon Child

1. In golf what name is given to the No 3 wood?
2. Giacomo Agostini - 122 Grand Prix 15 world titles what sport?
3. Jean Claude Killy famous in which sport?
4. Which tennis player was sued by his fan club?
5. Where was the motor sport accident in 1953 that killed 83 spectators?
6. What colour graded slope do expert skiers use?
7. Iolanda Balas - Romania - won 150 consecutive events – in what?
8. In what sport are Triffus, Miller and Rudolf moves?
9. In which sport is there a York round?
10. What tennis player had trials with Bayern Munich soccer club?
11. Where were the 1952 Olympics held?
12. In golf the no 10 iron is usually called what?
13. What game was patented under the name Sphairistrike?
14. Pit Straight - Lesmo Bend - Roggia Bend - which Grand Prix?
15. Who was the first gymnast to score a perfect 10 in Olympics?
16. Elvis Stojko was an ice skating word champion - what country?
17. In what sport is a stimpmeter used?
18. What sport was deemed to violate civil rights banned New York?
19. Tour de France what colour jersey best Hill Climber wear?
20. Who won the Tour de France 4 times 1961 to 1964?
21. Dorothy Cavis-Brown made news at Wimbledon - why?
22. The Murryfield Racers play which sport?
23. Gertrude Ederlie (USA) was the first woman to do what?
24. What does a blue flag white cross mean in motor racing?
25. Frank Vos Bob Seagren Wolfgang Nordwig all held what?
26. If you had 2 eight enders in one bonspiel what are you playing?
27. New Orleans USA - Southampton GB same nick football team?
28. What was the first team sport played in the modern Olympics?
29. Mintonette was the original name of what sport?
30. Where could you see or do an Ollie and a McTwist?

No prizes, just a bit of fun.

Answers to be published in next months BackFire



## Alfa Romeo Montreal

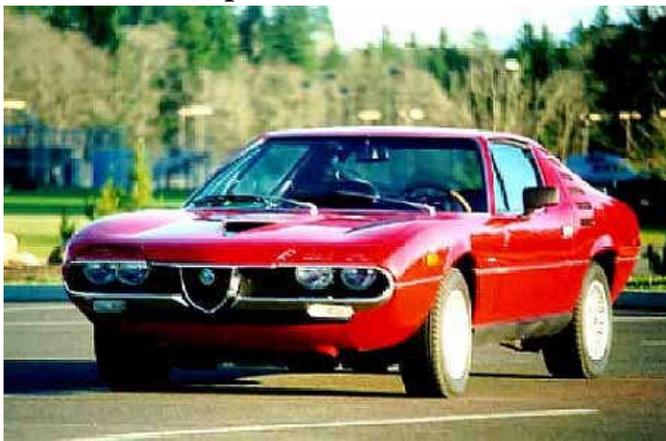
The Alfa Romeo Montreal was introduced as a concept car in 1967 at Expo 67, held in Montreal, Canada. Originally, the concept cars were displayed without any model name, but the public took to calling it *The Montreal*. It was a 2+2 coupe using the 1600 cc engine of the Alfa Romeo Giulia Ti and the chassis of the Alfa Romeo Giulia Sprint GT, with a body designed by Marcello Gandini at Bertone. One of the two prototypes built for Expo 67 is preserved in the Alfa Romeo Historical Museum in Arese, Italy.

The first production car, Tipo 10564, was shown at the 1970 Geneva Motor Show and was quite different from the original, using a 2593 cc 90° dry-sump lubricated V8 engine with SPICA (Società Pompe Iniezione Cassani & Affini) fuel injection that produced around 200 bhp (150 kW), coupled to a five-speed ZF gearbox and a limited-slip differential. This engine was



derived from the 2-litre V8 used in the 33 Stradale and in the Tipo 33 sports prototype racer. The chassis and running gear of the production Montreal were taken from the Giulia GTV coupé and comprised double wishbone suspension with coil springs and dampers at the front and a live axle with limited slip differential at the rear.

Since the concept car was already unofficially known as *The Montreal*, Alfa Romeo kept the model name in production.



Stylistically, the most eye catching feature is the car's front end with four headlamps partly covered by unusual "grilles", that retract when the lights are switched on. Another stylistic element is the NACA duct on the bonnet. The duct is actually blocked off since its purpose is not to draw air into the engine, but to optically hide the power bulge. The slats behind the doors contain the cabin vents, but apart from

that only serve cosmetic purposes.

The Montreal remained generally unchanged until it was discontinued in 1977. By then, production had long ceased already; as Alfa were struggling to sell their remaining stock. Total number built was 3917; none of them were sold in Montreal, Quebec since Alfa did not develop a North American version to meet the US/Canadian emission control requirements. A red Montreal appears very briefly indeed in "True Lies", produced in 1994 by Lightstorm Entertainment/Twentieth Century-Fox and featuring Arnold Schwarzenegger and Jamie Lee Curtis.



