

Backfire

June 2011



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

Cover: Club member Peter Rigby in the Ocella at the Llandow Trackday

2011 BPMC Events Calendar

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

Month	Date	Day	Event	Venue
Jun	13th	Mon	Club Night	The Parkway, Stoke Gifford
Jun	19th	Sun	Autotest / Gymkhana	Tidenham, Near Chepstow
Jun	20th	Mon	Treasure Hunt	The Brassmill, Keynsham, BS31 2UG
Jul	4th	Mon	Independence Day Touring Assembly	Start from the Parkway
Jul	9th	Sat	Drag Racing Weekend	Shakespeare County Raceway
Jul	11th	Mon	Club Night	The Parkway, Stoke Gifford
Jul	18th	Mon	Treasure Hunt	Announced in time for the event
Aug	6th	Sat	BPMC/MGCC Sprint	Castle Combe
Aug	7th	Sun	Treasure Hunt	Announced in time for the event
Aug	8th	Mon	Club Night	The Parkway, Stoke Gifford
Aug	21st	Sun	Mendip PCT	Chew Stoke (MGCC Invited Event)
Aug	29th	Mon	Late August Sprint	Llandow Circuit - Cancelled
Sep	4th	Sun	Autotest / Autosolo	Chepstow Race Course
Sep	12th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	10th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	15th	Sat	Pegasus Sprint	Castle Combe
Oct	16th	Sun	Kimber Trial	Chew Stoke (MGCC Invited Event)
Oct	28th	Fri	Navigation Scatter	Announced in time for the event
Nov	14th	Mon	Club Night	The Parkway, Stoke Gifford
Nov	17th	Thu	Karting	Announced in time for the event
Nov	25th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	12th	Mon	AGM & Buffet	The Parkway, Stoke Gifford
Dec	28th	Wed	Xmas Noggin & Natter	Announced in time for the event

Deadline for Next Backfire: 1st July

As always, we are looking for contributions for Backfire

Editor: Cherry Robinson. By post: Rustling Elms, Half Acre Lane, Whitchurch, Bristol, BS14 0JJ. By email: backfire@bristolpegasus.com

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

Website WWW.BRISTOLPEGASUS.COM

Monday 13th June - Club Night

Bring Your Car, Show & Tell

Our new venue has a large smooth car park so why not bring your interesting or competition car along? **Show** off your pride and joy whilst **telling** a friend/work colleague/relative all about our club & events. We hope to have an interesting display to view over a pint. The Parkway from 8.30pm.



Sunday June 19th - Auto Gymkhana

Club member Steve Dummett has very kindly leant us a field for a fun / social event. Most vehicles eligible, for some challenging and not so challenging 'tests' on grass. We also have loan of a BBQ for lunch time so bring the family, some food, sling it on the barbi and enjoy a bit of socialising as well. The venue is Sheepcot Farm, Miss Graces Lane, Tidenham Chase, Chepstow NP16 7JR M/R 172/549997 and will be arrowed from main road. We need some non-competing volunteers to help run the day. For further details or any questions please contact Martin Emsley 01454 250067.

Monday June 20th - The Summer Solstice Treasure Hunt



OK, so the solstice this year is actually on 21st but it's close enough !

John & Liz Corfield will be running this Treasure Hunt and have decided to use the area South of Bristol between Bath and Chew Valley Lake. The start and finish will The Brassmill, Keynsham (Avon Mill Lane, Bristol, BS31 2UG). As usual we'll aim to start at 7:30 but we'll stay in the car park for 20 minutes in case anyone

arrives later. The hunt, as drafted so far, is 25 miles giving a nominal finish time of 10:30 but we might cut that back nearer to 20 miles to cater for those who have a distance to travel to get home and then have to get up for work next day :-)

Contact John Corfield, 07717677271, john_e_f_corfield@hotmail.com if you have questions.

Monday July 4th - Independence Day Touring Assembly

Start 1915 from the Parkway Tavern, Stoke Gifford and travel in convoy to the Griffin to collect the Bristol Hotrods. We will be finishing at the Bookbarn Hallatrow where we will display our cars. We can browse for books and refreshments will be provided. Contact Martin Emsley 07891639513 or Nick Wood 07786936941 for further details or to add your name to the list.

Saturday July 9th - Drag Racing Shakespeare County Raceway

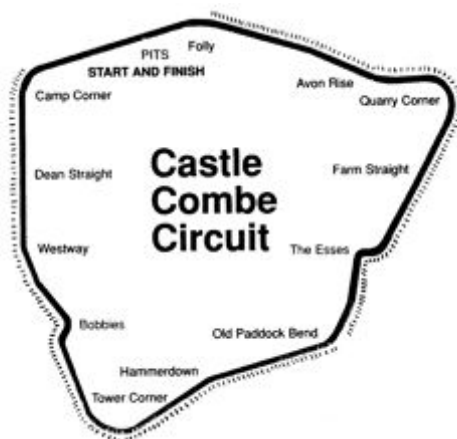
Come along to 'Run Wot Ya Brung'. We have been invited to take part in another RWYB. Sadly it will only be for the one day. We can camp on the Friday night if you don't wish to drive up Saturday morning. Ring Nick 07786936941 if you would like to come.

