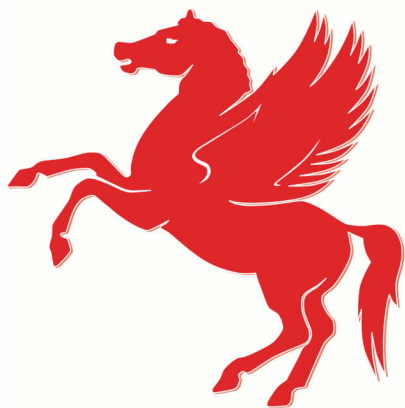


# Backfire

March 2009



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

**Cover Photo : Vince Woodman at the February Club Night**

**Photo : Andy Moss**

# 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	<b>Club Night - Tony Castle-Miller</b>	North Bristol RFC Almondsbury
Apr	19th	Sun	PCT	Dundry
May	4th	Mon	Wessex Sprint	Colerne Airfield
<b>May</b>	<b>9th</b>	<b>Sat</b>	<b>Mercedes World/Brooklands Trip</b>	<b>Club Trip</b>
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)
Jun	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
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	BPMC Club Night	North Bristol RFC Almondsbury
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

## **Friday 6th March 2009 - Nav Ex**

This months Nav-Ex is the last one for this winter season and is organised by Paul Bird. The start will be from the car park of his regular 'Hostelry', the Fox & Hounds in Acton Turville, map ref 173 808/808. The route will all take place on map 173. Please arrive from 7.00pm for a 7.30 start time.

## **Monday 9th March - BPMC Club Night**

North Bristol RFC Almondsbury - An informal club night in the lounge area. Please arrive anytime from 8pm onwards.

## **Friday 13th March**

Stoneleigh Historic Show club trip - more details later in Backfire.

## **Monday 6th April 2009 -**

### **BPMC Club Night**

### **Guest Speaker - Tony**

### **Castle-Miller**

Guest speaker Tony Castle-Miller -  
Fiat Abarth specialist



## **Sunday 19th April- Production Car Trial**

Regs available soon from the club website or contact Tim Murray

## **Monday 4th May 2009 - Wessex Sprint**

Our first speed event of 2009, Colerne remains as popular as ever. Regs are on the website or available from entries secretary Carole Morgan on 01275 790855. As always if you are not competing the only way to see the action is to marshal.

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

**Editor : Cherry Robinson - By Post : Rustling Elms, Half Acre Lane, Whitchurch,**

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**Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)**

## **Publication Deadlines for Backfire**

**April - 27th March**

**July - 3rd July**

**October - 2nd October**

**May - 1st May**

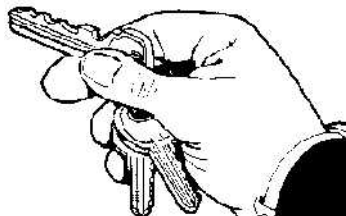
**August - 31st July**

**November - 30th October**

**June - 29th May**

**September - 4th September**

**December - 4th December**



## CHAIRMAN'S CHAT

By Andy Moss

Our first club night at North Bristol RFC was well attended and I think everyone enjoyed listening to our guest speaker, Vince Woodman. The evening coincided with a couple of inches of snow, and I know quite a few of us did not hang around for too long at the end of the evening in order to avoid the weather. Thanks to Vince for the excellent talk and to Nick Wood for organising.

Next month we will be using the other part of the club and will be having an informal evening, so plenty of time for a drink and a chat. One of the nice things about the setup there is that there are two areas - where we held the talk last month is great when we need the space, but the other area is more comfortable for our informal meetings. One of the other advantages of this arrangement is we can get things going a bit earlier and still give the committee time to finish off our meeting using the other area. I would therefore encourage members to arrive from about 8 and take advantage of the chance to have a bit of a longer evening.

The snow last month also stopped one of my planned trips when the "Bristol" Classic Car show at Shepton Mallet fell victim to the weather. The event will now be held over three days in May - if nothing else it should be a bit warmer than usual. It is amazing to think that this show is now in its 30th year, and I remember the shows at the dock side exhibition centre with great affection - even if it was impossible to move some times for the crowds.

Talking of car shows, the club of course has our ever popular trip to Stonleigh for Race Retro this month, and I am looking forward to what is sure to be a great day out.

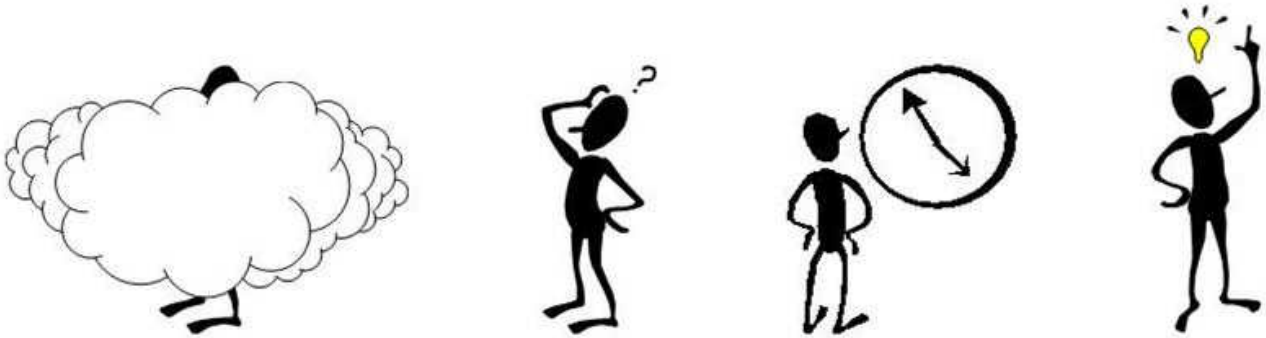
We also have the final Navigation event of the first half of the year this month - hopefully this will be as well supported as the January event which I think everyone enjoyed.





# !!!! 2009 BPMC MEMBERSHIP !!!!

!!!! LAST CALL FOR RENEWALS !!!!



2008 memberships expire on 31st March and those who have not renewed by then will no longer be members so PLEASE take action if this applies to you.

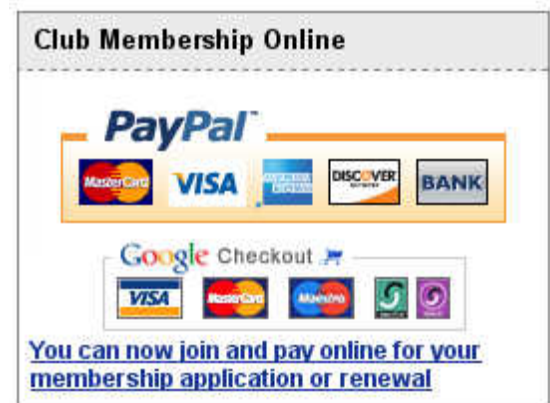
(As before, many thanks to the 250 members who have renewed/joined)

**John Corfield - Mem Sec - [membership@bristolpegasus.com](mailto:membership@bristolpegasus.com) - 07717677271**

## Club Membership Renewal available Online

You can now apply for club membership or renew your existing club membership via our new online membership system. And you can currently pay using PayPal (you don't need an PayPal account to pay) or Google Checkout.