- Engine: 2,593 cc (158.2 cu in) quad-cam 90° V8
- Top speed: 220 km/h (137 mph)
- 0-100 km/h (62 mph): 7.4 seconds
  - (measured top speed 224 km/h (139 mph), 7.1 seconds 0-100 km/h (62 mph) by Quattroruote magazine)
- Standing quarter mile: 15.1 seconds
- Standing km: 27.6 seconds
- Power: 200 bhp (150 kW) DIN (230 bhp SAE) at 6500 rpm
- Torque: 235 N·m (173 ft·lbf) (24 m·kgf) at 4750 rpm

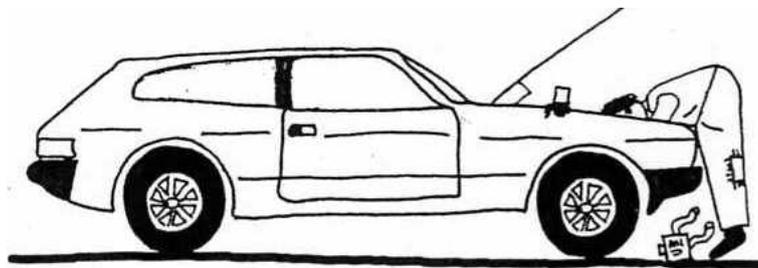
## **The Chipping Sodbury Classic Run - Sunday 28th June 2009**

Open to all pre-1980 cars, motorbikes and light commercial vehicles - Starts in Broad Street, Chipping Sodbury at 8.30am. All proceeds to the R.N.L.I.). Total distance approx 85 miles.

**For an entry form, please contact Anthony Bourne  
3 Meadow Mead, Frampton Cotterell, Bristol, BS36 2BQ  
Telephone 01454 772952 Email [rotary.classic.run@hotmail.co.uk](mailto:rotary.classic.run@hotmail.co.uk)  
Organised by the Rotary Club of Chipping Sodbury.**

# REX'S RAMBLINGS

by Rex Meaden



Being an occasional series of motoring thoughts and experiences, mostly with

a classical edge, but also trying to get to grips with the trials and tribulations we all face in pursuing the hobby we love.

This time, **FLEET RUNNING REPORT**

**OOPS RILEY !** 1938 Riley Big Four Kestrel

Last month I made the awful and predictable mistake of praising my old Riley's simplicity of design – she must have heard, as the inevitable has happened, a BREAKDOWN !!

It was Drive-It Day (Sunday 26th April), so I did, driving the Riley to an event at Almondsbury in the morning, the Bentley to an afternoon event on the south side of the city, and the Scimitar around the Sea Walls in the evening. The Riley started easily as usual, and cruised at an easy 65 or so on the way out with no hint of a problem. The return journey was going well, we'd just come off the motorway at Cribbs, when, accelerating away from the lights, there was a sudden and dramatic loss of power. The engine didn't die but would have done without pressure on the accelerator, and with the freewheel operating, any non-accelerating situation would normally cause the engine to idle, except that it now wouldn't, it would stall. Indeed, even changing gear caused the engine to stall. There was some backfiring, but I completed the journey home with only one more gearchange, and that included getting through several sets of lights. There was no smoke that I was aware of, and there are no external leaks. Rotating the engine on the starter is a laboured process, quite lumpy.

So, detective reader, what is the cause? Is it mechanical, such as a dropped valve or a piston ring gone? Is it electrical, such as a cracked distributor cap or fault in spark system somewhere? Or is it fuel related, one of the carbs or linkages having gone west?

Its time to choose, mark one of the boxes below, and we'll see who's an ace mechanic in the next issue of your favourite club magazine .....

- Mechanical
- Electrical
- Fuel System

**SCIMITAR STEERING SAGA**

The Scim has power steering. This is a Rover SD! Item although modified by Reliant. So not too many about, and known as a bit of a weak point. The original unit in mine after some 130,000 miles needed replacing. An exchange unit was obtained from the marques leading

parts suppliers. This was a reconditioned unit as there were no more new ones left. We noted when it arrived that it had what appeared to be mole grip marks on the shaft. Sure enough, it didn't work too well, and the supplier wouldn't take any responsibility. So following a chance conversation at a popular local restoration company, I took up the offer of a specialist rebuild using the services of an old hand with a lifetimes experience of rebuilding steering racks. Well, this didn't work very well either, the whole system needing topping up with steering fluid weekly, and needing a detail clean the day before each MoT. Then I was greeted with the news last year that even this procedure was likely to work this time. The car was now at 150,000 miles.

