

Backfire

May 2009



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

Cover : Cherry Robinson and Trevor Newman in Alan Spencer's Parsons Ford at the
2009 Production Car Trial - Photo : Simon 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	Club Night - Tony Castle-Miller	North Bristol RFC Almondsbury
Apr	19th	Sun	PCT	Dundry
May	4th	Mon	Wessex Sprint	Colerne Airfield
May	9th	Sat	Mercedes World/Brooklands Trip	Club Trip
May	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
May	18th	Mon	Treasure Hunt	Announced in time for the event
May	25th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
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

Monday 4th May – Wessex Sprint

Our first speed event of 2009, Colerne remains as popular as ever and despite entries being down a little in many Sprints this year we have a good entry. As always, if you're not competing, the only way to see the action is to marshal.

We still require a few more volunteers. We already have a fair number of marshals signed up, but another 6 to 8 volunteers will make the duties a lot less demanding. This is an important event for the club. We have 120 entries and all except 18 of those entries are from members of the 3 organising clubs, BPMC, MG Car Club and Bristol MC. In the present economic climate, this is a wonderful entry, and just shows how popular our sprints are. We need your help on this event, and if you can find the time you will be supporting the members of your own club. Anyone interested please contact Bob Hart on 0117 9409772 or 07799 056176 or e-mail bob.hart@bristolpegausus.com

Saturday 9th May – Mercedes World

This event is filling up fast - to check last-minute availability, please ring Nick Wood 01275 833098.

Monday 11th May – Club Night

Scalextric and Touring Car films

The May club night will be an informal affair, but we have a couple of fun things lined up. We plan to bring the video projector along, and are going to have a Touring Car theme - we have film of events from the 60s, 70s, 80s and 90s, and you can all choose which ones to watch. If this was not enough (and because we are all big kids at heart), we will be bringing along a large Scalextric set as well, dig out your old cars and bring them with you. As always, there will be plenty of opportunity for a drink and a chat.

Monday 18th May – Treasure Hunt



Our first Treasure Hunt of 2009. Organised by Andy Moss and Martin Emsley, the May Treasure Hunt will start at the lay-by on the southbound A38 between The Almondsbury Interchange Hotel and Junction 16 of the M5 (Grid ref. 606835). Arrive from 7.15pm for a 7.30 start. An easy-to-follow route around South Gloucestershire, finishing at The Swan in Tockington at 9.30pm.

Monday 25th May – Llandow Sprint

Entries are filling up fast for our annual trip across the Severn Bridge to Llandow. Regs available from the website or from entries secretary Ms J Pryke. Telephone 07834 818523 (mobile) or email jpryke49@hotmail.com. Marshals should contact Bob Hart. Telephone 0117 9409772 or 07799 056176. Email bob.hart@blueyonder.co.uk.

As always, we are looking for contributions for Backfire

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Publication deadlines for Backfire

June – 29th May

July – 3rd July

October – 2nd October

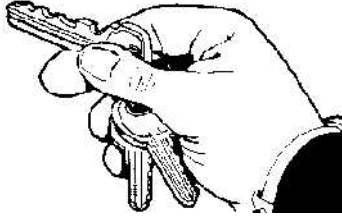
August – 31st July

November – 30th October

September – 4th September

December – 4th December





CHAIRMAN'S CHAT

By Andy Moss

The better weather and lighter evenings have prompted me to start thinking about getting the cars out of winter hibernation.

First to come out was my Rover 2000. I've owned this since 1988 – it belonged to my uncle before that. He used it from 1971 and then put it away in 1978, so I guess the Rover's used to being in the garage, having stood in one for 10 years before I took it on. My uncle stopped using it when his company gave him a Mk2 Escort, which never captured my imagination in the same way as the Rover. I guess it might have been different if it had been a sporty two-door rather than a small-engined four-door Popular.

I still enjoy driving the Rover and it holds up well against modern cars. Being 39 years old, it's getting harder to get parts, and even some of the mundane things present a challenge now. A good example of this is that I've always put Castrol TQF fluid in the automatic gearbox. When I first had the car, you could drive into any filling station and pick up a bottle off the shelf. This year, I had to mail order a crate of it from Castrol because I couldn't find anywhere local that kept it. Even 'normal' 20/50 oil is getting unusual, especially if you want a decent make. There are a couple of specialist parts suppliers, but us Rover owners are nowhere near as spoilt as some of the other makes out there. I guess in some ways it's more 'fun' to have to search out parts rather than simply wandering into a specialist and being able to buy anything you want off the shelf.

Next up was getting the Westfield out. I've entered the Wessex Sprint, so have something to aim for. The last time I used the car was at a very wet Colerne track day back in November, so if nothing else it needs a good clean. Unusually, it wasn't running too well when I first started it up, and a quick run around the block confirmed it was not 100 per cent. A change of spark plugs soon had things back to normal and hopefully we should be all systems go for May.

Most of my remaining spare time has been spent on the Marlin. I've been building a spare wheel carrier, which is a structure built from box section steel. This task involved me welding it up – something that I'm still relatively new to, but I'm getting better. Overall, I'm happy with the result, and whilst my welds might not be the prettiest in the world they do seem to be strong enough. I guess taking the result trialling is one way to test my workmanship.