Why not try using our new online membership to renew, as it couldn't be easier. No cheques to write or letters to send and is quicker than post.



We are using the two main payment providers on the internet, so you can be assured of the highest security possible when submitting payment details. The Bristol Pegasus Motor Club does not hold or receive any credit/debit card details from the payment providers, as we only receive details that the correct payment has been made.

**<http://www.bristolpegasus.com/membership>**

## VINCE WOODMAN TALK

Monday 9th February - By Tim Murray

We were very fortunate to have Vince Woodman at the February club night, firstly because the bad weather might well have disrupted things, and secondly because he gave us an excellent evening of his reminiscences and thoughts. In spite of the weather and the relocation to our new club night venue, there was a surprisingly good attendance.



Vince told us that he started his motor sport career in a Triumph TR3 at a Dyrham Park hillclimb, then graduating to an E-type. As a Ford dealer he then got his hands on a Lotus Cortina with which he had a lot of success, including beating Ford star Roger Clark in a race at Mallory Park. This caught the eye of Ford Competitions Manager Henry Taylor and led to the Ford backing that Vince enjoyed for much of his career.

His works Fords included a special 1000 cc Escort built especially to try to take points off Bill McGovern's Imp in the British Saloon Car Championship, and then another Escort with a very special 1300 cc BDA engine which revved to 10,000 rpm and turned out 186 bhp. Then came the Cologne Capris. According to Vince these were initially undriveable, but once Ralph Broad at Broadspeed got hold of a couple he sorted out the handling. One of these cars was the car, driven by Dave Matthews, that was destroyed in the dreadful pile-up at Silverstone in 1973. The other car was sold by Broad to Bo Emanuelson in Sweden, but when this type of car was banned from Swedish saloon racing, Vince agreed to swap his Camaro for Bo's Capri - Vince reckoned he got the better deal!

Vince has owned this car ever since, and it has brought him much success - it still holds the outright saloon lap record at Castle Combe, set in 1977. The car was 'retired' in the late '80s, but has recently been rebuilt by Roger King, who was the apprentice at Broadspeed in the early '70s and knew the car backwards. Vince brought it out last year at the Classic meeting at Castle Combe, and won the race.

For many years Vince was a leading contender in the British Touring Car Championship (BTCC) and recalled with pleasure the amazing dices between the big Capris and Rovers in the early '80s. Between 1986 and 1990 Vince competed in the Thundersaloons



Championship, initially in the Cologne Capri and later in the fearsome Vauxhall Carlton which he shared with John Cleland. Vince had fond memories of this car - 700 bhp, and 198 mph down the straight at Zandvoort.

In recent years Vince has been an instructor for Ferrari UK, and has been having great fun driving Ferrari 360s - he says the only way to drive them is to turn off all the driver 'aids' such as traction control and let rip - unless it's wet. He has done a certain amount of classic saloon racing, and would like to do more, but, as he says, when he was a Ford-supported driver everything came free. Now he has to pay for it, and it costs a lot - £1000 for a set of tyres! If he can find suitable sponsorship, he'd like to contest the Touring Car 70 Championship.

Vince was asked what his stand-out memories were. He recalled winning races at two circuits on the same day - one at Thruxton in his BTCC Capri and the other at Combe in the Cologne Capri. There was also a memorable dice with Jeff Allam at Mallory Park. Vince noted that in those days the racing in the BTCC was generally clean, not the 'demolition derby' it has become today. Vince also recalled a trip to Dubai for a saloon car race, where he entered the lift in his hotel to find he was sharing it with Fangio and Moss.

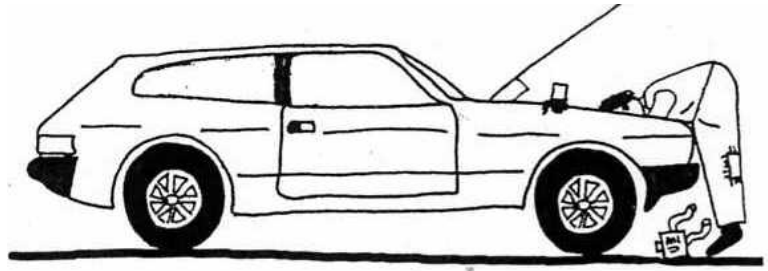
Of the drivers he competed against, he rated Andy Rouse and Gordon Spice very highly. He doesn't think much of the current crop of F1 drivers - no 'characters' any more - but rates Valentino Rossi as an amazing rider and a great character.

We could probably have gone on asking him questions for hours, but the snow was falling heavily and many, including Vince, were worried about getting home safely, so the evening sadly came to an end. We should like to thank Vince for turning out in such dreadful weather and giving us such a great evening.



# 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, My Ice-Cream Days, Part I

My first job from school was selling ice-creams. This was 1970 and was pre-decimalisation. I worked for two different companies, the first operating from a garage behind some older houses in a Clifton mews. This company, known as 'Cornish Ices' (in fact there was nothing Cornish about it, but it sounded good) sold hard ice-cream, ie scoop, and operated a large fleet of ancient vehicles, all of which were on their last legs, and some on borrowed time. This of course was manna to a car-mad enthusiast like me! Hence my job there, and hence this article.

Most of these vehicles were on their second or third lives, and some had interesting histories. Each morning many of them needed jump-starting or other special attention in order to get them running. The resident mechanic then made a tour of all of the pitches to make sure that they had arrived safely and were in position. In the evening, the mechanic again made a tour around all our 'spots' in order to get all the vehicles going again, and so get them back to base. He had a special name for each of them, often cows names, which I suppose went with the milky nature of our product, and you'd hear him talking to Daisybelle, or Florence, or Ermintrude, or Buttercup, and so on, and he'd do this whether he had an audience or not.

The staple vehicle of the fleet was the Morris Commercial 'J'-type, recognisable by its slab front, sliding doors, and separate headlights added on at the extreme bottom edges of the front windscreen. This 10 cwt van was made in some numbers after the war, and was well known for its use by Royal mail, amongst others, and was immortalised in this role by the Dinky Toys model in this livery. The engine was offset, so there was no passenger seat, but the cab was walk-through, making the whole design ideal for ice cream work, with the fridge along the off-side and the serving hatch on the nearside. All the vans were resplendent in their cream and pink liveries. I don't recall that any of them had bells, but then, they weren't touring vans, they were all 'statics'.