An in-depth market check revealed that the Number 2 Scimitar parts supplier considered themselves the specialists in steering racks, and offered all sorts of guarantees, and indeed, now supplied the Number 1 Scimitar parts company. So, parts ordered, (Interestingly, the parts alone cost twice what it cost to get the same job done, including labour, on the Bentley!) car taken off the road, and installation programme put in place. But shock, horror, first turn of the wheel (car still on jacks, ie no load), big clunk, rack failed. So the rack had to come out and be sent back to the supplier along with a set of very strong words. Stick with it, dear reader, I said it was a saga!

A week and a half later, rack duly returned and fitted next weekend. Once again, test while still on jacks, first turn of the wheel, big clunk, and once again the wrack failed. Already thin patience was like paper now as the rack had to come out again and be sent back to the supplier, along with threats and expletives to back up the strong words. Needless to say, they'd never had one like that before, sir.

Another week and a half later and back came a rack. It was duly installed in the car, and breath was duly held while it was tested. Well, it worked ok on one lock, but offered no assistance on the other. **SH\_T**! We decided to offer it all back up and complete the basic installation. We would drive it around the block a few times (no MoT, remember), and if it still wasn't working, then I'd drive it up to Derby and deliver the car for the rack's supplier to sort out. In fact, after a few miles there was a clunk, followed by a whooshing sound, and there was full power steering on both sides. At last. And at what cost, the poor mechanic having to fit, take out and refit these racks 3 times, not a small job. It turns out that the first replacement rack had a fundamental fault, but when returned by us to the supplier, they refurb'd it and sent it back to us, only for the same failure to occur. The third time was a different rack, but even they can't explain how the rack worked fine on one lock but offered no assistance on the other, until after a few miles it cleared itself. Strange. But its ok now, and the MoT was duly obtained.

**NEXT TIME:** Check your answers on the cause of the Riley breakdown!

# Llandow Sprint 2009 - Photos By Martin Emsley



# Llandow Sprint 2009 - Photos By Martin Emsley



# CASTLE COMBE TUITION & TRACK DAY

Saturday 15th August 2009

## Last remaining tickets available

At time of writing, I only have 10 of the 55 places left! I will be starting a reserve list soon, purely a first come – first served basis. So far, we have 21 plus Minis of all shapes & sizes. 6 Westfields (how common!) a couple of Imprezas, a few Fiestas, the odd Elise followed by, a 1800 Ti, SeXi, GTi, VI RS, TDi, GTO3 and a GTI to name just a few.



on

It looks like it's going to be a good summer, so dust off that helmet, polish up that car and visit [www.castlecombetrackday.org.uk](http://www.castlecombetrackday.org.uk) and download the regs & entry form. I have managed to keep the annual increase from the circuit to an absolute minimum this year, but there are ways to enjoy the day without burning a hole in your pocket.

I have received a number of entries from two drivers sharing one car (*download 1 entry form, main driver at the top, the other driver at the bottom – enclose 1 cheque for £119 or 2 for £58.50 each.*

I have also had entries of two drivers with two cars (*download 2 entry forms, driver 1 on 1st form, the other driver at the bottom if they also wish to drive – vice-versa on the 2nd form, and enclose 1 cheque for £119 or 2 for £58.50 each.*

Both scenarios give each driver 2 out of the 4 tickets out on the circuit and everyone still gets a day of fun. More credit crushing tips next months! That's all from me, final update in next months Backfire.

Tony Smith

0794 110 14 13

[entries@castlecombetrackday.org.uk](mailto:entries@castlecombetrackday.org.uk)

[www.castlecombetrackday.org.uk](http://www.castlecombetrackday.org.uk)

## EMCOS Stages Rally

### By Phil Turner

May the 23rd saw David and Lewis back at Down Ampney for the EMCOS rally,



I had spent some time repairing the car after the last few altercations' on the Get It Sideways Rally and with their new race suits felt confident that nothing would go wrong at scrutineering and I was right, we were through and ready to go.

After putting up the awning and having the traditional bacon butty it was time to start.

They had ten stages to complete and the first two went with no problems, the course was very dry and dusty so after the second stage we changed to dry tyres and that was as far as they got.

Half way through the third stage they approached a series of corners marked out in tyres and on a right hand bend David clipped a tractor tyre with his O/S/R wheel and the car rolled a full 360 degrees and back onto its wheels, I saw what happened from the service area so crossed the field to see if they were ok and if so encourage them to finish the stage, by the time I got there they were out the car and had that " what the hell happened" look on their faces.

Thankfully they were ok but the car wasn't, the windscreen was smashed and the battery had ripped out which surprised me plus the dash board disintegrated.

We later found out that the shell is twisted, the engine mountings tore away from the N/S and the N/S drive shaft had snapped so the shell has had it.