Saturday August 6th - The Castle Combe Wessex Sprint

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

Full Lap Format with 2 Practice and 2 Timed Runs

Regulations available from the club website or enclosed with your Backfire



Invitations

Saturday/Sunday 25th/26th June - Dick Mayo Castle Combe Sprint & Bristol Motor Club Centenary Celebrations

As many of you will be aware Bristol Motor Club are celebrating their Centenary this year with a two day event at Castle Combe. As well as our usual invitation to the Dick Mayo Sprint on Saturday the 25th, Pegasus members have kindly been invited to attend the Sunday centenary event which will feature on-track demonstrations of vehicles with a motorsport heritage from the clubs inception in 1911 to the centenary year of 2011.

If you have a historic vehicle there is the opportunity for your vehicle to be displayed with similar aged/style vehicles in the paddock and you also will be able to demonstrate the vehicle on track as part of parade of cars from each decade on track together. There will also be a “historically interesting” class as part of the sprint and competitors can enjoy the evening celebrations camping overnight at the circuit before the centenary event on Sunday.

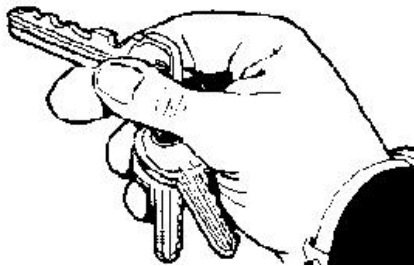
For more information contact Paul Monis on 01179 572051 or e-mail pmonis@hotmail.com

Sunday 26th June

The Chipping Sodbury Classic Run

Open to all pre 1985 cars, motorbikes and light commercial vehicles. Organised by the Rotary Club of Chipping Sodbury. Contact Mark Benstock 01454 311712 e-mail rotary.classic.run@hotmail.co.uk





CHAIRMAN'S CHAT

By Andy Moss

As most of you will know by now, this month we had to make the decision to cancel the Bristol Llandow Sprint. This would have been 10th running of the event organised by ourselves and Bristol Motor Club, and it has been well supported and enjoyed by members of both clubs in the past. In recent years we have not had any large one make championships to help boost the numbers, however we must admit to being surprised how much the numbers dropped off this year - perhaps the current economic situation did not help us, along with some entrants not renewing their licenses with no Colerne to encourage them out. Whilst both clubs were willing to cover a small loss on the event we were too far way from the minimum entry for the event to go ahead.

Having already paid a deposit on the hire of the circuit and to run an event for those who were looking forward to a bank holiday monday trip to South Wales, it was decided we would run a track day at the circuit. This of course is a much lower cost event to run. As



always the circuit themselves were great in helping to set this up at very short notice, and despite only having two weeks to advertise and organise, we managed to lay on a very enjoyable day, which went at least a little way to making up for the disappointment of the Sprint.

Left Andy in Westfield at Llandow Photo Alan Dilamore

Our attention now turns to Castle Combe, the regs for the Wessex Sprint on August the 6th are now out and entries are starting to come in - this promises to be an excellent event with two practice and two timed runs over almost a full lap of the circuit. If you do not intend to enter please mark the date on your calendar and come along to help marshal - as always it takes a lot to run a sprint and we really do need **your** help. Planning is also well under way for the Pegasus in October, with a few changes planned for this year this looks like it is going to be another exciting event. Finally don't forget we also have an invite to the Bristol Motor Club Dick Mayo Sprint on June the 25th and again it would be great if those not competing could come along and help with marshalling - contact Chief Marshal [Tony Shearman](mailto:Tony_Shearman@btinternet.com) sheart600@btinternet.com or telephone him on 01980 622078 or 07990 736870.

This month also saw the first Treasure hunt of the Summer, Bob Bull did an excellent job of organising, and it was nice to see John and Peggy Puzey win on their first event - well done !

I had a very enjoyable day out on the ACE Classic Tour. We had been away for a few days before the event and had enjoyed some lovely weather, so it was a bit of a shock to check the weather forecast and see heavy rain forecast for the Sunday. I had planned to do the event in the Rover with Nick Wood navigating and Liz had teamed up with Cherry in the Westfield. The wet weather meant we decided to all go in the Rover, but this plan also changed on the morning of the event, when it was clear it was not running properly. I had done a lot of work on the car to replace the engine side plate, and although I only had time to give it a short test run before we went away, all seemed fine. So myself and Nick ended up doing the event in the Marlin, while Liz and Cherry used Liz's Peugeot. There was a good turn out of club members which was really nice to see - check out the photos and report later in Backfire.

Looking forward, we are encouraging members to bring their cars to our June Club night - our new venue has a good sized car park and it should be fun to have a drink and look around the cars.

Things are also coming together nicely for the Gymkhana event at Chepstow later in the month, Martin Emsley has a good event lined up and already has a pleasing number of entries - Any car is suitable. We could also do with a few more people to help in running the event on the day, contact Martin if you would like to come along. If you have not done an event like this before there will be a mix of tests some serious, some a bit more light hearted, but all a lot of fun and with an entry fee of just £5 you won't find a better value motorsport event anywhere !