My first location was ladies mile on the Downs (in Bristol), with a 'J'-type that needed jump-starting. At the end of the first day I had to wait for the mechanic to come round to me



to get the vehicle jump-started, so I could drive back to base. This was quite late by this time, And our passing trade had just about dried up. We were on commission only, so we were not earning much while we were waiting. On the second day I decided to see if I could bump-start the old thing myself. Ladies Mile is flat (although without today's 30mph speed limit), the van wasn't that heavy, and had the added advantage of sliding doors, so entry once momentum had been gathered was easy. Thankfully, this worked, so I was able to drive myself back to the depot and save the mechanic a job. Another 'J'-type that I was given (allocation was fairly random, 'who's next?') had points that closed up very quickly. The mechanic had to open them up every morning and evening for either its journey out or its return to base. Again, I was able to perform this mechanical task, got the engine running, and returned triumphantly at a time of my choosing. There was actually quite a war-time atmosphere of counting all the vans back in, with a little cheer for each one as it arrived back safely.

These safe returns, plus my arriving each day in a P4 Rover (a 105R, my first car), along with my obvious interest in the vehicles, brought me to the attention of the manager. As a result, I was given a variety of vehicles to combat which they wouldn't usually give to any of their other student workers.

The first of these was an Austin FX3 taxi with a high-back van body on it. The FX3 was of course the iconic post-war taxi, again with separate headlights attached to the sides of the bonnet, and stood out as a vehicle recognised universally for its primary duty, but now being used for something entirely different. This old girl therefore had quite a charm to her. The engine was petrol, a 2.2-litre Austin, as used in the A70 range, if my memory serves me right. It also had a starting handle, so getting home wasn't a problem. The pitch for this vehicle was the top entrance of Ashton Court, at the junction of the top of Rownham Hill and the road straight from the Clifton Suspension Bridge (Bridge Road). This was a good trading position, which was important when as I said, the only pay was your commission (at 5/- in the £). This spot had good visibility for potential customers to see the van, both up and down the road, and for those entering or leaving Ashton Court, plus there was good temporary parking (although I had to move some people on because they parked across the side of the van, partly hiding it from view). Again, the fridge was lengthways along the off-side behind the driver, with the serving hatch on the near-side. However, clambering up out of the driver's seat to the serving area wasn't anything like as easy, so finding somewhere to sit and read when trade was quiet wasn't quite so pleasurable as in the 'J'-types. However, I got the taxi at the Ashton Court spot at weekends and soon built up my own clientele, so that was quite good for the pocket.

The next week I was asked if I could handle a crash gear-box. I wasn't that experienced as a driver at that time, so they sent me up and down the mews in the Dodge in order to find out. The Dodge only usually came out at weekends, but occupied the lucrative Back End of the

Downs spot, overlooking some of the Sea Walls. They've now created a pitch there for the ice cream van, but, dangerously in my view, as it's on the other side of the road, where most people will have to cross the road in order to get to the van, and cross it back again to return to their car. But I get ahead of myself. The Dodge referred to above was about 1936 vintage, was right-hand drive, so probably Canadian in origin, and had allegedly been an Ambulance during the war. Sadly, the body fitted didn't bear this out, as there was no sign of any rear doors or modifications at this point. Of course, it could have been on its third body, but even that would then be on its second use now as an ice-cream van. The fridge was mounted widthways behind the rear axle, which more than compensated for the lumpy flat 6-cylinder 4-litre engine under the hood.

I must have done ok as I was given the Dodge to take out – perhaps they had low standards! It certainly had a crash gearbox alright, although it was only a three-speeder, but also had the idiosyncrasy that the engine would stall if you took your foot off the accelerator (oh, for a hand throttle!). This was true even at moderate road speeds, so changing gear in effect involved a bump-start every time, and braking and changing gear down the box was virtually impossible. So, the right foot was always on the accelerator, and any use of brake or clutch was with the left foot, including double de-clutching and judicious use of the hand brake. The battery was flat as a pancake, so would have needed a jump start if it stalled. Apparently this had happened to several previous drivers, leaving the old girl stranded until help arrived (no mobiles then!). Oh, and by the way, the passenger door wouldn't stay shut while the vehicle was in motion, so needed to be held shut with the left hand. And with the fridge behind the rear wheels, the steering was a bit light and washy as well. Thankfully I only had to drive from Clifton up to the Downs ('Back End in the Dodge' were words that struck fear into many!), but even this short drive each way grabbed my full attention, and taught me loads about anticipation and car control.

After a week or so of the Dodge, and no failures, and a couple of weekends with the taxi, I was given the supreme spot, the Clifton Suspension Bridge with the Chrysler. The pitch was right outside the Suspension Bridge toilets on the Clifton side and picked up all the passing Bridge visitor trade, which at times was considerable, so much so that this was the last vehicle to leave its pitch at night, and the first out in the morning.

The Chrysler was another right-hand driver, probably Canadian again like the Dodge, possibly a Wimbledon or something like that, and again with a big straight 6 under the hood. This one though had a bespoke ice cream body, complete with cut glass windows on the serving side, and really looked the business, very chic, and undoubtedly the star of the fleet. This car had no vices other than being heavy in every department to drive. I wish I could have driven it further, perhaps it would have loosened up a bit with some more miles. This one, unlike all the others, surely survived somewhere, at least I hope it did.

Then one day I was asked to perform a special duty, for a flat fee for the day. It seems that another ice cream firm (which I could name, but which I think is still in business, so perhaps I won't) had put a van up on Ladies Mile, in other words, on our territory. So the companies spare vehicles, both J-types, were wheeled out, the mechanic driving one, and myself the other, and we drove up to the Downs. The mechanic reversed his van quickly to within an inch of the front of the rival van (a Bedford CA by the way, we had nothing so posh as a Bedford CA !), while simultaneously I drove up behind the rival van, stopping within an inch of his rear, thus pinning him in, three ice cream vans in a row, all on the same pitch. There then erupted an unholy row which I felt sure was going to come to blows, but no, both protagonists withdrew to their vans, each leaning out of their windows trying to sell their ice cream to any poor person walking by, it was like a scene from a Will Hay or Crazy Gang film and was very amusing. I had no ice cream on my van, but that didn't stop me joining in the fun and games with any passing punter.

At 5 o'clock the two Cornish Ices vans retreated, leaving the other van to scuttle away and lick his wounds, and try to make something of his day somewhere else. That company's vans weren't seen on Cornish Ices territory again, at least that summer.

**NEXT TIME:** I go further afield, I join a rival company, and I spot some old cars on the way.

All for now, and keep enjoying your cars!

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## **Somerset Stages Rally - SATURDAY 25TH APRIL 2009**

### **MARSHALS & RADIO CREWS WANTED**

Minehead motor club and Burnham on sea motor club have joined forces to promote the Somerset stages rally, sponsored by Betta Aquatic products.

