

Backfire

March 2010



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

Photo : Donny Allen is an enthusiastic passenger in the Marlin as Mal tackles
Nailsworth Ladder on the Cotswold Clouds Trial - Photo Andy Moss

2010 BPMC Events Calendar

Updates shown bold

Month	Date	Day	Event	Venue
Mar	8th	Mon	BPMC Club Night	Talk by Martin Clark
Mar	12th	Fri	Historic Motorsport Show	Club Trip - Stoneleigh
Mar	19th	Fri	Navigation Exercise/Scatter	Fox & Hounds, Acton Turville
Apr	11th	Sun	Trial	Dundry
Apr	12th	Mon	Club Night	North Bristol RFC Almondsbury
May	3rd	Mon	Wessex Sprint	Colerne Airfield
May	31st	Mon	Llandow Sprint	Llandow Circuit
May	17th	Mon	Treasure Hunt	Announced in time for the event
May	10th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
May	15th	Sat	TCM Open Day	Club Trip
Jun	6th	Sun	ACE Classic Tour	Start at BAWA
Jun	14th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jun	19th	Sat	Chepstow Autosolo/Autotest	Chepstow Racecourse
Jun	21st	Mon	Treasure Hunt	Announced in time for the event
Jul	11th	Sun	Run What Ya Brung	Shakespeare County Raceway
Jul	12th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jul	17th	Sat	Frenchay Car Show	Frenchay Museum
Jul	19th	Mon	Treasure Hunt	Announced in time for the event
Aug	9th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Aug	14th	Sat	Castle Combe Day	Castle Combe Race Circuit
Aug	16th	Mon	Treasure Hunt	Announced in time for the event
Aug	30th	Mon	Two Club Sprint	Colerne Airfield
Sep	13th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Sep	18th	Sat	Chepstow Autosolo/Autotest	Chepstow Racecourse
Oct	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Oct	16th	Sat	Pegasus Sprint Castle Combe	Castle Combe Circuit
Oct	29th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Nov	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Nov	18th	Thu	Karting	The Raceway Avonmouth
Nov	26th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	13th	Mon	AGM	North Bristol RFC Almondsbury
Dec	30th	Thu	Xmas Meeting	Announced in time for the event

This Month

Event details on these pages are updated by Richard Reynolds, who can be contacted by email webadmin@bristolpegasus.com or phone 07866 422138.

Monday March 8th - A Talk by Martin Clark

Martin has been a Clerk of the Course on rallies for 40 years, and was at the very beginning of historic rallying. He has a long history as a competitor. Peking to Paris, Cape Town to Kenya, and the recent World Cup Rally in Tunisia are just a few recent events that Martin has controlled. 8.30pm Start. North Bristol RFC.

Friday March 12th - Club Trip - Historic Motorsport Show

Our annual trip to "Race Retro" at Stonleigh is as popular as ever and is again a sell out.

Friday March 19th - Navigation Exercise

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.

Sunday March 21st - Club Training day for Sprint Marshals

This will be both a great introduction to new marshals and potential marshals and also a timely refresher for experienced hands in advance of the new season. This day at Castle Combe includes the chance to do some practical fire practice and a free lunch - what more could you want? Full details later in Backfire. Contact Bob Hart 0117 9409772

Forthcoming Events

Saturday May 15th - A Visit to Middle Barton

Following his excellent talk last year, Tony Castle Miller has invited BPMC members to his open day at Middle Barton Garage.

There will be a Chevron F2 racing car, Lamborghini Espada and lots of Abarths on show. Tony is also providing a BBQ and refreshments for us.

"Middle Barton Garage has catered for both Classic and more modern Italian cars since 1987. We focus on the Alfa Romeo, Fiat and Lancia marques, manufactured after 1955, whilst the parts operation specialises in spares for all classic Fiats. The cars of Abarth & Co have long been associated with Middle Barton Garage. Our expertise in the marque is unparalleled in the UK, both for workshop and parts. Although we get exotica such as Osellas and Abarth TCRs regularly through the workshop, you're just as likely to find a Lancia Integrale, Alfa Romeo 156 or a baby Fiat 500 coming in for an annual service and MOT preparation."



<http://www.middlebartongarage.com>



Please give your name to Nick Wood 01275 833098 if you are coming. A minibus will be provided for those not wishing to drive.

Sunday July 11th - Run What Ya Brung Drag Racing for BPMC

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



How many times have you said to yourself "that looks easy - I could do that!"? Well, now here's your chance to find out because Shakespeare County Raceway is giving you a unique opportunity. After each timed run, drivers/riders are presented with a 'Certificate of Speed'

giving important information such as reaction times and timing data from start to finish. To compete, 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.

If you would like to make a weekend of it, there are excellent camping facilities. There are plenty of B&Bs nearby for those that want some comfort! There will be a BPMC BBQ on the Saturday night. Also Chris Hartnell & Backdraft will be there for you to watch.

<http://www.shakespearecountyraceway.com/rwyb.asp>

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

Possible Event - September 11th/12th

Would any of you out there be interested in a trip to Stondon Transport Museum & The Imperial War Museum Duxford? This would have to be a weekend trip because of the distance needed to travel at an approx cost of £70 - £75 each. Please let Nick Wood know if you are interested.

As always, we are looking for contributions for Backfire

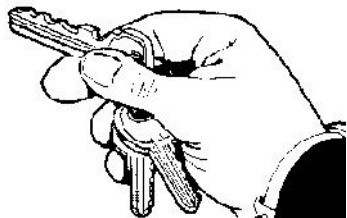
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Publication deadlines for Backfire

April - 2nd April May - 30th April

Ecurie Shoestring Quiz

1. What was the model number of the Peugeot that won Le Mans in 1993?
2. Who won the 2010 Rally of Sweden?
3. What was the last F1 race that Team Lotus competed in?
4. How many Grands Prix did Jochen Rindt win?
5. Who won the 1939 Belgrade GP, held on the day Britain declared war on Germany?
6. In which year was the French GP last held at Rouen Les Essarts?
7. How many English drivers will be competing in F1 this year?



CHAIRMAN'S CHAT

By Andy Moss

February has been a busy month for the club in terms of planning the spring and summer activities, despite there being only a couple of events in February itself.