Anyone who has a 205 shell please let me know so we can get on and rebuild the car for the next event, how can I be so cheerful you might say!



Well I'm not but that's rallying.



**Bristol Pegasus Motor Club**  
**Tuition & Track Day**  
**Saturday August 15th 2009**  
**Castle Combe Motor Racing Circuit**  
**TICKETS ARE SELLING FAST!**  
**Book now to avoid disappointment.**  
**£119.00 for a day of fun.**  
**For full details and to download the**  
**regulations and entry form visit:**  
**[www.castlecombetrackday.org.uk](http://www.castlecombetrackday.org.uk)**

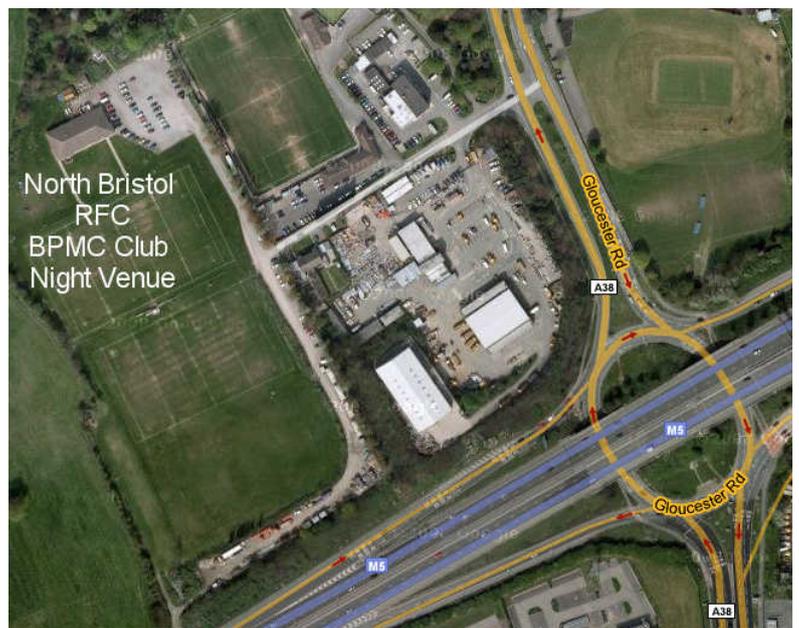
## Club Night - Directions

### North Bristol RFC - Almonsbury Bristol

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

Take 3rd exit.

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



## Mendip Classic Tour 2009

### Sunday 17th May 2009 - By Andy Moss



The 2009 Mendip Classic Tour was organised by the Classic and Historic Motor Club and Started just off junction 21 of the M5 on the outskirts of Weston Super Mare. Car number one and the oldest car in the event was the 1910 Talbot of Bristol Pegasus Club President Mike Manning, pictured with his car above. The Talbot led off a full entry of 150 cars, of all ages and types.

As usual the organisation of the event was excellent, with a carefully planned route that took in some excellent scenic roads. The first section took the cars via Worle then along the Weston Toll road towards the Birnbeck Pier. As well as directions the well prepared route book had interesting local information - we were told about Monks Hill, a steep hill with 90 degree bends and 1 in 4 inclines to the left of our route. This was used as an "unofficial" competitive hillclimb in the 1920s, with a marshal stopping traffic coming down the hill while timed runs commenced from the bottom - apparently the local lady magistrate once held FTD !

The route made it's way along the Weston Sea Front where we got to see the Grand Pier at the

start of its post fire rebuild, as well as the recently installed observation wheel which looked very impressive.

Unfortunately the one thing the organisers could not control was the weather, although I did begin to wonder when the heavy rain we had experienced on our way down the M5 stopped right on time for the start. The weather stayed reasonably dry through the first part of the morning but, as we headed through Cheddar Gorge, the wet weather had returned.

Sadly the rain continued for the lunch stop and what should have been a relaxed time spent wandering around the cars was cut somewhat short with most entrants choosing to head towards the Wells finish early when the rain refused to stop. Although it was brighter again by the time we reached the finish on the Green in front of Wells Cathedral, the rain was never far away with frequent heavy showers. The worst of these managed to arrive with perfect timing just in the middle of the awards presentation. The awards were presented by well known international rally navigator Pauline Gullick who had herself been out on the event. Pauline of course is well known to club members having given us a very entertaining talk at one of our club nights.

At excellent event, which is a credit to the team from the Classic and Historic Motor Club.



## Motorsport books for sale

Mike and Mary Winter have generously offered Kieron's collection of motorsport books to benefit the club's chosen charity – all proceeds from their sale will go to the Wiltshire Air Ambulance Appeal.

The collection comprises around 200 books (race and rally annuals, biographies, marque histories, etc) plus some videos and DVDs.