We will be running some 45 stage miles in and around Minehead including the infamous Porlock hill toll road. This rally is a round of BTRDA rally championship, the BTRDA Rally First, and the Silkolene championship along with others. The service area and Rally HQ, will be based in Butlins, Minehead. With this in mind we have put together, with Butlins, a very special marshals package. Based on 4 adults sharing, on a single night basis of b&b you will have the use of all the facilities that Butlins have to offer. Or you can book the whole week-end from the Friday to Monday. This is once again an adults only week-end based on the 70's disco theme. For more information on the accommodation please look at our website.

**For more details on marshalling please contact either:-**

**Nigel Winkworth chief marshal or Nicky Winkworth deputy chief marshal on .**

**08707449164 or e-Mail [winky@somersetstagesrally.com](mailto:winky@somersetstagesrally.com)**

**IF PHONING PLEASE DO SO BEFORE 9PM.**

# FEBRUARY NAVIGATION SCATTER

Friday 20th February 2008

There was a good turnout of crews for the February Navigation scatter, which was a joint event with Bristol Motor club. Pegasus were represented by Paul Bird navigating with Matt Marples and Chris Goodchild navigating with Andy Moss.

The start was at the traditional location of Gordano services. The format of the event was a mix of simple grid references to plot and more complex navigation which would score double points for those who spent the time working them out.

As always with a scatter there is no fixed route so you also the need to work out the most efficient route to get to the required number of locations.

In common with this event in the past the time "on the road" was perhaps a little short, with the entrants due back for a 9.45 finish, but the roads were fun in places - you definitely needed to be careful on the undulating Somerset lanes with ditches on either side.

When the results were declared Paul and Matt had taken first place by a large margin with a very impressive 400. Chris and Andy managed second with 310, just 10 points in front of the 3rd place crew.

An enjoyable event, the full results are shown below.

DRIVER	NAVIGATOR(S)	CLUB	PTS	POSN
Matthew Marples	Paul Bird	BPMC	400	1
Andy Moss	Chris Goodchild	BPMC	310	2
Glyn Hopkins	Paul Monis	BMC	300	3
Niall Oswald	Simon Lytton	BMC/BUMC	290	4
Dave Greenslade	Adrian Taylor	BMC	155	5
Allen Harris	Nick Rainbow	BMC	150	6
Matthew Norris	Richard Marsh	BMC	150	7



# COTSWOLD CLOUDS CLASSIC TRIAL 2009

By Andy Moss

It was a bitter morning when myself, Spence, Nick Wood and Cherry set off to Nailsworth for our now annual trip to spectate on the Cotswold Clouds Classic Trial.



There was less club interest this year - Mal Allen had entered but a last minute brake master cylinder failure on the Marlin meant he had to pull out, and of course Spence was with us so we would not see the Parsons Ford this year.

First stop was the famous "Ladder" in Nailsworth - this was apparently the original main route up the hill and we were impressed by the thought of stage coaches making the trip up this steep lane. We arrived a bit too early and although it was a bit cold to be hanging around it did at least mean we had an excellent vantage point on a section that is always popular with spectators. We were soon joined by another regular Clouds spectator from the club, Paul Ackroyd, who had timed his arrival a bit better than us.



The section has an impressive "step" and if this was not challenging enough, the organisers had a restart just before it - if nothing else I guess this means you are not hitting it at speed. The award for the most entertaining car without doubt went to the Ford Pop of Harvey Waters - who managed to pull a rather impressive wheelie - mostly showmanship I think, but the crowd on the hill loved it and he got a good round of applause.

When we decided we had seen enough, we had a short journey in the warm of Nick's car which gave us the chance to thaw out a little. We stopped at the "ice cream factory" on Rodborough common. It must have been colder this year as there was no evidence of people indulging in an ice cream cornet like last year. We went further down the section this time and it was quite interesting to see the restart at the bottom.

Time for a quick lunch stop before making our way to Highwood, where we would spend the

afternoon.



We saw most of the field come through here, before retiring to the finish pub - The Crown Inn at Minchinhampton. Here we had time for a nice pint of real ale ( what else could you drink at the end of a trial, lager just does not seem in keeping with the event ). Here we discussed Spence's plans for trialing a Mazda MX5 and Nick's new life as a pig farmer - if he has not told you about that yet it is well worth asking him at the club night .....

A very entertaining, if cold, day - for those of you who have not experienced watching a classic trial make sure you look out for the event next year, I am sure you will have a good time.



## **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.
- Breakfasts available at The Squire from 7.30am. (All proceeds to the R.N.L.I.)
- Total distance approx. 85 miles.
- Mid morning coffee stop.
- Ploughman's lunch at the Rugby Club, Chipping Sodbury.

**For an entry form, please contact Anthony Bourne**  
**3 Meadow Mead, Frampton Cotterell, Bristol, BS36 2BQ**  
**Telephone 01454 772952**  
**e-mail [rotary.classic.run@hotmail.co.uk](mailto:rotary.classic.run@hotmail.co.uk)**

**Organised by the Rotary Club of Chipping Sodbury.**

# MARLIN ROADSTER REBUILD

By Andy Moss

*Marlin*

It has been a while since I wrote a report on the Marlin rebuild, so I will try to bring you up to date on my garage activities.

Things have been coming back together quite nicely, and I have refitted all the engine ancillaries. This included fitting an electric fuel pump, a necessary mod as the original A series engine had a mechanical pump which was of course lacking on the replacement engine, which would have originally ran with a SU pump. I choose to fit a solid state pump instead and fabricated a bracket to fit this on. I also reassembled the windscreen wipers and fitted the motor, wheel boxes etc back into the scuttle.



By far the biggest activity has been around the wiring, I reused a lot of the original loom, but there has still been a lot of work to sort this out. To start with I have changed the instruments, which meant not only a lot of re-wiring in this area, but also the need to fit a separate instrument voltage regulator, as the original was part of the instrument cluster itself. The instruments I have fitted originally used a mechanical regulator - a simple device which involved a bi-metallic strip and a small set of points. As well as being quite expensive, this was not the most accurate or reliable device in the world. Fortunately modern technology came to the rescue and I was able to build my own from a small solid state voltage regulator and a couple of resistors to set the output voltage at the desired 10v - total cost for the components less than a pound from Maplins.

I then took the rolling chassis into Chards to have the propshaft made. By letting them have the car they could also work out the correct position for the gearbox - the angle being critical to it running properly.

This left me with an empty garage for a few weeks, but fortunately there was still plenty to do. First I sorted out the seats - these were in good condition with no rips or tears, so I decided to paint them! I have had some success in the past with a product called "Vinylcote"





that used to be very common, but no longer seems to be available. In the end I used a similar product from Halfords which I hope will be as good.