Things are coming together for the two May Sprints. Regs for the Wessex Sprint at Colerne have been available for a while, so you should get your entry in quickly for what is always a popular event. We have also held a kick-off meeting for Llandow, and the regs will be available online by the time you read this. This year, we are going to send Llandow regs to past competitors by email, which will help reduce both printing and postage costs to help keep the entry fee as low as we can. If you don't have email, don't worry - you will still get a copy in this post.

We also have our Production Car Trial in April and again regs are available for this. If you haven't had a go at this before it's a lot of fun and is designed to be suitable for any road car, so there's no excuse for not having a great afternoon's fun. Clerk of the course Mal Allen will lay out the hills to try to avoid any damage to your car, and in the past has been very successful in achieving this.

If you don't want to enter then why not come along and help out? We need a scrutineer to help look over the cars, a club steward to keep an eye on things and of course marshals to do the scoring on the hills. A great opportunity to get involved and help out in a slightly different form of motorsport.

We are also starting to get things organised for the Autotest/Autosolo in June - more details next month.

In the short term, we have a few excellent events in March. Firstly our much anticipated Club Night with our special guest speaker Martin Clark. Then it's off to Race Retro, which is always a lot of fun, and finally Paul Bird is running the March Nav-Ex, which promises fun roads and a finish at the Fox and Hounds in Acton Turville for a drink and a chat.

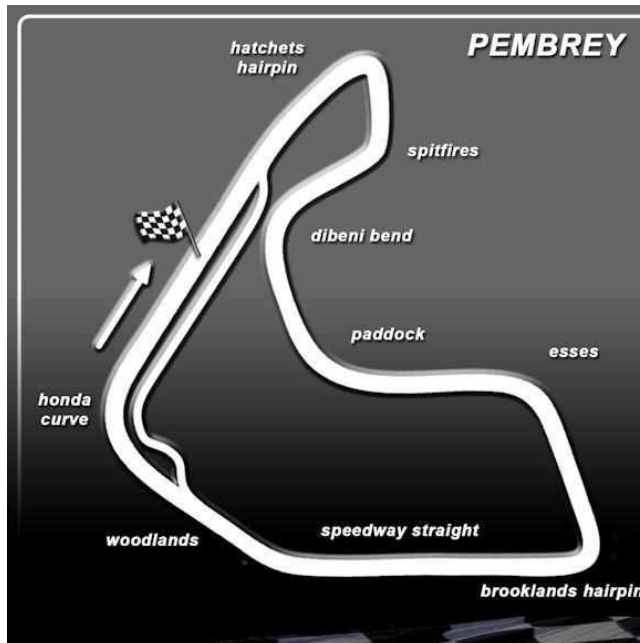
Another event that I would encourage people to attend if they can is our marshals training day on the 21st March at Castle Combe - more details later in this issue.

Finally, we are at the early stages of planning a couple of new events, one for this year and one for next - watch this space for more news.

September 11th - Track day at Pembrey Racing Circuit

Motorsports Events invite the Marlin Owners club and BPMC to share a track day at Pembrey. If collectively the 2 clubs manage a minimum of 10 cars there will be a free 20 min instruction session from an ARDS qualified professional instructor per car. Cars can also be double driven for an extra fee. Cost per car is £169.

Prior to the big money coming into motorsport all F1, F3 & BTCC teams used to test at Pembrey.



It's a circuit of two halves: a fast outer section and a slower, technically challenging inner section. The Diben/Paddock left hander is probably the hardest to get right, but it's the Brooklands hairpin and the Honda Curve right hander that have the most effect on lap times.

Over the start finish line and into the braking zone for Hatchets hairpin. The turn is very late: if you do out brake yourself there is an escape road straight ahead. From the apex you can get back on the power hard and early. The right of Spitfires is fast in with the lightest dab of brakes.

The following two corners, Diben bend and Paddock, should be treated as one. The first has a

very fast approach and most cars will only require a very light dab of the brakes. Take an early apex letting the car drift out to the right nice and early to give you as much time as possible for the second part. On approach to this part either a small brake or a lift is required which helps a good turn in.

The run down to the Esses is a fast approach and again will need a light break or lift depending on the car. Take a late apex and it is important to run right out to the exit. This is because you need all the space available for Brooklands hairpin, which has two parts.

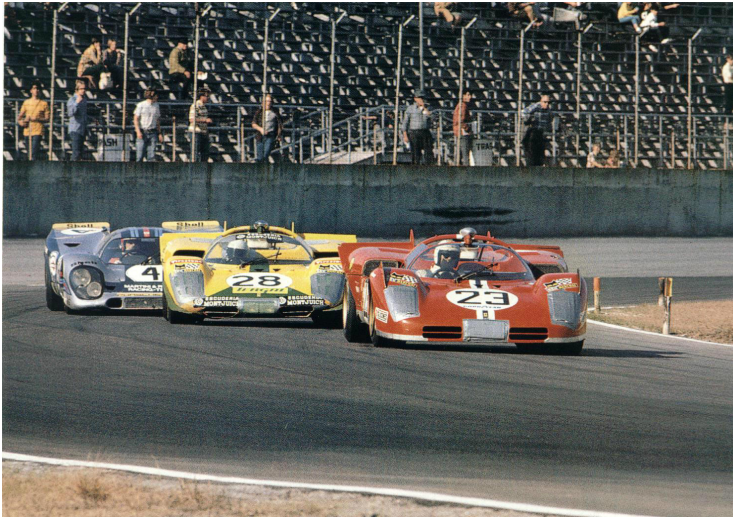
The first is a slight right and it is best to set the car up so that as you go through the first part you are braking in a straight line. This will open up the second and most important part much more. Getting a good exit from here is important as a small loss of speed here will hurt you all the way down to the final corner. There is a slight right kink on this straight known as Woodlands which is taken flat. The final corner of the lap, Honda curve, has a very fast approach and the high speed turn-in makes this corner very tricky. If you miss the apex the car will start to wander to the outside of the corner. There is limited space on the exit.

If interested please ring Motorsport Events 0870 787 2116 to book your place.

ESCURSIONI

By Martin Emsley

Having been going through some old car magazines, cannot be bothered to store them, anyway before Christmas exchanged some e-mails with Tony Adamowicz, then saw picture captioned:



NART's Ferrari 512S, driven by Ronnie Bucknum/Tony Adamowicz leads the 512S of Arturo Merzario/José Juncadella and the 917K of Elford/Gijs van Lennep in the Daytona 24hours of 1971. Car 23 almost won the race when the JW Porsche 917K of Rodriguez/Jackie Oliver lost over an hour while its gearbox was repaired.