The day after this we have our Midsummer Treasure Hunt - John and Liz Corfield are organising the event which will feature a route to Chew Valley Lake and a good social at the end.

Finally at the start of July, there is the "Independance Day" Touring Assembly which will feature a route from the Parkway to the Book Barn, where entrants can browse the huge

selection of books and enjoy refreshments in the cafe.



The next weekend there is the chance to go Drag Racing - an ideal opportunity to find out how quickly your car will do a standing 1/4 mile - we all enjoyed it last year and it is excellent value for money, at just £20 per car for as many runs as you can fit in plus £12 admission to the venue.

Above : Nick Wood in Mazda at last years Drag Racing Day

Club Night Directions: The Parkway

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

Directions from the M5:

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

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

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

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

At roundabout take the 3rd exit onto Hatchet Road.

At roundabout take the 2nd exit onto Hatchet Road.

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

Directions from the M4:

Leave M4 at junction 19 (signposted M32).

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

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

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

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

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

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



Bristol Pegasus
Motor Club

Club Motorsport at its best



Bristol Pegasus Motor Club

Gaga Spun Em Shakey

Gymkhana

Sunday 19th June 2011

**Sheepcot Farm
Tiddenham Chase
Chepstow**

Bristol Pegasus MC
Clubmans Championship 2011



Regulations available on website or from Martin 07891639513

ESCURSIONI

By Martin Emsley

Really hoping we are going to get a good turnout for the Gymkhana, the organisation is coming together and it could be a lot of fun, need to order up some good weather now. Not had much of a response yet, how about competing or coming to help out, many hands etc! It will be most disappointing if we either get a small entry or the majority of competitors are not current club members! Come on give me a call now.



Well the search is over, firstly spent a lot of time pondering whether to get another 'fun' car and then what to get. After a lot of research and narrowing down the options settled upon a Mk1 Mazda MX5 1600. There were times when I almost gave up, there are some most strange folk about; I ask a lot of questions before I go see a car. A known 'trouble area' on the MX5 is rear sill and rear arches being prone to tin worm.

Imagine my shock after asking about one car and being told that it had great bodywork, no rust etc, to turn up and find most of the N/S arch missing! I received glowing description of a car in Cardiff, first to see will buy, all the standard extras etc, travelled over the bridge, the place did not look good, then someone else turned up to see the same car, which was locked away! Here we go the old play off stunt. When the guy turned up and made a big thing about driving it out, I was almost wetting myself laughing, it was a basic model, no extras, almost every panel a different shade of red, both sills rusty, very tired so I just walked back to the Zafira, cross because of another waste of time and fuel. Another was all sorted for an early morning visit to Dorset. Mal was ready for an early start, money in pocket, Insurance just needing a call to activate, spoke to the vendor night before, all ok. Up at 5.30 and just set off, about mile down the road mobile buzzed; text message, seller had decided that he was going to keep the car after all, at least it was not a wasted journey. Finally Yeovil came up trumps on the day of the Royal Wedding. A good trip, honest enough car, right spec, friendly seller. Something usable but in need of a bit of work so we bought it. Drove home with top down and just loved it. This is my first sports car; the TR7 does not count and first convertible. It is so comfortable and practical just want to use it as much as we can.

A week later off we toddled to Scotland; Paisley on the outskirts of Glasgow to be precise for a friends wedding. Nice drive up, stopping at a pub; The Gateway, on the edge of the Lake District for a very relaxed lunch, and of course various coffee stops. After crossing the border we were 'buzzed' by not one but two Tornados on training flights, fairly low level we guessed

it was a warning they did not want us in Scotland! I also surmised with the Defence cutbacks they were probably quite a large percentage of our total fleet. Stopped at a services and were amazed at the ducks which were enjoying the puddles in the car park, apparently avoiding the cars, or was it the other way round, oh and they did not eat polo mints. Walked into the services and was like entering an Indian restaurant, both the aroma and people. Turned out they were all on a coach trip, guess they had bought their own food as I have never seen services food look so appetising. Surprised again when we arrived at our hotel, it was one I had been past and admired when in East Kilbride on business, you pass it to get to the airport. Very pleasant it was too, as was the wedding which went very well and it turned out the brides brother owns a '71 Mustang and knows some of the folk I know down here from my Mustang days. Also turned out we are both indentured toolmakers, small world 'aint it?



We stayed for an extra day to have a look around, motored to Loch Lomond and Inverary, would probably have been nice except for the rain! Still a pleasant drive and we saw the Rest and be Thankful hillclimb! From the main road. We did not drive it or set a time though the glen was pretty spectacular.



The old Rest and Be Thankful road, a defunct hillclimbing course, winds its way up from the floor of Glen Croe, Argyll to the pass west of Ben Arthur – aka the Cobbler. Ascending it was an exhausting effort for the early automobiles, horses and drovers alike, hence its name.

The first known use of the road for a hillclimb was in 1906. The event used to run as a National counter in the British Hill Climb Championship. In 1952

Motor Sport described the course: "The three danger spots on this course which is 1,425 yards long, and rises over 400 feet, are Stone Bridge, Cobblers Corner and the hairpin bend at the finish and of course there is always the occasional sheep that has to be driven off the road." The current road, the A83, opened in 1941, and follows the edge of Glen Croe, way above the old road.