Next it was onto the wheels. I had a set of 5 Rostyles that came very cheap from e-bay. As I was too tight to pay to have them shot blasted I spent many happy hours with the sanding attachment on the drill getting rid of the rust and then re-painting them - hopefully I won't bend them too quickly.



Finally I got the bodywork out of the shed where I had put it following my back garden re-spraying exploits 18 months ago - at least it had plenty of time to dry. I then flatted back with 1200 grade wet and dry, before polishing with cutting compound, T cut and Autoglym. Any small marks were touched back in with a model making airbrush attached to the compressor to avoid buying expensive tins of air. The finished result may not be perfect but I am happy enough with it.

The rest of the car is due back from Chards in the next few days. When it arrives I am hopeful I am not too far away from starting the engine and re-fitting the bodywork.



## RACE RETRO 2009 CLUB TRIP

We will once again be running our very popular and fun trip to Race Retro 2009 on Friday 13th March. This will involve transport in a 'luxury' minibus expertly piloted by Martin Baker, likely on-board entertainment, a good show, and finishing at our usual pub for a pint and tasty meal.

All at a discounted Club price of £15 including ticket and minibus. To register your interest in joining this great day out, first come- first served;

Please contact Martin Emsley 01454 250067



# BRISTOL PEGASUS FANTASY F1 2009



The Bristol Pegasus Fantasy Formula One competition is now into its 14th year and seems to be as popular as ever.

Our rules differ a little from those found in the “real” F1 championship so make sure you read them carefully. The major difference is that we have the concept of improvement points – if you start last on the grid you will get points for every place you make up during the race. This can make things quite unpredictable at times !

We will accept entries upto the first race – the Australian Grand Prix.  
Entries should arrive by **Friday 27th March** - Good Luck !

## The Rules

You must choose **TWO DIFFERENT DRIVERS** and **TWO DIFFERENT CARS** and **ONE ENGINE** from the listings below to make up your team. You may choose any driver and team combination – for example you can put Lewis Hamilton in a Force India if you wish. Your team budget is £100m. You may spend less but if you exceed the budget your team **WILL NOT** be accepted for entry. For every £1M you are under budget you will receive a one off bonus of 5 points at the start of the season.

Your driver scores only when he is racing, and the cars and drivers **MUST** be classified by the FIA as a finisher to score points. Substitute drivers do not count. If your driver loses his seat, he's out of the championship; however, the rest of your team can still score. Likewise, if one of the teams packs up and goes home, your drivers and other car can still score. Team and engine scores are based on the highest finishing machine of your chosen make. Engines score 1/2 points. There are also bonus points for pole position and fastest lap for finishing cars and drivers. The organisers may ask for a tie break choice to be made before the last race of the season.

Here's how it works (all points apply to both the drivers and the cars):

Win - 25 points

2nd - 20 points

3rd - 18 points

4th - 15 points

5th - 12 points

6th - 10 points

7th - 8 points

8th - 5 points

Engines score half points.

### **Improvement Points:**

One point for every place made up from start position. So if grid position 12 finishes in sixth place, you get six points.

### **Race Bonus Points :**

Pole position – 5 points.

Fastest lap – 5 points.

Hat-trick (pole, fastest lap & win) – 5 extra points.

Duplicate teams are inevitable with the number of entries received each season. We therefore ask for a Tie Break - "Joker Race" - Nominate the one race at which you think your team will perform at it's best. In the event of a tie at the end of the season your points from this race will be doubled. You will not score double points unless there is a tie. The organisers may ask additional questions if it still looks as though the fantasy championship is heading for a tie towards the end of the season.

Entry is free and open to all club members. Spouses may also submit an entry. Results will be published in Backfire each month and will be available between magazines on the club website.

Prize - A DVD or Video of your choice will be awarded to the winner.
























Round	Grand Prix	Circuit	Date
1	Australian GP	Melbourne Grand Prix Circuit	29 March
2	Malaysian GP	Sepang International Circuit	5 April
3	Chinese GP	Shanghai International Circuit	19 April
4	Bahrain GP	Bahrain International Circuit	26 April
5	Spanish GP	Circuit de Catalunya	10 May
6	Monaco GP	Circuit de Monaco	24 May
7	Turkish GP	Istanbul Park	7 June
8	British GP	Silverstone Circuit	21 June
9	German GP	Nürburgring	12 July
10	Hungarian GP	Hungaroring	26 July
11	European GP	Valencia Street Circuit	23 August
12	Belgian GP	Circuit de Spa-Francorchamps	30 August
13	Italian GP	Autodromo Nazionale Monza	13 September
14	Singapore GP	Marina Bay Street Circuit	27 September
15	Japanese GP	Suzuka Circuit	4 October
16	Brazilian GP	Autódromo José Carlos Pace	18 October
17	Abu Dhabi GP	Yas Marina Circuit	1 November

The easiest way to enter is online at [www.bristolpegasus.com](http://www.bristolpegasus.com) or complete the form below – if you do not wish to cut you Backfire send entry on a photo copy or a plain piece of paper to the Backfire address at the front of the Newsletter.

[www.bristolpegasus.com](http://www.bristolpegasus.com) or Complete the form on the next page – if you do not wish to cut you Backfire send entry on a photo copy or a plain piece of paper to the address below.

**Andrew Moss**  
**80 Meadow Way**  
**Bradley Stoke**  
**Bristol**  
**BS32 8BP**

You may also e-mail entries to [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk)

Team	Cost £M	Engine	Cost £M	Driver 1	Cost £M	Driver 2	Cost £m
McLaren 	60	Mercedes	25	Lewis Hamilton 	35	Heikki Kovalainen 	25
Ferrari 	50	Ferrari	20	Kimi Räikkönen 	20	Felipe Massa 	30
BMW 	28	BMW	14	Robert Kubica 	18	Nick Heidfeld 	10
Renault 	25	Renault	12	Fernando Alonso 	15	Nelson Piquet Jr. 	13
Toyota 	24	Toyota	11	Jarno Trulli 	12	Timo Glock 	10
Toro Rosso 	14	Ferrari2	7	Sébastien Buemi 	12	Sébastien Bourdais 	10
Red Bull 	18	Renault2	9	Mark Webber 	8	Sebastian Vettel 	8
Williams 	8	Toyota2	4	Nico Rosberg 	3	Kazuki Nakajima 	3
Ex-Honda 	5	Ex-Honda	2	Jenson Button 	3	Honda Driver 2	3
Force India 	6	Mercedes2	3	Adrian Sutil 	3	India Driver 2	3

## 2008 Fantasy F1 Entry Form

Remember : You have £100m to spend on two different drivers, two cars and an Engine.