Anyway, sent a scanned copy to him and he wrote back:

Note: our car had broken valve springs creating the flames as seen on my site:

It wasn't until the 24 hrs of Daytona 1971 that I had an opportunity to share a 512 Spyder with Ronnie Bucknum. Fortunately we had the assistance of Carrol Smith, who was my team manager when I won the Formula A/5000 Championship in 69. I also had his talents and expertise available when I drove the 312P here in 70.

The 512 series was quite strong by latest specifications, the tube frame being made of 4130 steel, almost invincible and state of the art structurally. NART cars were basic factory delivered cars with no real modifications, sometimes were last year hand me downs. Our 1969 chassis 1006 was an early one, the third of 25 completed by Ferrari to contest the World Manufacturers Championship.

I was thrilled with the combination of driver and crew, until we saw the beautifully prepared 512M that Mark Donahue and David Hobbs were to drive. Our 512S was a short tailed, open roof version with older aerodynamic bodywork. Conversely, the 512M was a much cleaner design in every aspect.

I felt we had a very good platform to race 24 hours with. The 5 liter power figures varied from 600 hp to 650 hp depending on who you talked to. All I know is the engine had ample power to exchange positions with Pedro Rodriguez' 917K on the banking during the race. We had some rear body work problems during the race, but we managed to finish ahead of our NART teammates in their later 512M. We were second overall on the same lap as the John Wyer /Rodriguez, Oliver 917K. It was the closest finish in the Daytona 24 Hours up to that time.

Ronnie had a drinking problem then, and told me years later that "we would have won the race", except he was using 1000 RPM's more than I, and ultimately broke some valve springs. We just kept out there with the misfiring engine, belching flames out the exhaust and finished second overall.



Reading the latest backfire was most jealous to observe that Rex has two more 'fans' than me, on second thoughts make that three because I too really enjoy his column, have to say the piece about indicators is so true, unfortunately. I have become cynically convinced that modern cars have indicators on an optional extra list.

Have been scanning the net for results from the Coys auction at Autosport International, and invariably finding 'awaiting results'. Seems a long wait to me but did find a piece which listed a few of the cars, of interest: The 1967 McLaren M1C Chevrolet V8, which had been owned and raced by Pink Floyd drummer Nick Mason, was sold to a telephone bidder for £122,500. One of my favorites the ex-Lord March 1963½-Model Ford Galaxie 500 (500bhp) changed hands for £70,800, did not find out about the Ford Falcon which looked a real gem. A 1973 Surtees TS15 Ford Cosworth BDG 006 F2 in Matchbox livery with spare tub made £53,200, a 1972 Greppi-crafted Alfa Romeo TZ2 Re-creation £28,750, a 1975 Chevron B29 F2 without engine £20,700 Fit only for scrap!!, a brace of extremely distressed Jaguar XK lhd restoration projects from the US were £16,100 each for a 1954 120 Roadster and a 1956 140 'MC'.

An ex-Gordon Spice Capri 3.5 £15,525, a 1991 Audi S2 Quattro Hill Climber £14,375, a Marathon Rally prepared 1967 Ford Lotus Cortina MkII £13,225, a ready to race 1973 Triumph Dolomite Sprint £12,363, and a 'No Reserve' 1956 MG Magnette Racer for restoration £805. Also, after much digging found a price for that unusual hillclimb Ferrari Dino Gypsy, at £72,500 something of a bargain methinks!

Saw Renault Laguna the other day, swear it is not my eyesight, at first glance, from a distance thought it was an Aston, guess I need to visit the opticians!! (Tip; try squinting, screwing your eyes up and viewing as they water)



Web Watch

Ari Vatanen attacks a Special Stage at Colerne during the 1983 RAC Rally.

<http://www.youtube.com/watch?v=YvMrFSsz0XM>

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Incar Ari Vatanen Manta 400 83 RAC - Colerne

Special Stage:
"Colerne"

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0:16 / 3:19

★★★★★ 29 ratings

9,601 views

Skid Prevention Course at Devon Drivers' Centre by Richard Reynolds



Instructor: David Lyon

Duration: 1hr 15 minutes

Type of Course: Standard

Location: Devon Drivers' Centre situated in the grounds of Westpoint Exhibition Centre, Clyst St. Mary, Exeter. It's just a few minutes drive from junction 30 of the M5.

Course Objectives:

- To recognise a skid and it's characteristics
- To control a skid where the situation permitted
- To give confidence in driving in adverse road and weather conditions
- To make the driver aware of the preventive measures that can be taken to avoid skidding in the first instance

On an overcast and wet weekday morning I drove to the Devon Drivers' Centre just outside Exeter for a Skid Prevention & Control course, that I had received as a birthday present. After signing in, I meet my instructor David Lyon, who it turned out was a historic rally co-driver and had many stories to tell about road and off road rallies (he was also if I remember correctly vice president of the Exmouth Motor Club and seem to know about our club).

After a friendly briefing in the comfort of the G.A house, we moved straight into the Skid-Car for a demonstration of handling skills, showing front wheel, rear wheel and four wheel skids. From then on I took the wheel, experiencing the different types of skids, learning how to control and then prevent them. A recent addition to the course was how to use anti-lock braking system in an emergency, which was very interesting as most of the time, we had the ABS system switched off (not a standard option on a Mondeo I believe!). I practised all the different types of skid and even experienced 360 degree spins in simulated aqua-planing, in a safe environment.

Eventually the time drew to a end with a debrief and review of progress from David, followed by a presentation of a certificate of course completion.