I had hoped the Marlin might be back together enough to do the PCT, but a few things have conspired to slow me down, and yet another deadline has been missed. Fortunately, Martin

Emsley offered me the use of his Fiat Cinquecento. As I needed a passenger, I managed to convince my wife Liz to come along, and since you can double enter, it wasn't a huge step to persuade her that she should make her competition debut ! You can read what happened later in Backfire.

Looking forward to May, we have our first Treasure Hunt of the year and myself and Martin Emsley somehow ended up organising. Obviously it's going to be a fine event, so I would encourage you to come out and have a go. We promise not to make it too taxing and it'll be a good evening with a finish at a nice pub, early enough for a decent social gathering. If you want to just come to the finish for a beer, there are more details on the events page.

Last month's guest speaker went well, and we owe thanks to Tony for his excellent talk. We ran out of time at the end, so perhaps there will be a 'part two' in the future. We made a last-minute decision to hold the talk in the bar area rather than the larger 'hall' and it seemed to work well. The general feeling was that it's more comfortable in that part and a bit more intimate. We're still finding our way around what works best and we seemed to have enough room even with a decent turnout.

The May club night will be an informal affair, but we have a couple of fun things lined up. We plan to bring the video projector along, and are going to have a Touring Car theme - we have film of events from the 60s, 70s, 80s and 90s, and you can all choose which ones to watch. If this was not enough (and because we are all big kids at heart), we will be bringing along a large Scalextric set as well, and there will be plenty of opportunity for a drink and a chat.





RAMBLINGS

By Martin Emsley

Well, we got the chance for a few days away and we went up to Cirencester. I must say the drive up via Old Sodbury, Westonbirt and Tetbury was delightful – a fine road and lovely scenery. We stopped for a wander around Tetbury – didn't see anyone famous but called into The Snooty Fox Hotel for sustenance. What a lovely historic place – the service, food and beverages were excellent. We'd certainly recommend to anyone going that way to give it a try. Just make sure you look at the specials boards because they have an even more wonderful selection of food than appears on the menu. Passed Kemble and from the road spied four wonderful Hawker Hunter jets lined up – I believe they're all privately operated. Lovely looking aircraft. One flew over the house last summer (or was it the only day of summer?) – superb noise from the Avon engine and it looked so graceful in flight. Don't see many around these days, unfortunately. But driving past did remind me that one day I need to go and visit the Bristol Aeroplane Company Collection that's on display there.

So what did we travel up in? Nothing very interesting – just our 2005 1.6ltr Vauxhall Zafira. A very competent vehicle that doesn't feel too big and drives nicely. I love the seating position and load-carrying ability. It's even better now we can change gear smoothly – and therein lies a tale. They say you'll tell a lot of people about bad service and few about good. As an aside, our previous vehicle was a Renault Megane Scenic. It was okay-ish, but the 1.6ltr, 8-valve engine and auto gearbox meant it was a bit of a sluggard. Once when reversing, it juddered and clonked, and later pulling away there was a definite wind up and lurch – not good. I booked it into Bristol's largest Renault dealer for diagnosis while I waited. I'd read horror stories about the auto boxes and as they're electronic, they needed plugging in. They sent out the 'lad' in it when I'd persuaded them I wasn't leaving it all day. He came back with the diagnosis, "There's something wrong with it". I left quickly and would not choose to go back.

Anyway, I had judder on the Zafira pulling away. Patchway Cars declared it okay, supposedly test driving it and adjusting the gear linkage! Had a chance conversation with David Franklin who recommended Paul at Dan Harford, Kingswood. I don't believe I've ever experienced better service at a garage. Net result was replacement clutch and he sorted the mechanical warranty claim for us because the friction plate was warped, hence the judder. And the Renault? Rob Gilmour recommended Bristol Transmissions, who diagnosed a broken mount, which could only be seen when reversing. No problem with gearbox and easily fixed.

Cirencester was delightful. Nice place and we stayed in an old hotel in the Market Place; could not fault it. As is usual for us Rolls-Royce folk, when in the bar an ex-colleague walked in now working for another company up that way. We took a run up to Bourton on the Water – what

an exquisite place. We laughed at ducks failing to make headway paddling frantically upstream whilst others calmly waddled along the bank. Of course, we visited the Cotswold Motor Museum. My last visit was on crutches – certainly a bit easier this time. Did notice quite a bit of development: a couple of new buildings since that visit but all the cars seemed to be in the same places. I was very disappointed at their overall condition; so many seemed to suffer from



paintwork problems – cracking, chipping and micro blistering. The quality of the vehicles is not good and they appear to be deteriorating. I was tempted to look under a couple but resisted, fearful of what horrors I might spy. Still, there's so much crammed in you notice something different and interesting at every turn. I did marvel at the length of bonnet on the Jaguar XK140 and immense size of the Jaguar MkV – they must have been quite difficult to position accurately at speed. I would have loved to try the 1931 Austin 7 Chummy – if I could fit in, I think it would be fun – and very much admired the 1938 Riley Adelphi; very stylish. The Hillman Imp sign mentioned a pneumatic throttle on the early cars – never heard of that before. Maybe Rex or someone can explain how that worked (or didn't – apparently it was very unreliable)? A most pleasant way to spend a couple of hours, although it was colder in the museum than outside so we eventually adjourned to one of the village's excellent tea rooms to warm up.