If you would like a list of available titles, please contact:

Pete Stowe – Tel: 01453 845318 or email: [pete.stowe@lineone.net](mailto:pete.stowe@lineone.net)

### *MEMBERS' ADS*

#### For Sale/Part Ownership

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

Whilst I would consider offers for an outright sale, I would be particularly interested to hear from anyone with a bit more mechanical ability than me who might be interested in making an offer for part ownership. If a garaging or storage facility was available then even better.

It has had very little use since I bought it in Sept 2006, although I did the Castle Combe track day in the rain last year. Very hairy!

Basic spec as follows:

Colour: Black with white wheels

Cat 1 alarm & immobiliser

MI16 1.9 Alloy block engine 60 BHP

Group N engine mounts

1.9 GTI front hubs

1.9 GTI front brakes

1.9 GTI driveshafts

ITG induction kit

1600cc gearbox (quicker acceleration)

New clutch (approx 500 miles ago)

1.9 GTI wheels, with toyo proxies & Uniroyal Rainsports (on rear)

Avo springs on front with torsion on rear adjusted to match

340mm seat Mountney suede wheel

Boos kit

OMS HTS drivers seat FIA approved

OMS RS PT passenger FIA approved

OMP HC733 FIA approved seat mounts

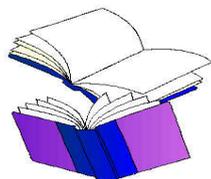
Sparco 4 point harnesses FIA approved  
OMP AB105 FIA approved cage, professionally installed  
Rear strut bar/Harness loop  
Roll cage padded  
Stripped interior

Photos of the car at last year's Castle Combe track day can be seen on the website.  
Please call me Clive Pinnell 01179827166.

## FOR SALE

Mazda MX5 Steel Wheels 4-Stud New Four £85  
185-60-14 Yokohama New Four £95  
Vauxhall 16" Alloys With Tyres Four £95  
Vauxhall Steel + 195-60-14 new £25  
Corsa Sports Door Mirrors Pair £35  
Corsa Rear Lamps Lexus Pair £35  
Mini Cosmic Alloys 5x10 Pair £45  
Andy Baverstock. Tewkesbury  
01684 299062 07952 202170

## Online Books, Videos, CDs, DVDs



Visit the bookshop section at  
[www.bristolpegasus.com](http://www.bristolpegasus.com)

The Amazon site sells books, videos, CDs, DVDs etc

The screenshot shows the website for the Bristol Pegasus Motor Club. The header includes the club's name and tagline 'Club Motorsport at its best'. The main content area is titled 'Latest Events News from the Bristol Pegasus Motor Club' and lists several events: 'Shell mit M2000', 'Navigation Exercise', 'Club Night Monday 9th March', 'Stratford Historic Rally Show', 'Club Night Monday 6th April', 'Production Car Trust', and 'The Wessex Sprint'. The right-hand sidebar contains a banner for Amazon charity shipping, a 'Club Membership Online' section with a PayPal logo, and a 'Photo/Video Gallery' link.

Why not visit our website  
[www.bristolpegasus.com](http://www.bristolpegasus.com)

**2009 CLUBMANS CHAMPIONSHIP  
UP TO & INCLUDING FEB NAV EX**

**Prepared by Chris Thompson**

<b>TOTAL POINTS SCORED</b>	<b>ENTRANT</b>	<b>POSITION</b>	<b>NUMBER OF EVENTS</b>	<b>ORGANISED OR MARSHALLED ?</b>
10.66	Matt Marples	1	2	No
8.07	Chris Goodchild	2	2	No
7.45	Andy Moss	3	2	No
5.38	Mark Astin	4	1	No
5.29	Paul Bird	5	1	No
4.75	Alan Dillamore	6	1	No
4.75	Ian Hall	6	1	No
3.50	Martin Baker	8	1	No
2.88	Martin Emsley	9	1	No
2.25	Lesley Hart	10	1	No
2.25	Bob Hart	10	1	No
1.63	Mark Davies	12	1	No
1.63	Andy Baverstock	12	1	No
1.00	Nick Wood	14	1	No
1.00	Alan Spencer	14	1	No

**2009 MARSHALS CHAMPIONSHIP  
UP TO & INCLUDING FEB NAV EX**

**Prepared by Chris Thompson**

<b>TOTAL POINTS SCORED</b>	<b>ENTRANT</b>	<b>POSITION</b>	<b>NUMBER OF EVENTS</b>
2	Dick Craddy	1	1



## The Chepstow Auto Challenge

### Saturday 20th June

Following the success of previous events we return to Chepstow for more of the same fun this year.

We will be using the Stables course in June for a more “clubby” event.