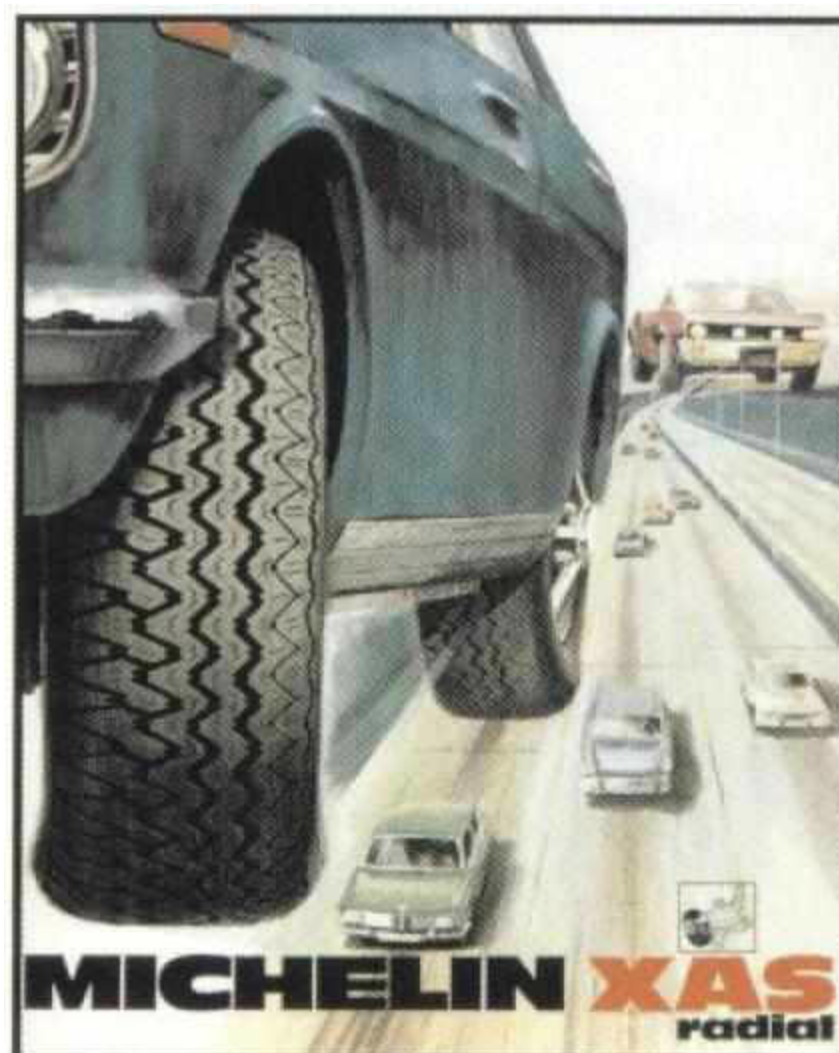
I would say it was definitely worth doing the course if you haven't been lucky enough to try "drifting" on a circuit or something similar. You never know when such skills might be needed on something like a 12 car rally or navigational exercise, in some of the poor road conditions we have had this winter.

I know it not's exactly in the Bristol area but even Avon and Somerset Police use this centre as well as more local emergency services, so they must be good.

How the Skid Car worked

The skid-car frame simply lifts two or more wheels of the attached vehicle off the road surface, thus causing loss of grip. There are outrigger castors, which take the vehicle weight, are fixed to the frame by electronically operated hydraulic jacks. This also means that no oil or water surface is necessary to simulate skids. The instructor seats in the front passenger seat and determines the type or degree of simulated emergency through a control console.

**Remember
when?**



2010 Clubmans Championship as at 20/2/10

Prepared by Chris Thompson

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
9.92	Chris Goodchild	1	2	No
9.92	Martin Baker	1	2	No
7.00	Chris Thompson	3	2	No
5.75	Nick Wood	4	2	No
4.75	Dick Craddy	5	1	Yes
4.75	Mary Craddy	5	1	Yes
4.50	Andy Moss	6	2	No
4.50	Cherry Robinson	6	2	No
3.50	Alan Dilamore	7	2	No
2.25	Alan Spencer	8	2	No

2010 Marshals Championship as at 20/2/10

Prepared by Chris Thompson

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
2	Dick Craddy	1	1
2	Mary Craddy	1	1

Castle Combe Circuit – The First 60 Years

A new book by Paul Lawrence and Pete Stowe charting the 60-year history of the circuit has just been launched. Completely updated from the original book published in 2000 it includes new facts that have come to light in this current decade and all-new photos, many never before published. Copies are available from the circuit office (Monday-Friday) or from the circuit shop at major events, or can be sent by post.

The price is £20.00 plus £4.00 packing and first-class post.

To order, please send a cheque for £24.00 to the circuit office, Castle Combe Circuit Limited, Castle Combe, Chippenham, Wiltshire SN14 7EY.

Sunday 11th April

BPMC Cross Trophy Production Car Trial - Dundry

Our Production Car Trial is to be held at Lower Grove Farm in Dundry on Sunday April 11th. The venue is superb for an event of this type and should offer a challenge for most.



So what is a Production Car Trial? Well, simply it's a Trial that you can do in an ordinary road car. Entrants will need a vehicle, a driver and a navigator/bouncer –

whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in.

Anyone who has seen a more specialist Trial and gazed on in awe whilst thinking: "how on earth do they get up/across/through something like that?!" may now be thinking "there's no way my car would be suitable". Worried about ground clearance, losing the sump or suspension damage? To put those minds at rest, rather than the often heavily rutted tracks used in Classic Trials, the venue is a grassy field.



If you fancy having a go but are lacking a suitable vehicle, get in touch and we'll try to pair up any would-be bouncers with drivers as far as possible. If you'd like to be involved but can't find a driver (or still have concerns about damaging your pride and joy), you could always come along and marshal! We could also do with someone to help with checking over the cars before the start and also need a club steward.

For further details and an entry form visit the club website or contact Tim Murray on (H) 0117 949 9449 or email timmurray@mint99.freemove.co.uk.

A brilliant fun afternoon with your ordinary road car
Entry Just £7 - Any car is suitable

BRISTOL PEGASUS FANTASY F1 2010

The Bristol Pegasus Fantasy Formula One competition is now into its 15th year and continues to be popular with members. Our rules differ a little from those found in the “real” F1 championship so make sure you read them carefully.



We will accept entries upto the first race – the Bahrain Grand Prix.

Entries should arrive by **Friday 12th 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 Jenson Button in a Lotus 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. In the case of duplicate entries, if things are close at the end of the season, the organisers may ask for an additional 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):

Like real Formula 1 we have changed our points scoring this year, and our scores are now the same as in the real series. We were awarding 25 points for 1st place last year as well, so it seems that Bernie must read Backfire as he has copied us for 2010.

The 2010 system will see 25 points for first, 18 for second, with third receiving 15, 12 for fourth and then ten, eight, six, four, two, and one for tenth place.

In our series Engines score half point. Note : Scores published in Backfire each month will be rounded to the nearest whole point.