Interestingly from there we got back towards Loch Lomond, saw signs for a 'designer outlet! Imagine my surprise at the imposing building instead of modern industrial units. Even more surprised when we got inside and found it to be the old Argyll cars factory. Well it is only the frontage; the offices turned into outlet shops, the factory behind gone to make way for houses.

Argyll Motors

Ambitious Scottish motor manufacturer of the early 20th century

Argyll was a Scottish motor car marque manufactured from 1899 to 1932, and again from 1976 to around 1990.

The original Argyll marque.

Alex Govan founded The Hozier Engineering Company in 1899, and it was at this factory that the first *Argyll Voiturette* was produced; copied from the contemporary Renault, it featured a 2¾ hp De Dion engine and shaft-drive. 1901 models had an upgraded engine of 5 hp; cars made in 1902 were upgraded even further, using 8 hp units. Soon there appeared a 10 hp twin with radiator tubes forming the sides of the hood; in 1904 the company introduced a range of front-radiated Aster-engined cars. One



of these was a 10 hp of 1985 cc; others were fours of 3054 cc, 3686 cc, and 4849 cc. All cars featured Govan's rather awkward gearbox, which had a T-shaped gate and separate reverse and change-speed levers. Argyll had now become Scotland's biggest marque and soon moved from its premises in Bridgeton, Glasgow to a grand terracotta factory in the suburb of Alexandria built for the company by now named Argyll Motors Ltd. This factory was never used to capacity, and the company began to decline after Govan's death in 1907 and, went into liquidation in 1908.

Production restarted in 1910, under a company now named Argyll Ltd., with a new range of cars including the famed "Flying Fifteen", and a six-cylinder model. The 12/14 was widely sold as a taxi even being exported to New York. Four-wheel brakes designed by J.M. Rubury of Argylland patented on 18 March 1910 by Henri Perrot and John Meredith Rubury (Patent number 6807) were available from 1911 on, and in 1912 the single Sleeve valve engine designed by company director Baillie P. Burt and J. P. McCollum began production; the entire range featured Burt-McCollum engines by 1914. Argyll changed hands in 1914 and the Alexandria factory was sold to the Royal Navy for torpedo production. Car production was resumed on a small scale in the original Bridgeton works under the control of John Brimlow who had previously run the repair department. The first product from the new company was a revival of the pre-war 15.9 hp model, now with electric starter but few were sold. In 1922 it was joined by a 1½-litre sleeve valve model and in 1926 by the 12/40 sports. The company made a final appearance at the London Motor Show in 1927 and the last cars were probably made in 1928 though still advertised until Argyll closed in 1932.



The Factory
Following the closure of the Argyll factory in June 1914, it was taken over by Armstrong Whitworth in October of the same year for the production of munitions. It was later taken over by the Ministry of Munitions in 1916 and was locally known as the "Gun Works". No guns were made, however, only shells. On the cessation of hostilities in November 1918, the factory closed and remained empty until 1926. In 1926 a company known as Scottish Amalgamated Silks took over the factory. The company had two mills in England and intended to produce artificial silk in Alexandria.

However, only a nucleus of staff was actually employed and early in 1929, after complaints, the company's books were seized and the business was closed down. Some of the Directors were arrested and found guilty of fraud. Once again the factory remained empty until 1935, when the Admiralty took it over for the production of torpedoes. Thus it became known as the "Torpedo Factory" - to give it its full name, the Royal Navy Torpedo Factory (RNTF). The factory produced torpedoes throughout the Second World War and up to the 1950's, the Korean War and the Suez crisis. During the 1960's the RNTF participated in a hush-hush project in connection with the "Chevelaine" underwater weapon. Work on this project was just completed when the Government closed the factory down and transferred all work to Weymouth. The closure took place in 1969.

The Plessey Electronic Company were the next company to take the factory over in 1970, lured into the area by Government grants. Plessey took over all the assets of the factory. They planned to make traffic control equipment, to take advantage of the expected expansion of the motorway network in the U.K. In May 1970 Plessey had begun to employ about 30 people. By August the same year the number had risen to 200. However, within weeks of employing these people the security of their positions was not evident. The company had begun dismantling machines and the workers discovered that visitors to the factory had indeed been machine buyers. Their stay in Alexandria was short and unhappy. They pulled out within twenty-four months, but not before the workforce had staged a stubborn "sit in" unsuccessfully trying to prevent the closure of the factory and the transfer of the work down south. After the departure of Plessey a number of small companies set up in various parts of the factory, which became known as the Alexandria Industrial Estate. The majority failed but a few prospered. The unused factory was eventually sold to a London-based company who did nothing to maintain the fabric of this "listed building".

After many years of deterioration, detailed planning consent was given for redevelopment as a shopping centre for fashion and other goods to be sold at prices 40% to 60% below those in the high street. The new centre, known as Loch Lomond Factory Outlets, was opened in the Spring of 1997. A plaque marking its official opening was unveiled by H R H The Princess Royal in August 1998. Over twenty shops are now provided, with a substantial food court area, crèche and play scheme. A Motoring Heritage Centre is also included, where models of Argyll cars are on view. 'The original frontage of the building - and the majestic marble staircase - have been restored to their former beauty. The cost of the new centre was around £6 million - compared with the original cost of £250,000.