Went for a drive around the other day – sun blazing down – and saw a 1950s Studebaker (two-door, a Golden Hawk I think) in cream out by Iron Acton. I've never seen one of those on the road before – it had a lovely rumble from the V8 as it passed by. Meanwhile, a couple of cars ahead of me was a rather elegant 1950s MG Midget ZA, I think, in maroon. Now that sets me thinking, a simple name for a colour instead of all the fancy names of today – just how many



different whites are there? Finally got into B&Q for some wire to fix a standard lamp where the rabbit had chewed through the flex; luckily it wasn't on at the time. Waiting in queue and chap ahead just ready to pay when lady, presumably wife, barges through with couple of plants. All the while she's saying sorry. Again, got me thinking – there was no sincerity to her apology, she was just saying it, showing a total disregard for anyone else but by saying that would put everything right. How often is this the case today? People often say 'excuse me' – I wonder about the reaction if the other said no? Enough – I've done too much thinking. Time to return to my padded cell and lie down...

THE CROSS TROPHY PRODUCTION CAR TRIAL

LOWER GROVE FARM

Sunday April 19th 2009 - Report By Andy Moss



We returned to Lower Grove Farm near Dundry for the fifth time for the 2009 Production Car Trial.

Mal Allen again took on the role of Clerk of the Course with Tim Murray picking up the Secretarial duties.

This year we attracted a good entry before the day – and ended up with a pleasing mix of new and old competitors signed on for a Sunday afternoon's motorsport.

Amongst the interesting mix of cars, we had everything from the Parsons Trials special to an almost-new Seat, which looked as good at the end of the event as it did at the beginning. To my knowledge, no-one suffered any serious damage, although the cars may have needed a wash at the end of the event.

Mal had spent the morning laying out a number of sections. We were lucky enough to have excellent weather. We were also joined by marshals Bill Farrow and Bernie Humphrey, who helped Mal and Donny Allen to ensure everything ran smoothly while Tim took care of the results. Bill also acted as scrutineer. We were also joined by Pete Hart, who enjoyed watching the fun.

As usual, the event was aimed at being a fairly gentle introduction to trialling suited to road cars and novice competitors – hopefully, Mal made it challenging enough for the more experienced competitors. Among the first-time entrants were several who had kindly been lent cars for the event

by other club members. Cherry Robinson and Trevor Newman were out in Alan Spencer's car, and myself and Liz started out in Martin Emsley's Fiat.

It was the first event of any type Liz had driven in and she was just getting into the swing of things when we suffered some smoke from the back of the Fiat – I had a good look around under the bonnet and could not see anything obvious, so we carried on. A couple of hills later we lost the gears, and I spotted a linkage had come off. As I was stood trying to work out how to get my hand in the limited space to put it back on, Duncan kindly offered us his Scimitar to carry on. Given the smoke incident and not wanting to damage Martin's car, we took him up on his kind offer. Things were going very well and the Scimitar is certainly an excellent trials car – something backed up by the fact that Duncan had completed the Lands Trial in it just a week or so before. For a car that could handle that, our PCT should be easy, shouldn't it?

The first sign of a problem was when we spotted some steam ... We stopped immediately and went to find Duncan – I was feeling a little guilty that the car had done so well the week before and I had broken it on a PCT. I felt a bit better when Duncan came over and knew exactly what the problem was. During the Lands End, the electric cooling fan had hit the radiator – this had been repaired by pinching up the broken water pipes in the radiator and adding radweld. The repair was holding up well but the cooling fan had ended up in the boot rather than under the bonnet! Not so much of a problem on a classic trial where you have some road miles between sections, but not so good on a PCT. As normal, Duncan wasn't phased and simply took the car away and brought it back with some fresh cooling water from the bottom of hose.

We carried on and had just one hill to complete when we spotted the temperature had risen again – we stopped to let things cool down, which with hindsight was a mistake, we should have rolled the car down the hill and got some air through the radiator. Suddenly, one of the cooling hoses gave up – Liz jumped a mile and there was steam everywhere. It's quite an advert for radweld that the hose went before the temporary repair in the radiator – perhaps Duncan could get them to sponsor him! So once again I had to go and apologise, fortunately for me Duncan's a very nice man and was very relaxed, but I still felt a bit bad. Sorry again, Duncan.

Everyone seemed to enjoy the event and we hope they will not be put off having another go next year. Those of you who did not come missed out on a great day - make sure you're there next year ! Thanks to all those who helped to make the event a success by either marshalling or competing.

Special thanks to Duncan Pittaway, who very kindly allowed us to use his excellent field at Lower Grove Farm. If this was not enough, every time someone had an issue Duncan managed to find them a car to carry on! Unfortunately, as well as my exploits in his Scimitar we managed to damage a water pipe in the field and even this could not phase our host, who told us not to worry when we went to apologise.

We are indeed very lucky to have such a generous person to let us come and play – we really do appreciate it.