This time we will be running the event as an “All Forward Autotest”. It will follow a similar format to an Auto Solo but this allows us a bit more freedom in the layout of the course and opens it up to a wider variety of cars.

Rather than the strict Solo requirement for standard production road and kit cars, this time modified cars including rally cars and specials are welcome.

The event is about having fun with your car. The event will not be run as a memory test, there will not be complicated routes to remember. Routes will be marked and there will not be any reversing. We will be making use of a slope, making this an interesting and unusual venue for such an event.

Take a look at the club website, it has photos of previous years events.

**No helmet or special equipment required.**

Regs and an entry form can be downloaded from the club site:

[www.bristolpegasus.com](http://www.bristolpegasus.com)

Or alternatively obtained from:

Chris Thompson

15 Saxon Way

Bradley Stoke

Bristol

BS32 9AR

Tel - 01454 615604

E-mail – [cmtbristol@tiscali.co.uk](mailto:cmtbristol@tiscali.co.uk)

If you want to know more about the event then I am happy to answer your questions.

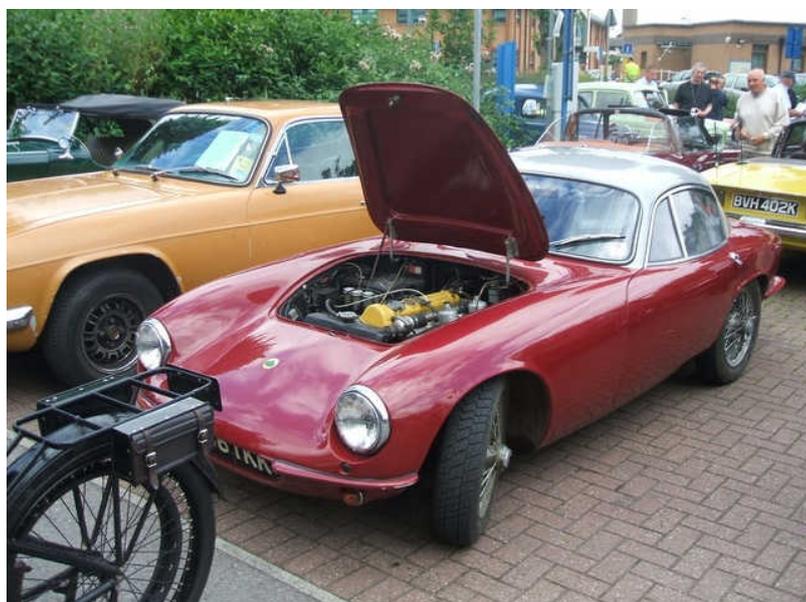


**Frenchay Village  
Museum  
Saturday 18th July  
2pm - 5pm  
Vintage Vehicle  
Extravaganza  
in conjunction  
with Frenchay  
Flower Show**



A static display of historic bicycles, motorcycles, and cars by members of local Classic Clubs, with Syd and Audrey Marks Bicycle collection, in the Car Park next to Frenchay Village Museum, Entrance 8 of Frenchay Hospital. Also this year, Vintage bus rides, and the launch of a book about the work of a technical artist.

Free Admission



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

**If you can help co-ordinate the club stand or have a car to display please contact Andy Moss on 0117 9041841 or e-mail [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk)**

## **Fantasy Formula 1 - Results**

**We have had a slight delay in preparing the Fantasy formula 1 results due to a few computer problems - we expect to have results on the club website and in the next Backfire - Sorry for the delay**

# Bristol Classic Car Show 2009 - Photos By Andy Moss



**YOU REALLY SHOULD BE PART OF THE ACTION**



**2009 DAVID APPLEBY ENGINEERING  
AZINGHUR STAGES RALLY**

the date for your diary is

**SATURDAY 11<sup>th</sup> JULY 2009**

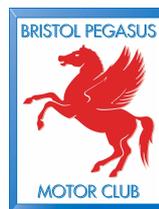
2008 Winners Paul Kirtley and David Jones



Photo courtesy TONYLARGE.NET

- 60+ miles of superbly competitive stages
- Without doubt the smoothest sealed surface stage rally in the South West (if not England)
- **£185 entry fee** (same as last year)
- 100 entries available - 80 on first come first served basis
- A round of 3 regional championships
- This event **WILL** run provided we receive a suitably competitive entry. So enter early to ensure this happens.
- Full details on web site or copies of Regulations available mid May from the Entries Secretary:
  - **Cathy Dyer Tel: 01225 - 867475**

[www.bathmotorclub.co.uk](http://www.bathmotorclub.co.uk)



**All Classic Enthusiasts (A.C.E.) Booking Form**  
**Jointly organized by Bristol Pegasus Motor Club**

**The 2009 Classic Vehicle Charity Tour – SUNDAY JUNE 14TH**

This year, we take in the wonderful Gloucestershire countryside, as well as the Forest of Dean. As always, the route is designed to take in places of interest that we're sure you'll 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 'Nicola Corry Support Foundation', 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.**