Improvement Points:

Unlike previous years in 2010 there will be no improvement 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. Prizes – Whilst our Fantasy F1 contest is mostly for fun, A Motorsport DVD of your choice or gift voucher upto the value of £15 will be awarded to the winner.

Team	Cost £M	Engine	Cost £M	Driver 1	Cost £M	Driver 2	Cost £M
McLaren	60	Mercedes - McLaren	25	Jenson Button	35	Lewis Hamilton	35
Mercedes	50	Mercedes - Mercedes	20	Michael Schumacher	35	Nico Rosberg	20
Red Bull	28	Renault - Red Bull	14	Sebastian Vettel	20	Mark Webber	15
Ferrari	40	Ferrari - Ferrari	15	Felipe Massa	20	Fernando Alonso	15
Williams	14	Cosworth - Williams	9	Rubens Barrichello	14	Nico Hülkenberg	8
Renault	24	Renault - Renault	11	Robert Kubica	14	Vitaly Petrov	8
Force India	12	Mercedes - India	7	Adrian Sutil	5	Vitantonio Liuzzi	5
Toro Rosso	8	Ferrari - Toro Rosso	4	Sébastien Buemi	4	Jaime Alguersuari	4
Lotus	5	Cosworth - Lotus	3	Jarno Trulli	3	Heikki Kovalainen	3
Campos	2	Cosworth - Campos	1	Campos TBA	1	Bruno Senna	3
US F1	1	Cosworth - US	1	José María López	1	US F1 TBA	2
Virgin	5	Cosworth - Virgin	2	Timo Glock	3	Lucas di Grassi	2
Sauber	8	Ferrari - Sauber	4	Pedro de la Rosa	4	Kamui Kobayashi	3

Note : both Campos and US F1 are struggling to make the grid, US F1 have applied to miss the first 4 races of the season – these teams prices reflect this.



The easiest way to enter is online at 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 **Andrew Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP**. You may also e-mail entries to chairman@bristolpegasus.com

Round	Grand Prix	Date
1	Bahrain GP	14 March
2	Australian GP	28 March
3	Malaysian GP	4 April
4	Chinese GP	18 April
5	Spanish GP	9 May
6	Monaco GP	16 May
7	Turkish GP	30 May
8	Canadian GP	13 June
9	European GP	27 June
10	British GP	11 July
11	German GP	25 July
12	Hungarian GP	1 August
13	Belgian GP	29 August
14	Italian GP	12 September
15	Singapore GP	26 September
16	Japanese GP	10 October
17	Korean GP	24 October
18	Brazilian GP	7 November
19	Abu Dhabi GP	14 November



2010 Fantasy F1 Entry Form

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

Driver 1 :

Driver 2 :

Team 1 :

Team 2 :

Engine :

Joker Race :

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

Name:

Address :

Telephone :

E-Mail :

Why not visit our website?
www.bristolpegasus.com

Website updates this month

Don't forget about the new forums section on the website @ **<http://www.bristolpegasus.com/forums>**

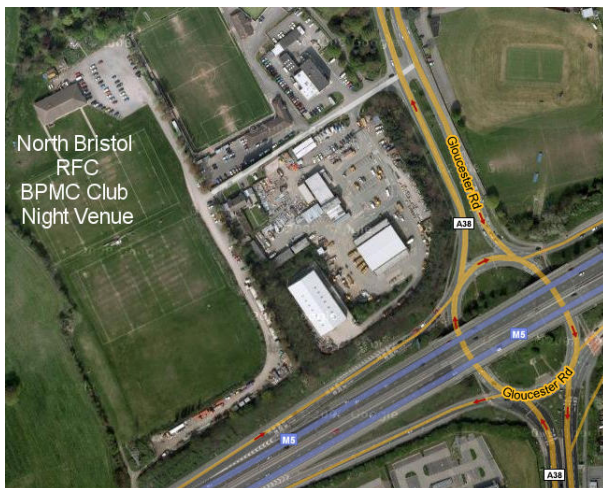


Somerset Stages Rally - Marshals Wanted **SATURDAY 24TH APRIL 2010**

www.somersetstagesrally.com

On offer are quality Forest Enterprise Stages on the beautiful Brendon Hills on the edge of Exmoor National Park. There will be some 43 stage miles and 40 road miles, including once again the infamous Porlock Hill toll road. As always with these kind of events, we cannot run them without the help and commitment of the many marshals who come and support us on the day. If you feel you would like to come along and help us marshal on the day.

Nigel Winkworth chief marshal or Nicky Winkworth deputy chief marshal on 0845 0951385 or e-mail marshals@somersetstagesrally.com



Club Night - Directions

North Bristol RFC

Almonsbury Bristol

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

Take 3rd exit. After approx 150 metres, turn left before Police HQ. Continue past the Gloucester

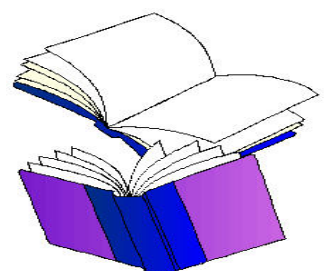
Football Association building. At T junction, turn right into North Bristol RFC.

Online Books, Videos, CDs, DVDs

Visit the bookshop

section at www.bristolpegasus.com

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



Navigation Scatter

Friday 19th March



Results

DRIVER	NAVIGATOR(S)	CLUB	PTS	POSN
Martin Baker	Chris Goodchild	BPMC	335	1
Glyn Hopkins	Paul Monis	BMC	260	2
Cherry Robinson	Andy Moss	BPMC	100	3
Nick Wood	Chris Thompson	BPMC	100	3
Simon Clemow	Martin Clemow	BMC	200	OTL
Dean Hogarth	Alexis Taylor	BMC	285	OTL

Ecurie Shoestring Answers

- 905
- Mikko Hirvonen
- 1994 Australian GP
- Six
- Tazio Nuvolari
- 1968
- Two (Button and Hamilton)

The 2010 Tuition and Track Day Castle Combe Motor Racing Circuit – Saturday 14th August.

Tickets go on sale to Bristol Pegasus members on Easter Monday at £123.00, that's a full month before they are released to non members, so get in quick with you entries.

The 2010 event is looking to be a great family day out, as I have had interest from the Lancia Motor Club who not only are looking at track tickets but also are going to bring along a collection of Lancias to the day and put on a static show. I have had confirmed



the Mini Cooper Register's attendance again this year, they also are looking at a possibility of a static show for us too. I have even had interest from Phil Mitchell and the fellow Bristol Hot Rods who may pay another visit to the event in their wonderful machines.