CROSS TROPHY PRODUCTION CAR TRIAL
Lower Grove Farm Dundry - Sunday 19th April 2009
Photos By Simon Moss



PRODUCTION CAR TRIAL POSTSCRIPT

By Martin Emsley

I felt very ashamed that my little Fiat had let down Andy on the trial; I'll have to carry out better preparation. The cloud of white smoke was indeed oil being burnt. These 'Fire' engines do pressurise the crankcase a bit and I've spent the past year sorting weeps from rocker cover, breather hose and oil filler. So, having got it oil-tight, any mist now goes where intended into the airbox. This is much smaller than standard and of course it's sucked in and burnt. Subsequent checks showed a little oil in the cover and the level near maximum, all else okay. The gear linkage coming off is a bit mystifying – because the socket had come off the ball a couple of times it's now a little slack, but I pushed it back on and drove around with no problems. I took a much closer look and as a preventative measure have wire-locked (aircraft std) the two together – it shouldn't now be able to disengage. It will still be interesting to get to the bottom of why it did in the first place, though. It did pass the MOT test a few days later!

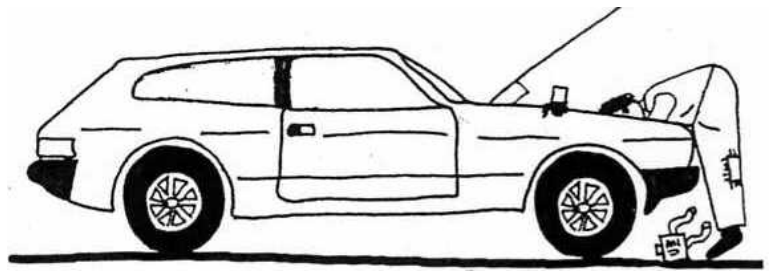


REX'S RAMBLINGS

by Rex Meaden

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

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



This time, **FLEET RUNNING REPORT** – just like Practical Classics (or even Classics Monthly...)!

CLEVER RILEY! 1938 Riley Big Four Kestrel

My old Riley usually stays in the garage during the worst of the winter weather, and absolutely never comes out when there's salt on the roads. I usually try to extend the usage period to late summer/early autumn, and get it going again as soon as possible in the spring, although the clocks changing is often the real trigger. In practice, the old girl can sit without moving for up to six months each winter, and I'm usually embarrassed each MoT time by the lack of miles since the last certificate was issued. Nonetheless, come early spring, there's the ritual of 'getting the Riley started'.

In the past, this has meant sorting the battery, sharpening the spark and unsticking the (SU) fuel pump. This in turn has meant charging the battery, sorting the distributor, and finding something heavy to bang the fuel pump with. All in all, a fiddle. But not any more.

You see, dear reader, we've discovered that a battery for an Astra diesel is the right height and shape (long and thin) for the battery tray, and the terminals are the right way round (we changed the car's polarity from pos to neg some years ago), and now the battery delivers plenty of poke and holds its charge as well.

We also fitted a ballast coil, like on a Transit, or indeed, as I've got on my Scimitar. It was the Scimitar installation that gave us the idea of fitting one to the Riley, so there's always a guaranteed portion of current to provide the spark. This has made a huge difference, as the engine is a big old lump to churn (2.5 litres, four-cylinder over-square), and owners of this engine are used to their motors churning away on their starters before they actually fire – and sometimes churning happily but with not enough juice left over to power the spark. So now with the ballast coil my engine starts from cold after two or three revolutions, and just a quarter revolution if the engine's warm – almost instant! This became the car's party piece at the Riley Register Annual Rally at Rugby a couple of years ago when fellow owners, including the car's restorer, came to see this wondrous phenomenon, a Big Four that started without churning! Picture the scene – field full of pre-war Rileys, sun shining, 'Watch this' says Rex, touches starter button, engine fires instantly, audience jumps back and looks shocked as though a magic trick had been performed, followed by the inevitable 'How on earth did you do that?' Great fun!

The fuel pump was replaced by a Burlen digital item, zero problems since. This section was headed 'Clever Riley'. Why, when the mods detailed above are all later improvements? Well, for its age (over 70 now) it's actually very simple in operation – with cable clutch and rod brakes, there are no hydraulics anywhere on the car. Which means that there are no seals to worry about, no slave or master cylinders, no fluid leaks to track or top-ups required, and nothing to bleed or drain. It all works in the spring just as it was left in the autumn.

So, when it comes time to dust her off ready for the spring, the old thing starts, first pull, easy as you like. Quick wash, rub over with a micro-fibre cloth (aren't they great? I never could get on with a chamois leather), bit of attention to the chrome, and away we go, ready for another summer, fingers crossed. Clever Riley! And hopefully a few more miles this year.

OOPS, BENTLEY 1989 Bentley Mulsanne S

The Bentley on the other hand has been used throughout the winter – at least once a week, with the exception of when the salt was down – and very reliable it's been too.

And then something strange happened. Early one morning, I decided to take the 'B' to work. I tried to open the garage door when for some reason it'd only open part-way. 'Off its runners,' I thought, but tried to force it a bit anyway – I was getting impatient. Still wouldn't budge, but it was open enough for me to roll underneath and gain entrance. Then I could see the problem – the Bentley bootlid was open and the garage door was jammed against it. Boy, am I glad I didn't force the door any further than I already had! I don't know how the boot had become open, but worked out that it had probably been like it for about a week. So, boot light on, battery trickle-drained with absolutely zero life. What did I do? I took the Riley instead!