As we travelled home I noted, since 'repair' that the Zafira was a much more pleasant vehicle to drive, it is noticeably more frugal but it only managed 35mpg over the 900miles. Alison was glad we did not take the MX5, but before that goes any distance I need to change the cam belt, service it etc, and I notice the Zafira needs some new rear tyres soon, and I have just replaced the bottom arm on Charlie's Matiz; funny that we went over a speed hump and the front suspension started making an awful noise. When I stripped the old unit it was dried out, corroded but we surmise the bump broke the cup as prior to that there was no indication of a problem previously. Then Pip wants me to start looking soon for her car ready for October, oh joy.

Finally followed a new Megane today and couldn't help but wonder at the small size rear window! We had bigger viewing ports on tanks during the second world war, and their must be some pretty major blind spots. Did not seem sensible or stylish to me. Don't tell me.....I'm getting old.



Great visibility in an Argyll car but again the restricted rear view!!!!!!

Saturday July 9th

Run What Ya Brung

Drag Racing for BPMC

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

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



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

General raceway admission for Public Track Day RWYBs is £12 per person or £22 for a weekend pass. Track fee is £20 per day for unlimited runs.

So a single driver can enjoy a day on track for just £32 a real bargain.

If you would like to make a weekend of it, you don't need a motorhome! There are excellent camping facilities or plenty of B&Bs nearby for those that want some comfort.

This year we will be running on the Saturday and many club members are planning to stay overnight and have a social on Friday to be ready to run first thing on Saturday.



Please note Sunday will be a Mini club only day so we can only run on Saturday this year.

Club member Chris Hartnell and Backdraft (left) will also be there for you to watch and aspire to.

Contact Nick 01275 833098 for more information or to add your name to the growing list.

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

Spitfire

By Martin Emsley

Incredible.....with my 50th coming up in September and in the midst of a major middle age crisis, the question for me was 'what did I really want to do to celebrate?'

It took me mere milli-seconds to come up with a totally impossible dream. I wanted to fly behind a Rolls-Royce Merlin engine!

Began to look into it and there seemed to be possibilities / options;

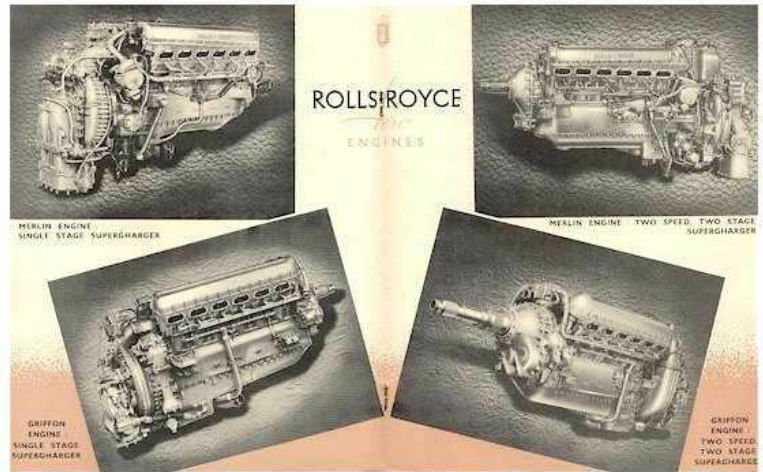
Go to Florida and fly in one of Stallion's P51 Mustangs or Caroline Grace's 2 seat spitfire.

I also found out there are six two-seater spitfires in the UK but none available for commercial flights. The waiting list on the Grace spitfire was around 5-6 years, possible but.....

So it looked like Florida, until.....

Talking to a friend another opportunity presented itself, it took a bit of putting together.

Then on a 'windy' but pleasant May evening we pitched up at the airfield. I think it was at the point of seeing the airplane that the realisation struck.....this was really going to happen. Pockets emptied and parachute fitted, I received safety briefing including how to exit and use parachute! Scary! Then was strapped into rear cockpit and received further briefing on controls. In the calm sitting there looking up the nose I was totally overawed,



Martin Emsley

Spitfire Pilot

Photo by Andy Moss

And when the engine burst into raucous life, warmed through, chocks away and then rolling towards runway. No forward visibility but with canopy back surprisingly good side view. Certainly would not of seen anything dead ahead without skewing. Lined up on tarmac runway and engine gunned for power check, pilot did final control check and we were rolling, pilot working quite hard on pedals. Not a tremendous thump in the back just very rapid acceleration, in a short time tail wheel off, aircraft level and we left the ground.

A climb out and gently cruise, I 'felt' the controls, was a bit of a roller coaster due to wind buffeting. I was just amazed at the balance and lightness of stick controls. So much so that my first attempts at maneuvers were clumsy and over-corrected which did not make for a very comfortable ride. Though it was incredible banking to left and to right A short cruise then I was told to put the stick hard over to left. Yes I completed the victory roll, 'not bad for first attempt' Though I confess it was very disorientating and my pilot had to take over while I collected myself and stomach together. When I took over again did some engine handling, so sweet and responsive though not a huge sensation of going faster.