**Driver 1 :**

**Team 1 :**

**Engine :**

**Driver 2 :**

**Team 2 :**

**Joker Race :**

( One race to score double points in the event of a tie )

**Name:**

**Address :**

**Telephone :**

**E-Mail :**





**What the hell is that ?**

**(seen in auction at  
autosport 2009)**

**We had never seen anything like it before - and possibly hope we  
don't see anything like it again .... The answer ....**

**A custom built conversion from the Discovery TV series "chop shop"..**



Bernie and Leepu are back for Chop Shop Series 2! They have upped their game and are trying to launch a business making modified supercars for superstars. Bernie's natural talent for schmoozing has attracted pop legend and hardman actor Martin Kemp as their first client. Bernie and Leepu are trying to make a tuned up gangster supercar by modifying a scrapped Saab 900 Turbo for pop legend and hardman actor Martin Kemp.

Has he bitten off more than he can chew in this current project though? After a slow start, will this customised 'car for a star' even get beyond the design phase? Will its turbo charged engine survive at race speed and will they keep their

first celebrity client onside? Famous Bangladeshi Designer Leepu and his side kick Bernie decided it was really time to go to work on a car and they picked a Saab 900 T. Last series was all about making show cars however this year has been about producing cars that are actually road worthy. Having dragged Martin to a road test at Santa Pod Raceway when the custom car wasn't ready, Martin soon discovered that the car wasn't just unfinished, it was unsafe!

Now Chop Shop's task was clear. They must make the car not only safe but beautiful- and get Martin back on side for the reveal at a British GT event at Rockingham race track. All in just three weeks' time. It had been modified a lot and is now fully MoT'd until June 2009. The Panels are now made of steel and the suspension has been lowered. The roof has also been cut and lowered and a roll cage has been fully fitted making it much stronger and more secure. It has a custom exhaust as well as custom intercooler piping and dump valve. The suspension has been modified and brakes uprated. The wheels are Wolfrace Imperial custom with custom carpets inside, a handmade rollbar, dashboard and grill. Importantly, the seats are Corbeau racing units and the finished product, like all the ChopShop productions - AMAZING! ( **Yes we thought that as well ...** )

## WHY ARE THE TYRES RED ?

(Well trust me they would be if the magazine was in colour)

**Another strange Autosport vehicle featured red tyres all round - An advertising stunt for tyre firm Marangoni. They also make normal tyres including those aimed at motorsport ...**



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## MERCEDES WORLD - CLUB TRIP MAY 9th

**We are planning a trip to Mercedes World for £7 each. This includes a guided tour and a seat on the minibus. As usual places are limited - first come first served. If time allows there may be stop at Brooklands. Cost extra. To reserve your place please contact Nick Wood 01275 833098.**

*The guided tour presents guests with the extraordinary heritage of one of the world's most famous brands and brings to life the legends, characters and technology from over a century of automotive history. Your tour guide will take you through exhibitions and attractions that chronicle the rich history of Mercedes-Benz cars and motor sport... From the pioneering beginnings in 1886 to the ground breaking innovations of the 21st century, Mercedes-Benz World offers an unprecedented insight into the makings of one of the world's greatest car makers.*

*As part of the tour, guests will have the option to watch a ten minute film in 'Watch', the state-of-the-art surround sound cinema, enlightening them on the fascinating history of Mercedes-Benz innovation over the past 120 years. Guests will also have the opportunity to 'become' a Mercedes-Benz on its fascinating journey from sheet metal to finished car and luxury experience! Guests will be pounded, cut, sprayed, spot welded, baked and submerged in paint by 3D-animated robots at the innovative Mercedes-Benz Simulator.*

*Lastly as part of their tour, guests will have a chance to browse up to 100 cars of every colour in the Mercedes-Benz Showcase. The UK's largest showcase displays the entire Mercedes-Benz range - from the high performance AMG models and Mercedes-Benz SLR McLaren, to the ultra-luxurious Maybach.*



## Bloodhound SSC

**As previously reported Richard Noble is building his next Landspeed record challenger in Bristol. Club members who want to get involved may be interested in the information below.**

**The BLOODHOUND Project**, is a three year mission to create a Land Speed Record car capable of achieving **1000mph**.

BLOODHOUND SSC will be driven by Wing Commander Andy Green, who set the current record of 763mph (122Bkmh) at the controls of ThrustSSC on 15th October 1997. If the new vehicle achieves its target of 1,000mph (Mach 1.4), it will mark the greatest incremental increase in the history of the World Land Speed Record.

Travelling faster than a bullet is not, however, the principle raison d'etre of The BLOODHOUND Project. Rather, it is to promote cutting-edge science, engineering, technology and mathematics in the most exciting, accessible way possible in order to encourage more people to study these subjects at school and, ultimately, take up careers using these disciplines. Motorsport is a brilliant showcase for these subjects with the Land Speed Record being the ultimate form of motorsport.

Although still in its early stages, The BLOODHOUND Project has already prompted a raft of cutting-edge research and generated original collaborations between some of the UK's leading science organisations, universities and engineering companies.

The Project has also generated enormous levels of public interest since launch, with worldwide media coverage and hits to the Project website running at up to 100,000 per day. Development of the car is progressing well, with the design team lead by John Piper refining concepts for the chassis, supported by ARUP the world famous engineering consultancy.

Undergraduates from the University of West England are working on the cockpit layout as part of their degree course in Product Design, and the first test firing of the car's 1Binch hybrid rocket is due to take place later this month.

More information can be found at [www.BLOOOHOUNDSSC.com](http://www.BLOOOHOUNDSSC.com) inciuding how to become part of the supporters' organisation, the ever-growing 1K CLUB, which has now has in excess of 700 members.





# THE BLOODHOUND 1K CLUB

BE PART OF THE ADVENTURE

## The BLOODHOUND 1K Club

As a member of The BLOODHOUND 1K Club, the official supporters' Club for The BLOODHOUND Project, you can follow the engineering adventure step by step, with access to a members-only area of The BLOODHOUND Project website [WWW.BLOODHOUNDSSC.COM](http://WWW.BLOODHOUNDSSC.COM).

You will receive regular updates on the progress of the car, from concept and build to Land Speed Record attempt, an invitation to meet the team and visit the car being built plus the chance to win a trip to see a run of the car abroad.

In addition, Gold members will receive an exclusive invitation to see a UK run of the car and additional Gold member events.

**Bronze membership** is £20.00 and lasts for the life of the project

**Gold membership** is £75.00 and lasts for the life of the project

- Membership class.....
- First name.....
- Surname.....
- Unique email address.....
- Contact telephone number.....
- Please tick if you are under 16? [    ]

Please indicate if you would not like to receive email updates [    ]

.....