The time had also come for the dreaded MoT. Knowing that the front tyres were a bit scrubbed on their outer edges and therefore marginal for the MoT, I took the plunge and bought two new tyres. Because its got the later 17in Arnage wheels, the tyres as fitted were slightly undersized, by about five per cent, to original. So I decided to try the next size up, and had these tyres fitted and put on the rear (the driven wheels) and the existing rears fitted to the front. This has improved the gearing to about five per cent over original, a ten per cent change overall. This has made a noticeable change in the drive, particularly on the motorway, being more relaxed and, I dare say, a touch more economical.

So, car delivered to the garage early in the morning ready for its MoT, leave the keys and go to work. At half past nine I received a phone message from the garage. This wasn't usual, so I feared the worst when I rang them back. "Has it failed?", I asked. "Oh no, it flew through, no problems at all. But can you come and move it as soon as possible please – we're worried about it being on our forecourt, we'd hate somebody to bash it!"

Also read some articles that the R-R V8 (in the Mulsanne in 6750cc guise) is now the oldest engine still in series production, having been first introduced in the R-R Silver Cloud II and the Bentley S2 in 1960. Because mine has 125,000 miles on it, I asked my mechanic to give it a good check over and compression test. Result: 42psi cold, 38 hot – not bad, and a big reassurance!

NEXT TIME: Scimitar steering sagas, or 'racking up the changes'!

That's all for now, and keep enjoying your cars!

CHARITY

By Martin Emsley



For many years, the club had got involved in fund-raising events, but these were infrequent and often were associated with motorsport-related charities.

From 2000, we adopted St Peter's Hospice. Over five years, the club raised more than £6500 through a variety of activities. These include two raffles a year, a dedicated Go-Kart evening and sale of donations. In 2007, we chose Diabetes UK for our charity, and succeeded in raising approximately £2000 in both 2007 and 2008.

As you are aware, in May 2008 our Chairman Kieron Winter suffered a fatal heart attack whilst marshalling on the Wessex Sprint at Colerne Airfield. The Wiltshire Air Ambulance attended, treated and transported him to hospital. This was obviously a very sad event that affected every member of the Bristol Pegasus Motor Club. Whilst it was originally our intention to continue supporting Diabetes UK for a few years, reflection and discussion has led to revising this plan and switching our support to the Wiltshire Air Ambulance for 2009 and foreseeable future.



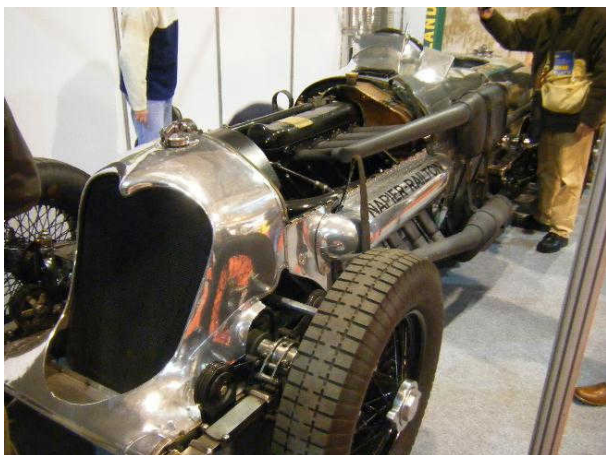
May I thank you for your support in the past and your future support for this most worthy cause.

The Wiltshire Air Ambulance is a charity to be proud of, but we need your help to continue its vital work. The Air Ambulance Appeal is entirely dependent upon public support to raise the £500,000 a year to keep the service flying. This is only a third of the running costs

of the helicopter. The remaining two thirds are funded by the police, who use it for various incidents. The Wiltshire Air Ambulance is not government funded, nor does it qualify for National Lottery Funding. It is purely down to the goodwill of caring, generous people who have kept the helicopter flying for these past years. Over the years, the crews have attended thousands of incidents. Sadly, almost half the incidents are road traffic accidents, but it also gets called out to horse riding and sports injuries, industrial and farm accidents, fires and medical emergencies. The helicopter, a MD 902 Explorer, always flies with a crew of three, which includes the pilot, the police observer and the paramedic.

www.wiltshireairambulance.co.uk

RACE RETRO 2009 Photos By Martin Emsley



CASTLE COMBE TUITION & TRACK DAY

Saturday 15th August 2009

What a reaction! Within three weeks of the www.castlecombetrackday.org.uk website going live and the first advert this year going in the April edition of Backfire, half the 55 tickets have sold! What has always proved to be a popular event in the BPMC calendar is looking to be another sell-out this year.

The event has turned into a mixture of fresh and regular faces. Some entries are virgin track drivers, some bring a car that they've rebuilt over a few years, some want to experience the track day again but with a different car, and some are wanting the one-to-one tuition that the instructor at the Castle Combe Racing School offers.

Whatever your reason, the Castle Combe Tuition & Track Day is a fantastic way to experience the thrill of a motor racing circuit, increase your high-speed driving skills, find out what your car can really do, and most of all have a great day behind the wheel of your car in the controlled environment of a racing circuit.

Last year's event was extremely popular with the on-site racing school instructor. Although the weather did [almost] great the better of us, a number of drivers found the one-to-one instruction invaluable. Where else can you buy designated instruction in your own car on a racing circuit?

So book now to avoid disappointment: £119.00 for four sessions of around five laps each in a small group of cars on a controlled motor racing circuit. Visit the website www.castlecombetrackday.org.uk direct or via the www.bristolpegasus.com site, and read more about the event and download the regulations and booking form.