<b>Entrant/Driver Name:</b>
<b>Address:</b>
<b>Post Code:</b>
<b>Email address:</b>
<b>Contact Telephone Number:</b>
<b>Passenger Name(s):</b>
<b>Vehicle Make/Model:</b>
<b>Vehicle Registration Number:</b>

**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: -  
Mr A Joiner, 17 Badminton, Penn Drive, Frenchay, Bristol. BS16 1NJ Tel: 0117 956 4954  
(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.	<input type="checkbox"/>
--	--------------------------

# ***Prima Motorsport***

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Tel: 01202 661034 Fax: 01202 661078

[www.primamotorsport.com](http://www.primamotorsport.com)

[sales@primamotorsport.com](mailto:sales@primamotorsport.com)

## **These are discounted prices for members**

### **TITON FIA Approved Rally / Race Harnesses**

Manufactured here in Poole by Prima

3" Shoulder and 3" Lap straps

Available in Red Blue or Black

4 Point £86.00

5 Point £90.00

6 Point £95.00



### **Prima Motorsport Seats**

We can supply a full range of FIA homologated seats, in GRP, Kevlar and Carbon starting from only £224



### **STILO Helmets & HANS**

We sell the entire range of Stilo helmets for Rally/ Race use. Please call for your requirements, and obtain a quote. HANS devices available from £585.



### **Tarpaulins / Ground Sheets**

Woven Polypropylene Laminated c/w Stitched edges and Eye Holes

3.6mtr x 5.4mtr £7.50

4.5mtr x 6mtr £10.00

5.4mtr x 7mtr £14.00

### **Car Tie Downs / Trailer Straps / Tow Strap**

Ratchet Tie Downs c/w Soft Chokers

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

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

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

*ALL PRICES INC VAT @ 15%*

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

*GOOD LUCK TO ALL COMPETITORS*

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



# e-Wheels

e-Wheels May 2009

[allan.dean.lewis@msauk.org](mailto:allan.dean.lewis@msauk.org)

## **Robinson reviews karting**

The MSA has appointed George Robinson to undertake a complete review of UK karting and to make recommendations for the future of the sport.

Robinson's brief will be to consider karting throughout the UK and formulate proposals to ensure that the sport continues to deliver and develop in the future. It is anticipated that his initial recommendations will be made to the Motor Sports Council by the end of 2009.

The three central considerations will be:

- The MSA's governance and regulation of karting – to create a more timely and efficient system of governance for the sport
- The structure and quantity of karting championships and defined classes, with a view to introducing a clear structure of progression from entry at club level through to CIK level
- The cost of karting at entry level and proposals to reduce the cost of competition in order to bring more people into the sport.

"For a number of reasons, it is clear that we have not got very far in trying to restructure karting from within," said Colin Hilton, MSA Chief Executive, "so we have gone outside the existing system to get an objective view of the way forward. George Robinson is hugely experienced and highly respected and he was the logical choice to undertake this review. It is vital to the future of the sport that we get this right, so we will take our time to address all the issues and will not be implementing anything before 2012 at the earliest."

Robinson brings a wealth of experience to the project, having been involved in karting for 40 years as a competitor, circuit operator, driver trainer and engine builder. He runs a successful engineering company.

"It is a fairly sweeping statement to talk about the restructure of karting but it's vital for the future health and well being of the sport," Robinson confirmed. "I am delighted that the MSA has asked me to lead this project but it will not be a solo task. I will draw on the valuable knowledge and intellect of many people in the sport and I very much hope that they will support me in this important role."

### **Apprenticeships – more**

As mentioned in e-Wheels April 2009, the MSA Advanced Apprenticeship in Sporting Excellence (AASE) was launched recently to identify the first intake of 50 drivers and co-drivers aged between 16 and 24 years who have demonstrated the potential to progress to the Elite level of the sport. Applications are still invited.

The AASE in Motor Sport is funded by the Learning and Skills Council and similar programmes are well established in many other sports.

For further information, including minimum performance criteria, an e-leaflet is available at [www.msauk.org/aase](http://www.msauk.org/aase).

### **GoMotorsport – corrections**

In the story about GoMotorsport.net in e-Wheels April 2009, we included some out of date information for which we apologise.

The person coordinating Go Motorsport is not Alex Birley but Tom Campbell. If you have any questions about Go Motorsport, Tom can be contacted at MPA Creative, telephone 01372 414120.