My pilot suggested a touch and go that he completed, it was thrilling, followed by another short climb and look about before turning to fly along runway before making approach for landing. And what a great landing., barely a bounce but could not have been easy due to wind. Canopy back and the roll back to hard standing in front of hanger. I was truly overcome and totally incredulous, could barely control myself.

When we stopped I had to sit quietly in the cockpit a while before climbing out simply to let the experience sink in some. It was over so quickly, so many sensations I could barely take it in. There then followed a great opportunity for more photos before the beautiful aircraft was pushed back into the hanger to slumber before its' next adventure.



What a truly incredible experience, and one I am so grateful to a lot of people for making it happen. I cannot deny feeling more than a bit queasy at times during the flight. But I would not have missed it for the world. I am an extremely lucky man, everything came together at one time. Yes it was 4 months before my birthday but the opportunity had to be taken while it existed.

Can you believe I actually rolled something without smashing it up???

Spitfire



Photos by Andy Moss & Alison Emsley

A.C.E. Tour 2011

By Martin Emsley

After a couple of lovely days the 5th of June dawned to steady rain, typical. This put paid to a lot of peoples plans; there were certainly a number of people who were not prepared to take their classic out in it. However for those who did make the effort it was a most enjoyable and fun day. Once again BPMC members were out in force to support this event, but not all in their planned vehicles! Nick wanted to give his Westfield a blast but with no weather protection decided to put it in Andy's garage and join him in the Rover, that was probably a good move, some of the puddles en-route would have swamped it and the rain drowned them. It was a good plan until the Rover decided it did not want to play and began misfiring on the way to the venue. This necessitated yet another crazy car swap, good job Andy has a fleet, and saw Nick & Andy arrive at the start in the Marlin, Liz and Cherry in the more modern Peugeot; it is rumoured they did not get their top off all day, the car not the girls!



Interesting point, someone commented at the start about my ability to lower the tone of Backfire and get pictures of 'ladies' in it. So back to the plot; John Puzey arrived in his Fiat Barchetta, whilst Alan Dillamore chose Volvo barge over Stratos, again probably a good decision, also Martin in the 240Z. Finally Mal and I ventured forth in the Eunox Roadster and I have to say thank goodness for ease of erection..... the hood, as it was up and down between showers

more times thananswers on a postcard please.

Very nice to find, under a tree, a dry area with tea and coffee. Also great to have a chat and catch up with folk before setting off. First part of the route took us from BAWA to Westerleigh, Tormarton then south past Castle Combe to coffee stop at Bdestone. Well it was for those who had taken refreshments, the pub was not open for serving either though the ducks on the pond looked moderately happy. How can you tell whether a duck is happy? Well they were ecstatic when fed by one tour member! Onwards towards Calne and turn into Bowood and the dedicated parking area, very nice to display all the vehicles and some of the public wandered over for a look see.

The Organisers had booked a weather window at Bowood; gave a great opportunity to grab some lunch, wander around the cars and chat. The signal, just on cue to move out was the return of rain. The second part of our adventure took us to Devizes, so I took much delight in stopping opposite the Northgate Brewery; where they craft Wadworth 6X for a photo opportunity, had to be done, then turn back towards Chippenham, we glimpsed the Caen Hill locks and I will return for a proper look. A while later saw Andy stopped at side of road with

bonnet up, stopped to assist but all ok. On to Melksham, got lost before Bradford on Avon, then via Batheaston and Colerne, brought back some good, and not so good memories, the cross country blast after Marshfield to Hawkesbury Upton was fun and The Beaufort Arms a truly proper pub with splendid ale.

I have to say it was an excellent route, however there did seem to be a bit of an error in the road book, notwithstanding this I believe all got to the finish and in truth it just added to the fun. Everyone appeared to enjoy him or herself, all had tales to tell. At various times during the day we had the pleasure of being in convoy with different cars and I have to say the Eunoe was splendid; such fun to drive I am really enjoying it. At the finish we had Tony Joiner's absolutely hilarious 'speech' plenty of heckling and loads of laughter. They too had an raffle, almost as bad as our AGM one, and the award for participant's choice of car went to a rather splendid Riley saloon.

It is my intension to take my good lady on a day out on this route sometime in the future but stop off at a few places for a better look, also plan drier weather and take a map, just in case! A great day out, very many thanks to the organising team and all who braved the elements, congratulations for efforts in raising money for charity. It encompassed to me what our hobby is all about FUN. Thank you one and all.