If you don't fancy driving, that's not a problem. Bring a picnic, bring the family! The event's a great place to meet new faces, walk around the paddock, experience the smell of motorsport (the cars – not the owners!) and chat to the drivers. Sweet-talk a few and they might even offer you a ride!

Tony Smith

entries@castlecombetrackday.org.uk

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

Email rotary.classic.run@hotmail.co.uk

Organised by the Rotary Club of Chipping Sodbury.



Bristol Pegasus Motor Club
Tuition & Track Day
Saturday August 15th 2009
Castle Combe Motor Racing Circuit

TICKETS ARE SELLING FAST!
Book now to avoid disappointment.
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CARLO ABARTH – HIS LIFE AND CARS.

A talk by Tony Castle-Miller on 6th April 2009

by Dick Craddy



Tony Castle-Miller runs a garage in Middle Barton, Oxfordshire, that specialises in Italian cars. That, however, is only part of the story. Tony is passionate and, as he ably demonstrated, deeply knowledgeable about the life, business and cars of Carlo Abarth. Tony founded his successful business some 27 years ago and is now internationally recognised as a leading expert in the world of Abarth.

Tony charted the history of the Abarth marque from its founding in 1950 to it being subsumed into the FIAT conglomerate in around 1972, when it became the builder of rally cars for FIAT. While the majority of Abarth cars were based on FIAT production saloons, mainly Fiat 600s, Abarth also designed and built specialist sports racers in their latter years, these being particularly successful in the 2-Litre class, as demonstrated by winning the 1972 World Sports Car Championship. The FIAT 600-based Abarth cars differed substantially from the production version given that engine capacities of up to 850cc were installed. While single-class racing for these cars was very popular in Italy in the 1960s, they were also very successful in hillclimbing and road races such as the Targa Florio.



Unusually for an engineer, Carlo Abarth was very commercially astute, particularly given that his contractual relationship with FIAT accrued a financial reward for each success by FIAT-based Abarth cars in any sporting category – wherever it occurred and however minor. As a consequence, production volumes were uppermost in his focus. Modification kits for standard production cars were made available to garages in order to maximise the popularity of the marque and therefore support their potential for success and reward! Abarth was also a leader in providing supporting merchandise, having been one of the first to recognise the earning power of such activities.

That said, none of this detracted from the excellence of the Abarth cars. The Abarth business was, at its height, fully self sufficient, having, for example, its own specialist foundry and machine shop. By this means they were able to control the necessary quality that was required, especially for their engines, which were very powerful in their day.

Tony bought along some early 1960s film taken at Monza by John Aley of safety 'rollover' cage fame. The event was primarily for single-class Italian cars, Alfa Romeo GTVs and of course Abarth 850s. Regrettably, the sole Mini representative in the 850 race was thoroughly

trounced by the Abarths. At that time, the banked sections of the track were still in use. All very nostalgic – for some of us!

While the evening was mainly about the original Abarth company, Tony did express satisfaction that FIAT have recently recognised the provenance of the Abarth name by providing an Abarth version of the current FIAT 500.

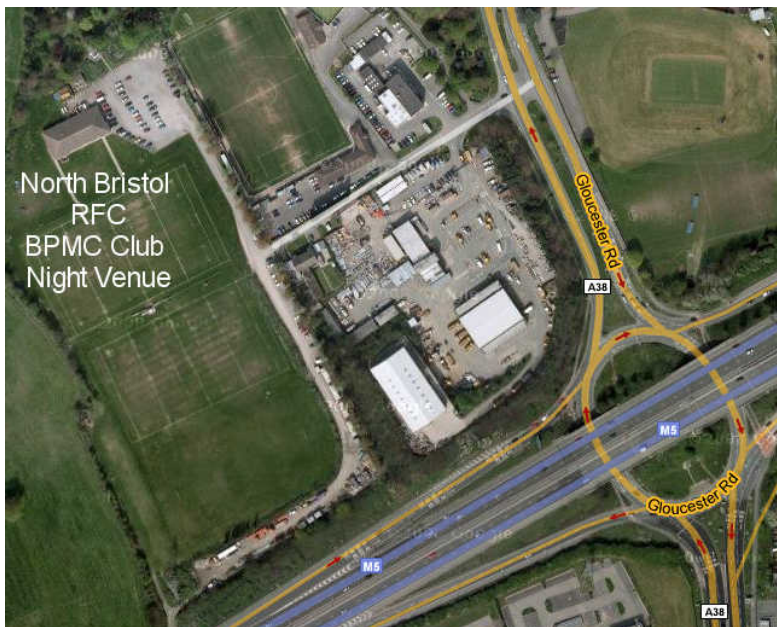
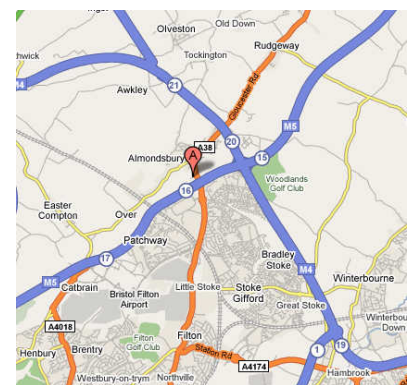
With a final story about an ‘evil’ British Ford Twin Cam powered Tornado ‘special’, an extremely enjoyable and informative evening came to an end. We particularly thank Tony for his careful preparation, humour and especially for coming along to our meeting on his wife’s birthday. An unforgettable occasion.