If your club is not listed on [www.GoMotorsport.net](http://www.GoMotorsport.net) (as all clubs should be) a club official should complete the questionnaire, which can be downloaded from [http://files.e2ma.net/2971/assets/docs/go\\_motorsport\\_questionnaire\\_2009.xls](http://files.e2ma.net/2971/assets/docs/go_motorsport_questionnaire_2009.xls) (not the link stated previously).

Return questionnaires by email to [info@GoMotorsport.net](mailto:info@GoMotorsport.net) or by post to Ben Taylor at Motor Sports House.

### **General driving behaviour**

e-Wheels April 2009 included a reminder to all concerned about the Code of Conduct which the MSA has brought out. One or two clubs used the opportunity to remind their members through their own magazines that everyone involved in the sport acts as an ambassador for the sport in whatever they do – not just on-track or off-road activity.

This is particularly true of clubs who have a clubhouse or regularly use the same premises (often in residential areas) for meetings – for whom the importance of being accepted by their local community is of prime importance.

Of course, this also extends to club events, where proper driving manners and behaviour when using local roads helps to give a positive public image of responsible motor sport.

## The real Allan Dean-Lewis

It appears there are some incorrect email addresses for me floating about. For clarification, my correct email address is (and always has been) [adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)

### Extract from MSA SCRUTINEERS E-BULLETIN #42

#### *Cross Country Fire Extinguishers*

We have had a lot of queries in the last couple of weeks regarding fire extinguishers for Cross Country vehicles, and in particular 2009 MSA Competitors' and Officials' Yearbook regulation F 301. To clarify, where the regulation states, "not plumbed in", this indicates that a 1.75-litre hand-held fire extinguisher is acceptable. This interpretation is helped by looking back to the 2007 yearbook, which is a little bit clearer, and to our awareness there has not been a regulation change in the meantime that would require anything more than this.



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**TRIPAC**  
Tripac fan  
6.5 inch dia **£49.95** (inc VAT)  
9 inch dia **£58.70** (inc VAT)



**Samco blue race part hoses**. All in stock  
Samco Elbow E90.38 (38mm 90 elbow)  
**£13.49** (inc VAT)



**Mocal Laminova Oil/Water intercooler**  
from **£180.65** (inc VAT)



**Mocal oil coolers**  
13 row **£71.67** (inc VAT)  
16 row **£84.90** (inc VAT)



**Aluminium Hose joiners**  
specially made all sizes in stock  
Hose joiner  
32mm dia by 76mm  
**£9.50** (inc VAT)



Call the team for free friendly technical advice, to place an order or request a free catalogue

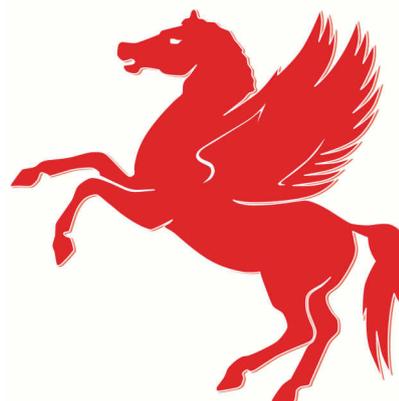
Visit our Shop & Goodridge technical workshop at the Castle Combe Circuit, Wiltshire, open Mon-Sat

Buy from our online store. See the full extensive range at [www.merlinmotorsport.co.uk](http://www.merlinmotorsport.co.uk)

# Bristol Pegasus

# Motor Club

## Club Motorsport at its Best



## EVENTS FOR JUNE 2009

### Monday 8th June – Club Night

#### Bring Your Car !

Bring your pride and joy to Club Night. We have a large secure car park in view of our meeting room so why not bring your interesting or competition car along? Hopefully we will have an interesting display to view over a pint. North Bristol Rugby Club from 8.30pm.

### Sunday 14th June - ACE Classic Tour

Aimed at Classic cars, most interesting cars are welcome, be they Classic, Competition or Sports. Even if you still don't have anything suitable to join in, why not come along to the start at BAWA from 10am or the finish pub, The Anchor Inn at Oldbury-on-Severn, to have a look at the cars from around 4pm. The event this year is raising money for cancer charity the Nicola Corry Support Foundation.

### Saturday 20th June - Chepstow Auto Challenge

#### This event is about having fun with your car

The event will not be run as a memory test, there will not be complicated routes to remember and there will not be any reversing. We will be making use of a slope, making this an interesting and unusual venue for such an event.

**No helmet or special equipment required**

### Monday 22nd June – Treasure Hunt

Martin Baker's "Midsummer Madness Again" treasure hunt on 22nd June will start from the car park at Warmley Station (172 / 671 735 1/2) at 1930. The route will be along some of the interesting highways and byways of South Gloucestershire and North Somerset and will finish in or near Chew Valley Lake.

**A special date for your diary Next Month ....**

### Monday 13th July - Club Night Bristol Hot Rods

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

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