### **Admin use only**

#### **Tick boxes below for 'yes'**

- Paid [    ]
- Received Newsletter [    ]
- Received Certificate [    ]



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

**Prepared by Chris Thompson**

TOTAL POINTS SCORED	ENTRANT	POSITION	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
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

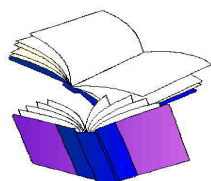
**Prepared by Chris Thompson**

TOTAL POINTS SCORED	ENTRANT	POSITION	NUMBER OF EVENTS
2	Dick Craddy	1	1

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## A POSSIBLE PEGASUS ROAD TRIP?

### Three French Hillclimbs Extend hand of Friendship.

### Three fantastic hills in three weeks.....

The three top hillclimb venues in the west of France St Goueno in Brittany, Hebecrevon in Normandy and La Pommeraye in the Pays de Loire have joined forces to welcome drivers from the UK and Ireland to take part in their events this May.

All three are national status events held on closed public roads and are part of the Championnat de France de la Montagne which is considered to be the one of the best in Europe.

**La Pommeraye** is situated between Nantes and Angers and at 250km from St Malo is the furthest away. The 2.5km course run up through a vineyard which produces the well-known Anjou wines. The middle section of this course is famous throughout France for its long flowing esses which are taken at well over 200 kph.... if you are brave enough.

**Hebecrevon's** course has a length of 2.2 km, it is narrow at the beginning but then joins the route nationale, which is very wide and flowing, cornering speeds have to be seen to be believed. The paddock is literally the village with the most sought after pitches being adjacent to the bar.

**St Goueno's** 3.2 km course winds its way up through a wooded valley, a bit like Wiscombe park in Devon only much longer and much faster. St Goueno is also famous for its evening soirees and its 350 volunteers.

Any MSA licence will enable drivers to take part in the GB Masters demonstration runs which are fully timed. Cars are subject to a few safety requirements.

All three events are run by not for profit associations who are keen to make new friends and to show the French spectators how it is done à l'anglais.

Trailer storage is available for those wishing to return home between events.

**La Pommeraye 9/10 May.**

**Hebecrevon 16/17 May.**

**St Goueno 23/24 May.**

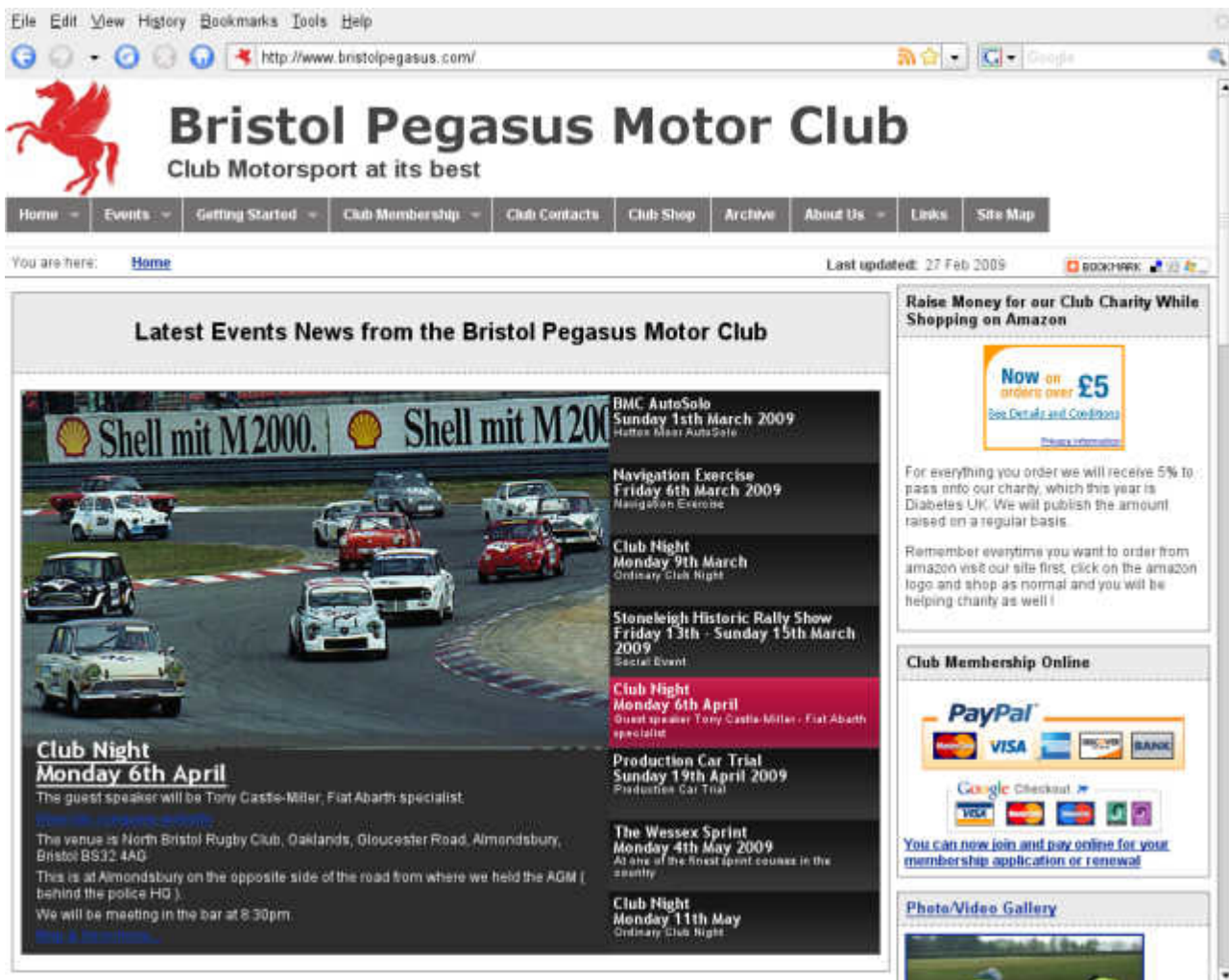
For more information contact John LLOYD.

Email:

[lloyd.john@wanadoo.fr](mailto:lloyd.john@wanadoo.fr)

Tel: 0033 296299206

# Why not visit our website



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

## Club Night Venue - North Bristol RFC Almondsbury

We have an excellent new venue.  
We have arranged to use the club house at North Bristol Rugby Club which will be opened specifically for our club nights.

This is at Almondsbury behind the police HQ. We will have the choice of two areas - one is a comfortable Bar area, the other is a more open area idea for guest speakers etc. There is a well lit large car park, idea for bringing your interesting cars along in the Summer !



# ***Prima Motorsport***

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

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6 Point £95.00

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## **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

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Issued 10th February 2009

a.dean-lewis@msauk.org

## ***e-Wheels* Anniversary**

This is the 12th issue of *e-Wheels*, which was first produced in March 2008 to replace the long-running paper-based *Wheels*. Hopefully, one of the aims of the digital format – to make it easier and cheaper for the information to be disseminated to club members – has been achieved.