Dick Craddy

Club Night

New Venue Directions

North Bristol RFC - Almondsbury 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.

GET IT SIDEWAYS STAGES RALLY by Phil Turner



With my Mk4 Escort now sold, it was time to concentrate on getting David's Peugeot 205 GTI 1600 ready for its first event with David driving and the ever famous Lewis "the flying navigator" Bird in the other seat. Saturday 18th April

2009 saw us setting off for Down Ampney at 05.30 in the morning to compete in Cheltenham Motor Club's Get It Sideways Stages Rally. We arrived in plenty of time with Alex Messenger following in his car as my service assistant. 'What a motley crew' I hear you say, but it was all I had, so it had to do.

First off was scrutineering and this is where it all went pear-shaped within 10 minutes – not with the car, as I thought it might, but their race suits. I hadn't realised that Proban had been banned in January of this year, although the 2009 Blue book says it is still allowed. After consultation with the chief scrutineer, clerk of the course and MSA official, we were not allowed to start. My first thought was 'bugger, I've messed up big time here', and my second was to split up and ask every other competitor if they had any spare suits. We struck lucky for both David and Lewis, finding suits that fitted with just enough time to sign on, so we were set to go – phew, that was close!

The first stage saw the car return plastered in mud so we chose the right tyres to start. On the second stage they went off and got stuck on a bank. They couldn't get out because they thought it was going to roll onto its roof, but luckily several spectators came to the rescue and they only lost 59 seconds with no damage done to the car. Stage three went okay but on stage four they glanced off a tree and kept going, only to return with the nearside front wing and door dented, no indicator and a tyre gone. David said Lewis had called the wrong way, and Lewis said they were never going to make it whichever way he called.

David was concerned with the damage, I was concerned with the cost, but said "keep going and try to stay on the road – try to finish with four wheels at least", and apart from a small altercation on the sixth stage, finish they did – all ten stages. Out of 67 starters, they came 28th overall and 5th in class – a brilliant result for their first event in the new car. I was dead proud of them both and look forward to the EMCOS rally at the same venue in May.

PS: I've now bought a Mk2 Escort so have not given up yet. I'd like to compete in the same rally as David so I could show him how to do it!

Motorsport books for sale

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

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

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

Pete Stowe – Tel: 01453 845318 or email: pete.stowe@lineone.net

Free Magazines

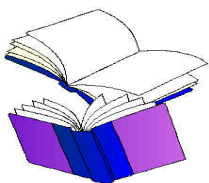
The following are free to a good home. Well, they're free to a bad home too, come to that. (A small donation to the club charity would be much appreciated)

- * Large box of Practical Classics magazines.
- * Box of All Wheel Drive Club magazines.
- * Box of Triumph Torque magazines.
- * Box of MG Enthusiast magazines.
- * Box of kit car magazines.



Contact Martin Emsley 01454 250067.

Online Books, Videos, CDs, DVDs



Visit the bookshop section at
www.bristolpegasus.com

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

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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Club Night Venue - North Bristol RFC Almondsbury



We have an excellent new venue. We've arranged to use the clubhouse 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's a comfortable bar area, the other's a more open area ideal for guest speakers and suchlike. There is a well-lit, large car park, perfect for bringing your interesting cars along in the summer!

YOU REALLY SHOULD BE PART OF THE ACTION



**2009 DAVID APPLEBY ENGINEERING
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the date for your diary is

SATURDAY 11th JULY 2009

2008 Winners Paul Kirtley and David Jones



Photo courtesy TONYLARGE.NET

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- This event **WILL** run provided we receive a suitably competitive entry. So enter early to ensure this happens.
- Full details on web site or copies of Regulations available mid May from the Entries Secretary:
 - **Cathy Dyer Tel: 01225 - 867475**

www.bathmotorclub.co.uk



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

The 2009 Classic Vehicle Charity Tour – SUNDAY JUNE 14TH

This year, we take in the wonderful Gloucestershire countryside, as well as the Forest of Dean. As always, the route is designed to take in places of interest that we're sure you'll enjoy. We shall once again have a communal picnic stop at a convenient location.

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

It has been determined that the main charity for this year will be 'Nicola Corry Support Foundation', which in the view of the committee is deserving of our support.

Please retain the above section for your information.

Return the lower section with your entry fee.

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

DECLARATION

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

I declare that I am physically and mentally fit to take part in this event and I am competent to do so. I acknowledge that I understand the nature and type of the event.

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

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

Signature _____ Date _____

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

Mr A Joiner, 17 Badminton, Penn Drive, Frenchay, Bristol. BS16 1NJ Tel: 0117 956 4954

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

If a receipt is required, please tick box and enclose a stamped self-addressed envelope.	<input type="checkbox"/>
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4.5mtr x 6mtr £10.00

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

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GOOD LUCK TO ALL COMPETITORS

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



e-Wheels April 2009

allan.dean.lewis@msauk.org

Apprenticeships

The MSA created the first apprenticeship in motor sport driving and has opened registrations for the first intake of 50 drivers and co-drivers. The Advanced Apprenticeship in Sporting Excellence (AASE) is funded by the Learning and Skills Council and is well established in many other sports.