The 2009 event sold out in record time, and the in-car driver tuition was very much in demand. I am confident that this years event will be as popular. You can keep a close eye on happenings by viewing the news page on the events website

www.castlecombetrackday.org.uk The site will keep you up to date with entries, news and revised regulations. It is also packed with loads of images from previous years.

So if you are an interested driver looking at increasing your driving skills on a real motor racing circuit, or just looking for a great day out, put the 14th August in your diary.

The screenshot shows the website for 'The Bristol Pegasus Motor Club Castle Combe Tuition and Track Day' on Saturday 14th August 2010. The page features a navigation menu on the left with links like 'Navigate:', 'Introduction', 'News', 'How the day works', 'Venue', 'Turn by Turn Guide', 'Downloads', 'Contacts', 'Comments received', '2009 Review', 'Videos', and 'Photo Gallery'. The main content area includes an 'Introduction' section with questions about track days and tuition, a 'Latest Event News' section with a 'DATE OF THE 2010 EVENT' announcement, and a 'Ticket Price' section stating £123.00. A large blue starburst graphic on the right highlights the '2010 Ticket Price £123.00'. A photo of a green classic car is visible in the bottom right corner.

Tony Smith

Castle Combe Track Day Organiser for Bristol Pegasus Motor Club

Email: entries@castlecombetrackday.org.uk

Web: www.castlecombetrackday.org.uk

Mobile: 07941101413

17 Fir Tree Close, Patchway, Bristol BS34 5ER

Marshals Wanted

Bristol Motor Club are looking for Marshals for the Great Western Sprint at Castle Combe on Saturday 27th March - if you can help contact Chief Marshal Mark Benstock by email: benstock.mark@yahoo.co.uk, or by phone: mobile 07891 160891, home 01454 311712

Club Training day for Sprint Marshals at Castle Combe

Sunday 21st March

This is an all-day event. Provisional programme includes:

Role of the marshal;
Personal equipment and preparation;
Personal safety – yours and others on your team;
Good communications;
Use of fire extinguishers (practical);
Incident reporting.

Lunch will be provided.

This will be both a great introduction to new marshals and potential marshals and also a timely refresher for experienced hands in advance of the new season.

We need to know names in advance to get the catering provision right.
Please contact Bob Hart if you are going to attend.

bob.hart@blueyonder.co.uk

0117 9409772 or 07879 558436



An Evening With The British Steam Car Team

In August 2009, the British Steam Car broke the the longest standing FIA land speed record in history that had stood since 1906. The ground-breaking vehicle took 10 years to build, weighs over three tons and is fitted with 12 boilers containing nearly two miles of tubing.

See the record-breaking land speed car "Inspiration"
Audio visual footage of the British Steam Team and record runs
Illustrated talk by members of the team including: Driver Don Wales, Project Manager Matt Candy & Team Manager Lynne Angel*

Date: Thursday 22nd April 2010
Venue: Hatherely Manor Hotel, Cheltenham, Glos
Time: From 7.00pm
Price: £8.00 per ticket

Tickets: Available from www.steamcar.co.uk or call 01452 260063

The money raised from ticket sales will assist with the continuation of the Team's UK Tour

* Driver Don Wales is the nephew of Donald Campbell, and grandson of Sir Malcolm. Don holds 11 electric and steam landspeed records

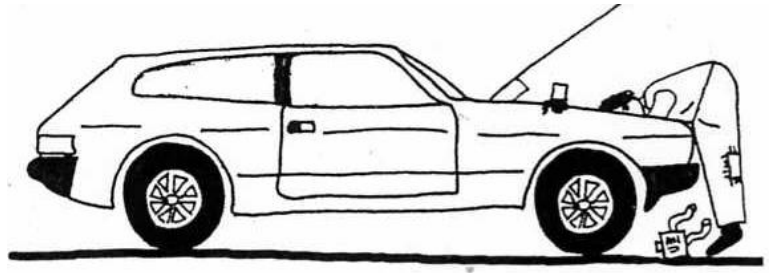
As featured on the BBC

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.



SCIMITAR – A DOUBLE MILESTONE

Yes, dear reader, February marked not only the 30th birthday of my Scimitar (surely eligible for Classic Car status, hence zero tax, Mr Darling?), but also the 10th anniversary of my purchase of the car. I'd been looking for one for a couple of months, and had prepared a plan of looking at 3 potential purchases all picked out of the RSSOC (Reliant Scimitar and Sabre Owners Club) magazine and visiting them all over a busy Saturday. I'd looked at one advertised by a well-known local dealer advertised at £3,000 but decided that it had been sat around for a little while and wasn't worth the money. This was at his house and the car hadn't been prepared in any way. There were no obvious faults, it just needed to be a lot cheaper. So, with my Saturday blitz all prepared, I checked the local newspaper, just in case, and lo and behold, there was a Scim for sale. So, quick phone call, whiz out to Bradley Stoke, and there was the same car! And for a lot less money. Turned out that this was the nephew of the Classic car dealer, and the car was on his books as a favour. And now the owner needed to sell the car a lot quicker. I already knew the car as I'd checked it out at the dealers house, so it was a simple matter of doing the deal and parting with the cash.



For the record it's a 1980 SE6a, the '6' referring to the second generation, wider and longer Scimitar GTE, and the 'a' suffix was applied early in the models life (1976) to denote the introduction of an improvements and strengthening package. Mine is one of the last 75 made (run-out model), with the 3-litre Essex V6 engine, ahead of the SE6b with the german 2.8 litre V6 engine. Mine is manual with overdrive and is beige with champagne

velour seats. It was delivered to its first owner on 1st February 1980.

The mileometer read 31,076 on purchase, and the paperwork showed that the 131,076 was the actual genuine mileage. I've added 20,000 to that in 10 years, with 2003 being the most prolific year, due to tours of both Ireland and Sweden.



The last couple of years have seen only meagre miles, partly due to steering rack issues (already detailed in these pages), and combined poor sparking and radiator bracket problems just at the time I was due to use the car for some long journeys. I also now have another car as a classic alternative, one which is easier to use with a two-year old son to accommodate. However, he can say ‘Scimitar’, so roll on booster seats!