A.C.E. Tour 2011





Photos Martin Emsley & Andy Moss



Club Championship

Positions as at May 31st

Results Prepared By Chris Thompson

POINTS	ENTRANT	POSITION	EVENTS
11.50	Andy Moss	1	4
10.00	Martin Baker	2	2
10.00	Alan Spencer	2	4
9.00	Chris Goodchild	4	2
9.00	Chris Thompson	4	4
7.00	Alan Dillamore	6	2
7.00	Liz Moss	6	3
6.00	Tim Murray	8	2
5.00	John Puzey	9	1
5.00	Tom Hartshorn	9	1
4.75	Ralph Colmar	11	1
4.00	Merill Spooner	12	1
3.50	Colin Ladd	13	1
3.00	Bob Bull	14	1
3.00	Cherry Robinson	14	2
3.00	Dick Craddy	14	1
3.00	Martyn Davies	14	1
3.00	Nick Wood	14	2
3.00	Mal Allen	14	1
2.25	Coralie Thompson	20	1
2.00	Chris Hartnell	21	1
2.00	Claire Meaddows	21	1
2.00	Donny Allen	21	1
2.00	Pete Hart	21	1
2.00	Carlie Hart	21	1
1.00	Duncan Pittaway	26	1
1.00	Ian Woolcott	26	1

Online Books, Videos, CDs, DVDs

Visit the bookshop www.bristolpegasus.com

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



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

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



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



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

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

Club Visit - Bloodhound Landspeed Record Bristol HQ Visit

We are pleased to report we received a good number of people contact us who were interested in coming along to visit the

Bloodhound Landspeed Record Car HQ. The trip will be limited to 40 people - 20 from Pegasus and 20 from Bristol Motor Club. We are still waiting for a firm date but as soon as it is confirmed with the Bloodhound team we will update you further.



BPMC polo or sweatshirts

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

alanspencer@orange.net 01179 712587 Poloshirts £6.50 each and sweatshirts £10 - a bargain!



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

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

Remember When ?



Bristol Pegasus
Motor Club

Club Motorsport at its best



Independence Day Touring Assembly

Monday 4th July 2011

Start; 19.15 from The Parkway, Stoke Gifford.

End; The Bookbarn, Wells Road, Hallatow.

(Opportunity to view/buy books, refreshments should be available)



All interesting cars welcome

Bucket collection in aid of Wiltshire Air Ambulance.

To register or for further details contact Martin on 07891639513

THE WORLD'S BIGGEST CLASSIC MOTOR RACING FESTIVAL

**22, 23, 24
JULY 2011**



Over 800 historic and classic race cars

Over 100 years of racing

Over 20 races on the brand new
F1 GP circuit

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

Access All Areas
including grandstands
and paddocks

Stunning
aerobatic
displays
and hot air
balloons



Evening rock
concerts
Fri & Sat
included
in ticket price!



Sunday
classical
music concert
included in
ticket price!



Grand
auction of
classic cars
and
memorabilia



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



For the
ladies -
hair, beauty
and nail
pampering



FREE
fun fair and
fairground
attractions



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

Bristol Pegasus Fantasy Formula One 2011

Results up to Monaco - Prepared by Simon Moss

The next F1 race crosses the Atlantic to Canada of June the 12th before returning to Europe for the summer.

Keep on eye on the website for result updates in between Backfires.



Martyn Davies	Ambrosio	Vettel	Redbull	Virgin	Virgin	Australian	406
Millie Parker	Glock	Vettel	Redbull	Virgin	Virgin	Australian	396
Helen Davies	Rosberg	Vettel	Sauber	Williams	Red Bull	Malaysian	384
Joe Robson	Alonso	Vettel	Lotus	Renault	Sauber	Australian	365
Sharon Reynolds	Barrichello	Webber	Hrt	Mercedes	Williams	Chinese	357
Jenny Hall	Hamilton	Vettel	India	Sauber	Williams	Monaco	348
Dave Cutcliffe	Rosberg	Vettel	Ferrari	Sauber	Virgin	British	297
Judith Bird	Button	Rosberg	Renault	Sauber	Ferrari	British	287
Martin Emsley	Alonso	Vettel	Rosso	Williams	Renault	Belgian	284
Steve Clark	Resta	Vettel	Ferrari	Rosso	Rosso	Belgian	284
Ann Farrow	Ambrosio	Vettel	Ferrari	India	Renault	German	283
Jonathan Prestidge	Alonso	Vettel	Lotus	Mercedes	Virgin	British	272
Ken Robson	Alonso	Webber	India	Renault	Sauber	Australian	272
James Page	Alonso	Rosberg	Lotus	Renault	Red Bull	Spanish	270
David Garnett	Perez	Vettel	Ferrari	Sauber	Williams	Italian	264
Alyson Marsden	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	258
Mal Allen	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	258
Chris Bennett	Alonso	Kovalainen	Ferrari	Lotus	Ferrari	Belgian	256
Simon Sweet	Button	Webber	Mercedes	Sauber	Sauber	Australian	253
Rex Meaden	Glock	Rosberg	Redbull	Rosso	Ferrari	British	245
Elisabeth Lewis	Alonso	Rosberg	Ferrari	Virgin	Renault	Spanish	244
Chris Hartnell	Barrichello	Button	Lotus	Mclaren	Lotus	Monaco	236
Tim Murray	Barrichello	Button	Ferrari	Sauber	Renault	Turkish	236
Alison Bennett	Kobayashi	Rosberg	India	Redbull	Rosso	German	231
Joanna Prestidge	Button	Resta	Ferrari	Lotus	Ferrari	Malaysian	229
Paul Bird	Alguersuari	Rosberg	Mercedes	Renault	Red Bull	British	229
Charlie Emsley	Buemi	Heidfeld	Ferrari	Rosso	Red Bull	British	228
Pete Stowe	Kovalainen	Rosberg	Mclaren	Williams	Renault	British	227
Rob Parker	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	224
Victoria Phillips	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	224
Andrew Moss	Buemi	Webber	India	Mclaren	Lotus	Belgian	221