If a paper copy is required, or to access back issues, Word and pdf versions of *e-Wheels* can be downloaded from the MSA website [www.msauk.org](http://www.msauk.org) by clicking on MSA publications>Wheels>*e-Wheels*.

As always, we welcome your feedback, on both the content and the technology, and would be interested to hear of innovative ways of circulating the information to your members. Please send your comments to: Allan Dean-Lewis, Head of External Affairs, MSA at the email address above.

## **MSA 2009 Competitors' and Officials' Yearbook correction – fuel testing**

As mentioned in *e-Wheels* January 2009 and repeated here for emphasis, regulation changes with regard to fuel testing were ratified by the Motor Sports Council at its meeting on 4 March 2008 and duly published in the Spring 2008 issue of *Motor Sports Now!* – the quarterly MSA publication sent to licenced officials and competition licence holders.

However, these changes were omitted from relevant sections of the 2009 *Competitors' and Officials' Yearbook* (the so-called Blue Book which is sent to licenced competitors) but can now be viewed on the MSA website at [www.msauk.org](http://www.msauk.org) >Clubs>Publications>MSAYearbook

## **MSA Club Development Fund**

During 2008, the MSA Club Development Fund grant aided applications from MSA Clubs for purchase of safety related equipment (radios, fire extinguishers etc) and assisted venue improvement projects in a total amount of £80,559 and this has enabled projects with a total value of £281,238 to be undertaken to benefit the sport. Over the last 14 years since the Fund

started, the MSA has provided grant aid of £636,983 to assist projects worth a total of £2,990,390 to the sport. The Club Development Fund continues for 2009.

### **MSA Rescue Development Fund**

Run in tandem with the Club Development Fund (and using the same application form), the Rescue Development Fund enables enhanced funding for the replacement and renewal of rescue and recovery equipment to MSA specifications, and even to assist the purchase of new or replacement rescue units. In 2008, the MSA made awards of £51,730, making its contribution total £99,482 since the scheme was started in 2007 – which has enabled rescue and recovery unit related projects with a total value of £278,198 to be funded during that time.

### **Grants for defibrillators**

For 2009, MSA Regulations make it mandatory for MSA Licensed Rescue Units to have a 3-lead AED – a defibrillator with a monitoring facility. A number of rescue unit operators had previously bought defibrillators (even though they were not an MSA requirement at the time) which may not meet the MSA minimum specification. The Rescue Development Fund has therefore made a commitment to grant aid the purchase of new defibrillators for MSA Licensed Rescue Units in the sum of £750 each. With around 60 operational rescue units, this is a significant total amount of grant aid on offer during 2009 of around £45,000.

### **Applying for grant aid**

Both the Club Development Fund and Rescue Development Fund are partnership schemes and – dependent on the nature of the application – grant aid can be provided in appropriate cases for either a percentage award or a fixed grant award. Application forms can be downloaded from the MSA website. Applicants are strongly recommended to discuss their proposals with Allan Dean-Lewis or Richard Nunn at the MSA prior to submission, so that suitable advice to guide the effectiveness of any subsequent application can be offered.

### **Winter club nights**

Together with useful publications about marshalling and rescue techniques, the Motorsport Safety Fund has an excellent DVD for sale. The *5-in-1 Safety DVD* has sections on first aid, marshalling, safety considerations for competitors, firefighting and motor sport rescue techniques. It costs £10 including postage and packing from Motorsport Safety Fund, PO Box 200, Sevenoaks TN15 8WZ.

# Navigation Exercise

**Friday 6th March 2009**

This months Nav-Ex is the last one for this winter season and is organised by Paul Bird. The start will be from the car park of his regular 'Hostelry', the Fox & Hounds in Acton Turville, map ref 173 808/808. The route will all take place on map 173. Please arrive from 7.00pm for a 7.30 start time.

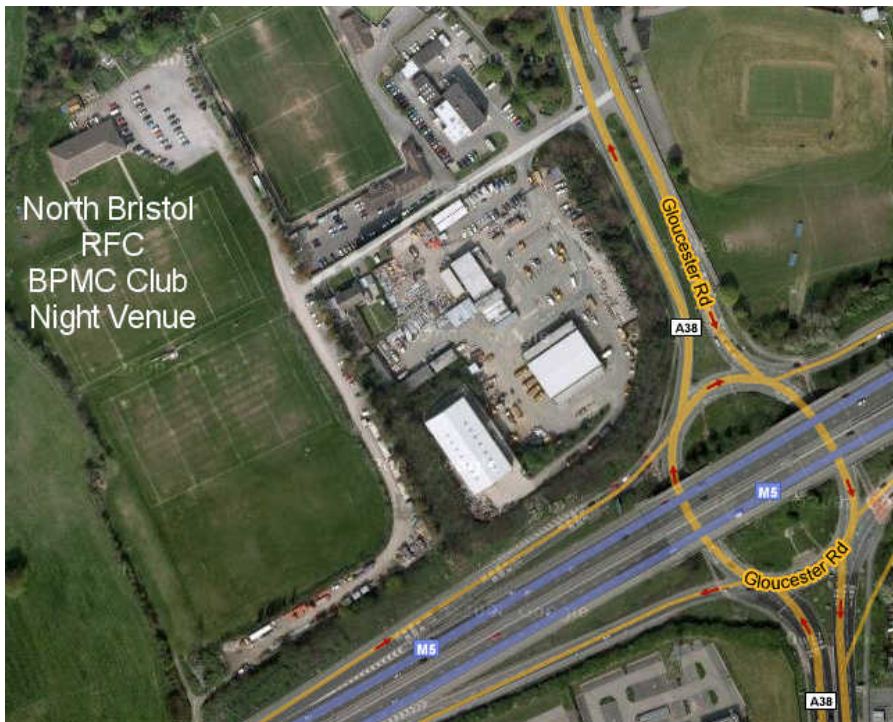
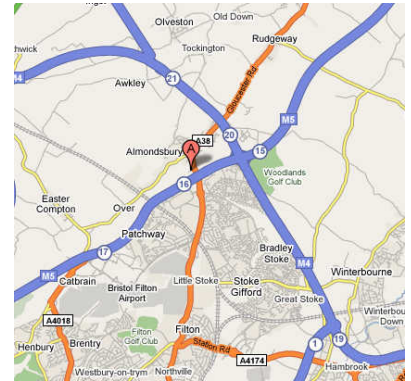
## Club Night

**Monday 9th March**

**An informal club night in the lounge area. Please arrive anytime from 8pm onwards.**

### New Venue 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.

## Stoneleigh Historic Show club trip

**Friday 13th March**

Club Trip - Bargain price - £15 including Mini Bus. Contact Martin Emsley on 01454 250067