The table indicates the annual mileage:--

2000	3,224	2005	1,150
2001	1,166 new engine	2006	2,350
2002	3,088 wedding	2007	1,554
2003	5,196 Ireland and Sweden	2008	128
2004	2,000	2009	518

Purchased on 12th February 2000, the car was re-registered with my private plate in June 2000. At the same time a number of major improvements were put in place (32,120 miles), such as stainless steel fuel tank, Middlebridge 15” wheels and tyres (standard is 14”), a security system, electronic ignition and a K & N filter. Middlebridge by the way had bought out the moulds from Reliant and produced another 77 cars with the Ford 2.9-litre EFi engine – very nice, before they too went bust.



In November 2001, at 35,333 miles a recon engine was fitted. This was to RS3100 spec, tuned to Stage II level with a Stage III cam and Graham Walker banana manifolds. There were problems obtaining the correct Weber carb, it took another 7 months to get that sorted. The car should have about 190 bhp, but I’ve not had that tested on a rolling road.....yet!

I was pleased to use the Scim as part of my wedding entourage in 2002, where in fact I supplied all the cars. My Best Man and I arrived at the church in the Scim, being the batchelor

conveyance. The bride and her father were delivered in my Scorpio Cosworth (remember those?), and we left in my 1938 Riley – an unforgettable day!

Back to the plot, and in 2003 we made a tour of Southern Ireland. This was truly memorable, lovely country, fabulous views, people just so friendly, but third world roads – I'm sure that it was this trip that knackered the suspension, it was never the same afterwards. There are swingeing tax regulations in Ireland resulting in virtually no cars with engines over 2 litres, just the odd Mercedes. While trying to find a parking space in a converted multi-story dockside warehouse in Cork, where the Scimitars lack of a decent steering lock was exposed, we met a Mondeo coming the other way. Having taken three manoeuvres to allow him to pass, so his drivers window came down and I expected an adverse comment or two. Not a bit of it, 'Nice car!', he said in a strong Irish accent and with a huge beaming smile, window up and drive on – a lovely moment. We also came across a village called Kilmeaden! So, stop for pictures outside the Kilmeaden garage, much to the puzzlement of the locals.

The Sweden trip that same year was also memorable, not least for crossing Denmark in company with a 1954 Cadillac Eldorado. We attended an old car show sponsored by a Swedish Classic Car magazine at a place in the south called Margaretatorp. There were no other Scimitars present so we were put in with the Morgans! Very few of the crowd knew what it was, but we attracted a lot of favourable comment. We also took great delight in informing the MG Car Club of Sweden (the largest group present) that their Union Flag was being flown upside down. They didn't believe us to start with, saying that it had always been like that, and what difference did it make anyway. Sure enough, the toggle was at the wrong end, so it had been manufactured and sold in this upside down form. Thankfully we were eventually supported by an ex-pat member of the club, and the flag was re-flown the correct way up.

During the Sweden trip, first the overdrive solenoid failed, and then the mileometer packed up. A quick check of the tyres at Folkestone on the way home showed some of the cable strands just starting to show through (I knew it was marginal, but not that marginal!), so a change to the spare was needed before the drive home. But despite these maladies, we'd had two fabulous holidays that year in what is an ideal touring machine – bags of space, plenty of comfort, good looks and reasonable economy.

Like lots of Scimitars, cooling is marginal, fine when on the move, but overheats if kept in a traffic queue for too long. This came to a head when we went to the Great Dorset Steam Rally and had our own steam show while waiting to gain access – hugely embarrassing. We actually abandoned waiting in the queue in order to have a drive to get the temperature down again. In February 2004, at 42,870 miles, a recon steering rack was fitted along with a Granada 2.8 radiator (thicker core) and a Kenlowe electric fan. There have been no cooling issues since these mods.

A rear hub was replaced and new steering gaiters were fitted in May 2006 at 46,344 miles, and



another recon steering rack went in in January 2009 at 50,071 miles, along with new suspension all round, springs and shockers, surely a legacy of the Ireland experience. In August, new motors and mechanisms for the electric windows were fitted, and two months later, a new coil, ballast coil and HT leads were installed, which brings us up to date.

Now for the sad bit – I've bought fuel on 80 occasions, brimming it 28 times. The tank is

rated at a wallet-sapping 90 litres, but the most I've ever got in at a filling is 80.66 litres, the biggest single fuel bill being £83.00. The best mpg on the old engine was 23.2 with a best tankfull of 405 miles, while the new engine has returned a best of 30.4 mpg, and 516 miles on a tank. Best drive is the annual visit to the Beaulieu Autojumble, a nice drive, and a good way to arrive in style.

What's the car worth now? Probably about what I paid for it, which can't be bad after 10 years use. You don't see many about these days, yet, with a ladder chassis, a glass-fibre body, and Ford mechanicals, they are essentially reliable, durable and easily maintainable, with an excellent spares back-up service through several specialist companies. Compare their survival rate with that of the Ford Capri, it's erstwhile competitor, at least in 3-litre form.

Since that 'other car' has been on the scene, the poor Scim has had to live outdoors. Unfortunately the windscreen rubbers are porous now, so the inside of the car has become decidedly damp, in fact it's soaking. January is MoT time, and in the recent hard frosts it needed its windows scrapped inside and out before it could be presented for its test! What of the future? Well, the garage extension (I snuck that in, dear reader, didn't I!) due to happen this summer will enable it to live indoors again, and hopefully stay dry. A repaint is certainly on the cards, windows out and new rubbers, carpet etc, and perhaps some underbonnet detailing – the old thing should certainly look good then.

Interestingly, when I first bought the car, people knew what it was and were interested in what engine was in it, power levels, Princess Anne and so on. But now, people don't know what it is, and are rather surprised and impressed by it, although the Reliant name regularly draws comments about the 3-wheelers, Del-boy etc. However, the Scim is a very different beast, and I think Reliant are to be congratulated on producing a proper GTE – Grand Touring Estate. It still looks good in shop windows as you drive by!

Here's to the next 10 years!!

All for now, and keep enjoying your cars!

HEDTEC.CO.UK

HEDTEC CRASH HELMETS - *EXCLUSIVE OFFER ONLY TO BPMC MEMBERS*



We are pleased to offer BPMC members a £10 discount towards a Hedtec crash helmet and any BPMC member who buys a helmet will also receive a £25 voucher towards a Motorsport Events 2010 track day.