John Page	Barrichello	Heidfeld	Ferrari	Renault	Sauber	Monaco	218
Richard Grove	Hamilton	Rosberg	Ferrari	Lotus	Sauber	Indian	214
Simon Moss	Petrov	Webber	Ferrari	India	Lotus	Italian	207
Bill Farrow	Alonso	Rosberg	India	Mercedes	Ferrari	Monaco	206
Liz Moss	Button	Kovalainen	Mclaren	Williams	Lotus	Turkish	204
Mary Craddy	Barrichello	Button	Mclaren	Sauber	HRT	Italian	204
Alex Wooldridge Smith	Rosberg	Webber	India	Mercedes	Ferrari	Canadian	203
Donny Allen	Alonso	Sutil	Mclaren	Sauber	HRT	British	203
Chris Lewis	Button	Rosberg	India	Mercedes	Williams	British	202
Peter Farrow	Massa	Trulli	Ferrari	Sauber	Mclaren	Japanese	200
Ian Hall	Alonso	Hamilton	Lotus	Mercedes	Virgin	British	199
Richard Ibrahim	Alonso	Barrichello	Ferrari	Rosso	Renault	Italian	189
Caroline Meaden	Buemi	Button	Ferrari	Williams	Renault	Hungarian	186
Mike Marsden	Alonso	Rosberg	Ferrari	Rosso	India	British	185
Martin Baker	Alonso	Buemi	Ferrari	Williams	Renault	Italian	179
Claire Meadows	Button	Schumacher	Mercedes	Virgin	Mclaren	British	173
Julie Farrow	Hamilton	Resta	India	Mercedes	Mercedes	Monaco	170
Ross Willing	Hamilton	Rosberg	Mercedes	Williams	India	British	163
Matthew Johnson	Alonso	Resta	Mercedes	Renault	India	Brazilian	162
Dick Craddy	Heidfeld	Rosberg	Ferrari	Williams	Renault	British	158
Richard Reynolds	Button	Massa	Renault	Williams	India	Singapore	158

2011 Formula 1 Race Dates

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

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

Llandow Track Day Photographs - 30th May 2011



Llandow Track Day Photographs - 30th May 2011



Emails to the editor re Llandow Track Day:

'Many thanks for sorting out the trackday, really enjoyed it although my tyres didn't !!'

Dave Greenslade - Honda Integra

'To say, What a brilliant load of fun we had. My friend and colleague Ben (25) never driven my car or been on a track before reckons its the coolest day he"s ever had!

Loved the people he met, felt very accepted by all, but very importantly, was never intimidated on track by most things that we were giving away at least 100bhp. The quality of driving was exemplary. This does represent the very best of Bristol/Pegasus Motor clubs, and to be encouraged in the future. My only worry is that it will be over subscribed next time round when the penny drops. See You at Combe.'

Charles Alexander - Quantum

Photos by Charles Alexander:



Notice of EGM

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

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

Dates For Your Diary

Monday 13th June - Club Night - Bring Your Car, Show & Tell

Why not bring your interesting or competition car along? **Show** off your pride and joy whilst **telling** a friend/work colleague/relative all about our club & events. We hope to have an interesting display to view over a pint. The Parkway from 8.30pm.

Sunday June 19th - Auto Gymkhana

Most vehicles eligible, for some challenging and not so challenging 'tests' on grass. For further details or any questions please contact Martin Emsley 01454 250067.

Monday June 20th - The Summer Solstice Treasure Hunt

John & Liz Corfield will be running this Treasure Hunt and have decided to use the area South of Bristol between Bath and Chew Valley Lake. The start and finish will be The Brassmill, Keynsham. Please contact John Corfield, 07717677271, john_e_f_corfield@hotmail.com

Monday July 4th - Independence Day Touring Assembly

Saturday July 9th - Drag Racing Shakespeare County Raceway

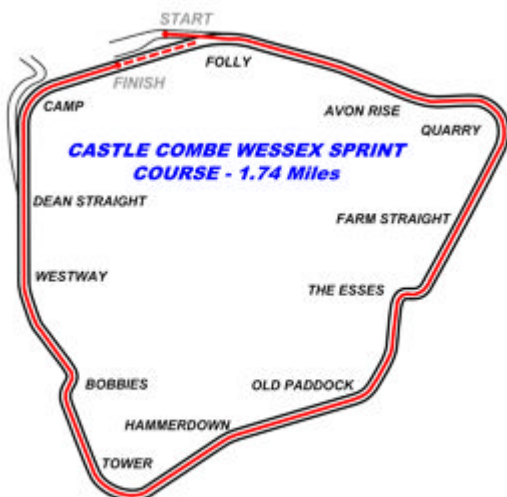


Bristol Pegasus Motor Club
MG Car Club

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



Saturday 6th August 2011



The Castle Combe

Wessex Sprint

Full Lap Format with 2

Practice and 2 Timed Runs

Regulations out NOW.....