The MSA is looking for the first intake of 50 competitors to enrol on the AASE motor sport programme which begins in August 2009. All AASE students must be aged between 16 and 24 and be able to demonstrate their potential to go on to become Elite performers within the sport. The MSA has drawn up a minimum level of performance that will be expected of successful applicants, which can be found at www.msauk.org/AASE.

Go regional

With the GoMotorsport.net website now attracting more than 2,000 new visitors each week, the focus of the campaign has moved on. Eight part-time regional Development Officers have been recruited to visit schools throughout England, Scotland, Wales and Northern Ireland. They will advise children and students about the many opportunities for taking part in motor sport.

The MSA's Let's Go Karting scheme allows children between eight and 16 to have a go in a kart for just £5. For those aged eight and over, there are Junior Dragsters and Cadet kart racing, while special classes in autograss, autotests, rallycross, circuit racing and rallying cater for teenagers of 14 and older.

The Development Officers will work closely with the existing motor sport infrastructure in their areas, including Regional Associations, venues, events and MSA recognised clubs.

Their names and the areas they will cover are:

Mark James, South Wales (based in Swansea)

Rob Manger, Southern England (Alton, Hampshire)

Duncan Vincent, Scotland (Knockhill)

Anthony Dunn, North East (Durham)

Phil Glew, North/North West (Sheffield)
Jonathan McDonald, Northern Ireland
Ed Pead, Midlands (Northampton)
Tom Gaymor, South East (London)

Meanwhile, www.GoMotorsport.net is worth visiting regularly as it is frequently updated. If your club is not listed, a club official should complete the questionnaire which can be downloaded from http://files.e2ma.net/2971/assets/docs/go_motorsport_questionnaire.xls.

Return questionnaires by email to info@GoMotorsport.net or by post to Ben Taylor at Motor Sports House. If you have any questions, contact Alex Birley, who is coordinating Go Motorsport, on 07841 673012.

Code of Conduct

The MSA has incorporated a Code of Conduct in the 2009 Competitors' and Officials Yearbook (the 'Blue Book'), which is shown below for information.

The Motor Sports Association expects you, and your associates, at all times to:

- Abide by the MSA regulations
 - Respect the decisions of event officials
 - Treat all competitors, marshals and officials equally with respect
 - Maintain the highest standards of driving behaviour
 - Conduct yourself in a proper manner at all times and always behave in the best interests of UK motor sport
 - Make every effort to minimise the impact of your activities on the environment around you
- Abuse

The Motor Sports Association will not tolerate any form of abuse or aggression towards officials, marshals, spectators and competitors.

The Motor Sports Association and the National Court will impose the most stringent sanction against any transgression.

Safety

You are reminded that participation in motor sport carries an inherent risk and the ultimate responsibility for safety lies with the individual. The Motor Sports Association urges you to make the maximum possible effort to ensure your own safety at all times.

Picture post

The Bristol Pegasus Motor Club (BPMC) used a novel illustrated 'stamp' design when posting out regulations for its Wessex Sprint. If you want to consider such an option for your club, useful guidance can be obtained from the BPMC Vice President, Dick Craddy, at craddy@old-down.freemove.co.uk

Seats in Road Rallying

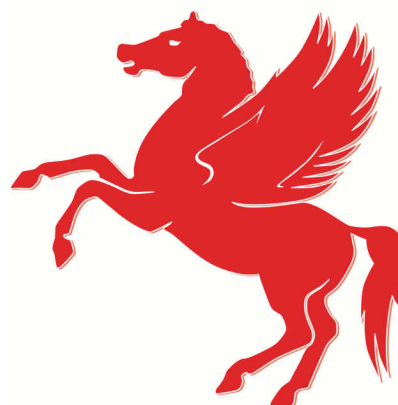
Extract from *MSA SCRUTINEERS E-BULLETIN #41*

We have been made aware of concerns regarding the condition of some 'standard' seats used in road rallying. Concern has been shown over the strength of some reclining mechanisms.

Please pay particular attention when scrutineering such vehicles that the seat is 'fit for purpose' and does not pose a danger to the competitor.



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



EVENTS FOR MAY 2009

Saturday 9th May

Mercedes World Trip

Monday 11th May – Club Night

Scalextric and Touring Car Films

The May club night will be an informal affair, but we have a couple of fun things lined up. We plan to bring the video projector along, and are going to have a Touring car theme - we have film of events from the 60's, 70's, 80's and 90's and you can all choose which ones to watch. If this was not enough (and because we are all big kids at heart) we will be bringing along a large Scalextric set as well, dig out your old cars and bring them along. As always there will be plenty of opportunity for a drink and a chat.

Monday 18th May – Treasure Hunt

Our first Treasure Hunt of 2009

Organised by Andy Moss and Martin Emsley, the event will start at the lay-by on the southbound A38 between The Almondsbury Interchange Hotel and Junction 16 of the M5 (Grid ref. 606835) at 7.15pm for a 7.30 start. An easy to follow route around South Gloucestershire, finishing at The Swan in Tockington at 9.30pm

Andy and Martin promise a simple event with easy to follow route instructions - the emphasis being a good social night out rather than making things too tricky

All you need is a pen or pencil to write down your answers.

Monday 25th May

Llandow Sprint