Hedtec helmets are pure bred motorsport helmets and have the look and feel of products costing 3-4 times as much.

- Outstanding Quality
- Superb value
- Inexpensive spare visors
- An independent brand not to be confused with others
- Hedtec helmets are Snell SA2005 approved and legal for MSA and FIA events
- Full specifications at www.hedtec.co.uk

HELMET	RRP INC VAT	BPMC PRICE
RAPIDO OPEN FACE	£109.00	£99.00
XTREME FULL FACE	£139.00	£129.00

Please note that this offer is for one crash helmet per member and that the track day voucher is for 2010 only and is not transferable. This offer is exclusive to BPMC members only. For 2010 track day calendars visit www.motorsport-events.com

To join the helmet revolution please call the distributor Motorsport Events Ltd on 0870 787 2116. To reserve yours call today!

motorsport-events.com 

Belated pictures of 2009 winners at December's AGM

taken by Martin Baker





RMS Motor Services offers BPMP members 10% off their bill for servicing, MOT preparation, air conditioning etc
Please mention BPMP when booking.



81 Portview Road
Bristol BS11 9JE
0117 9820077
07973 952779

MEMBER'S AD

I have just moved house and during the last 40 years or more, I have accumulated a considerable number of motoring magazines which are mainly Motor Sport dating back to the sixties. I haven't counted them, but there are couple plies, each one at least 30 cm high. They are quite historical and make good reading and are available free of charge.

Contact: Peter on V12motore@aol.com Tel: 01452 536401 or 07815 966851

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 and ring/email Alan Spencer with your order.

alanspencer@orange.net 01179 712587

Poloshirts are £6.50 each and Sweatshirts are £10 - a bargain!



Sweatshirts & Polo Shirts available in the following colours & sizes

Colour	Small	Medium	Large	Extra Large
White				
Grey				
Light Blue				
Royal Blue				
Black				

Issued: 10 February 2010

allan.dean-lewis@msauk.org

New MSC Chairman

The Board of the MSA has confirmed that Tony Scott Andrews has been selected to take over from Graham Stoker as Chairman of the Motor Sports Council with effect from 1 January 2010. Graham Stoker stood down following his election as FIA Deputy President for Sport.

Based in Oxfordshire, Tony has been a lawyer for 35 years and has held an MSA competition licence since 1971. He was a founder member and is now President of the Classic Saloon Car Club/Classic Touring Car Racing Club. Tony won the Pre-'57 Modified championship in an MG in 1983 and claimed championship success again in 1990 in the Pre-'65 category at the wheel of a Ford Mustang. Since then, when time allows, he has campaigned a Camaro, Falcon and most recently a Rover Vitesse in Historic Group 1 Touring Cars.

Tony is already a member of the Motor Sports Council and has chaired both the National Court and the Judicial Advisory Panel, as well as serving as a member of both the MSA Historic and Race Committees.

Challenge Events clarification

The MSA has issued a clarification of Regulation P24.2.1 to confirm that drivers in Challenge Events must hold an MSA competition licence. See Latest News section of MSA website.

Time Attack approved

The MSA now recognises the Time Attack Series as an approved form of motor sport. Originating in Japan as a way of proving the relative performance of street-tuned cars, Time Attack is a spectacular form of motor sport in which high-powered cars on road-legal tyres compete on regular motor sport circuits. www.timeattack.co.uk

New rally structure

The MSA has approved a proposal from the MSA Country Rally Championships (England, Northern Ireland, Scotland and Wales) and the MSA British Rally Championship to create a new sporting structure and working partnership that will deliver greater benefit for the growth and development of UK rallying. A working group, consisting of one representative from each of the five championships, has committed to work towards the future development and sustainability of UK stage rallying. Initiatives will include a reduction in the sport's environmental impact, the evolution of a recognisable sporting structure, a co-ordinate strategy for the development of junior drivers and the introduction of common policies and sporting regulations.

Club Officials seminars 2010

Places are still available on some of the remaining seminars being run by the MSA (with the support of the British Motor Sports Training Trust). If you wish to attend, please check availability of places with Richard Nunn at the MSA (rnunn@msauk.org or 01753 765071). More information about the seminars was in the December and November issues.

Day, date and broad locations are:

Saturday 20 February – North (York area)
Sunday 21 February – Eastern England (Peterborough area)
Saturday 27 February – Midlands (Solihull area)
Sunday 28 February – North West (Runcorn area)
Saturday 6 March – Wales (Llandrindod Wells area)
Sunday 7 March – South West (Exeter area)
Saturday 13 March – Scotland Central (Motherwell area)
Sunday 14 March – Scotland Highland (Inverness area)

Racing Steps up

The Racing Steps Foundation (RSF), which helps talented young British racing drivers realise their dreams, has committed substantial support for the MSA Academy programme for young British competition drivers.

The RSF's backing enables the MSA Academy substantially to increase the reach of its existing educational programme to deliver benefit to all of the 2,000 competition licence holders aged under 17.

Trees fees rooted

The MSA has confirmed that the fees charged for providing access to the Forestry Estate for MSA- permitted rally events will remain unchanged for the 2010 season.

MSA training provider

The MSA has been appointed as one of the first two Regional Training Providers by the FIA Institute for Motor Sport Safety and Sustainability to help increase the safety and training standards of motor sport officials across the world.

David Butler MBE

Due to an oversight, David Butler was described in a recent statement announcing his award of the MBE in the New Year's Honours List as having established the British Motor Sport Association for the Disabled (BMSAD) in 1987. We are pleased to confirm that the founding Chairman of the BMSAD was Jack Davidson of Aberdeen and Tony Reynolds followed him. David Butler is therefore the third Chairman of the BMSAD.

Tailpiece



**Bristol Pegasus
Motor Club
Club Motorsport at its Best**



Forthcoming Events

Monday March 8th 2010

Club Night - A Talk by Martin Clark

Arrive from 8.15pm for an 8.30pm

Start. North Bristol RFC.

Martin has been a Clerk of the Course on rallies for 40 years, and was at the very beginning of historic rallying. He has a long history as a competitor. Peking to Paris, Cape Town to Kenya, and the recent World Cup Rally in Tunisia are just a few recent events that Martin has controlled.



Friday March 19th - Navigation Exercise

This month's 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.

Sunday March 21st - Club Training day for Sprint Marshals

Next Month

Sunday April 11th - Production Car Trial