

Backfire

May 2011



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

Cover : Clerk of Course Mal Allen watches Duncan Pittaway in his 1921 8.2 Litre GN Vitesse during the clubs Cross Trophy Trial at Dundry – Photo Laura Moss

Bristol Pegasus Motor Club



Club Motorsport at its best

NEW MEETING VENUE



Please Note:

From Mon 11th April BPMC will meet
in the upstairs function room of
The Parkway, Stoke Gifford, Bristol. BS34 8PB
MR 172/621801

Look forward to seeing you there.

2011 BPMC Events Calendar

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

Month	Date	Day	Event	Venue
May	9th	Mon	Club Night	The Parkway, Stoke Gifford
May	16th	Mon	Treasure Hunt	Meet at Gordano Services, signing on from 19.00 to 19.30 hrs
May	30th	Mon	Llandow Sprint	Llandow Circuit
Jun	5th	Sun	ACE Classic Tour	BAWA Club
Jun	13th	Mon	Club Night	The Parkway, Stoke Gifford
Jun	19th	Sun	Autotest / Gymkhana	Tidenham, Near Chepstow
Jun	20th	Mon	Treasure Hunt	The Brassmill, Keynsham, BS31 2UG
Jul	4th	Mon	Independence Day Touring Assembly	Start from the Parkway
Jul	9th	Sat	Drag Racing Weekend	Shakespeare County Raceway
Jul	11th	Mon	Club Night	The Parkway, Stoke Gifford
Jul	18th	Mon	Treasure Hunt	Announced in time for the event
Aug	6th	Sat	BPMC/MGCC Sprint	Castle Combe
Aug	7th	Sun	Treasure Hunt	Announced in time for the event
Aug	8th	Mon	Club Night	The Parkway, Stoke Gifford
Aug	21st	Sun	Mendip PCT	Chew Stoke (MGCC Invited Event)
Aug	29th	Mon	Late August Sprint	Llandow Circuit - Cancelled
Sep	4th	Sun	Autotest / Autosolo	Chepstow Race Course
Sep	12th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	10th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	15th	Sat	Pegasus Sprint	Castle Combe
Oct	16th	Sun	Kimber Trial	Chew Stoke (MGCC Invited Event)
Oct	28th	Fri	Navigation Scatter	Announced in time for the event
Nov	14th	Mon	Club Night	The Parkway, Stoke Gifford
Nov	17th	Thu	Karting	Announced in time for the event
Nov	25th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	12th	Mon	AGM & Buffet	The Parkway, Stoke Gifford
Dec	28th	Wed	Xmas Noggin & Natter	Announced in time for the event

Online Books, Videos, CDs, DVDs

Visit the bookshop www.bristolpegasus.com

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



Monday May 9th - Club Night - The Parkway, Stoke Gifford

Grand Prix Theme - Bring your photos, programmes etc

Following our first club night visit to the Parkway in Stoke Gifford last month, the May club night will again be an informal affair. We plan to bring the video projector along and we are going to have a Grand Prix theme - as well as having film from memorable Grand Prix of the past, we are asking members to bring along programmes, photos and memorabilia from events they have attended, whether the British Grand Prix or further afield - this format has proved fun in the past and there will be plenty of opportunity for a drink and chat.

Monday May 16th - Treasure Hunt

Our first Treasure Hunt of 2011. Bob Bull will be running this Treasure Hunt. The start is at Gordano Services and the finish is at the Rudgley on the A369. As usual we'll aim to start at 7:30 and there will be time for a drink and a chat at the end.

Monday 30th May - Llandow Sprint

Entries have already started arriving for our annual trip across the Severn bridge to Llandow. Regs are available from the website at <http://www.llandowsprint.org.uk/regulations> or from entries secretary Cherry Robinson - e-mail cherryzrobinson@hotmail.com or Tel. 01275 833098. As always we are keen to hear from any volunteer Marshals.

Sunday June 5th - ACE Classic Tour

This year the supported charity is the Air Ambulance. The tour takes place in the Wiltshire countryside. Entry form and start details included later in Backfire. Although primarily a Classic Tour most kit and sports cars are welcome as well as the older machines.

Sunday June 19th - Auto Gymkhana

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

Monday June 20th - The Summer Solstice Treasure Hunt

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

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

stay in the car park for 20 minutes in case anyone arrives later. The hunt, as drafted so far, is 25 miles giving a nominal finish time of 10:30 but we might cut that back nearer to 20 miles to cater for those who have a distance to travel to get home and then have to get up for work next day :-(Please contact John Corfield, 07717677271, john_e_f_corfield@hotmail.com if you have any questions.



Monday July 4th - Independence Day Touring Assembly

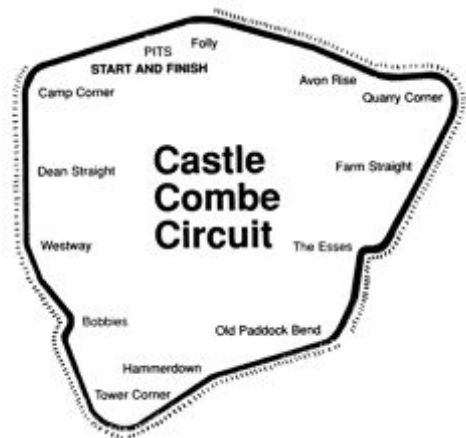
Start 1915 from the Parkway Tavern, Stoke Gifford and travel in convoy to the Griffin to collect Bristol Hotrods. Finishing at the Bookbarn Hallatrow where we will display our cars. We can browse for books and refreshments will be available. Contact Martin Emsley 07891639513 or Nick Wood 07786936941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

Saturday July 9th - Drag Racing Shakespeare County Raceway

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

Saturday August 6th - The Castle Combe Wessex Sprint

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



Full Lap Format with

2 Practice and 2 Timed Runs

More details and regulations coming soon

Deadline for Next Backfire: 3rd June

As always, we are looking for contributions for Backfire

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

Website WWW.BRISTOLPEGASUS.COM

Invitations

Sunday June 5th - Old Car Event in France

There is an "Old Car Run " being organised by the village of Bouville (between Yvetot and Pavilly and about 70kms from Le Havre and 40 or so from Dieppe) on Sunday June 5th.

Entry is free and there is a free lunch for two people from each car on the Sunday lunchtime. The intention is to meet in Bouville on Sunday morning and drive around ten or so local villages. Anyone with an old car will be most welcome and I have a list of local accommodation for anyone who doesn't do camping!

Contact John Page johnpagearchitect@btinternet.com for details and entry form.

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

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

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

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

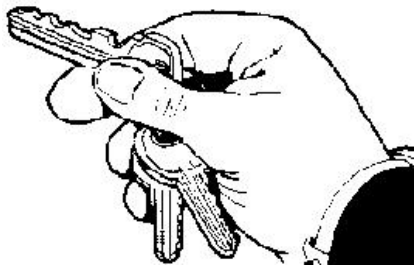
Sunday 26th June

The Chipping Sodbury Classic Run

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



- 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 at Churchdown.
- Lunch time finish at BMC Castle Combe Circuit event.
- Entry fee £27.



CHAIRMAN'S CHAT

By Andy Moss

First, a mention for the Llandow Sprint - at the time of going to press we could still do with some more entries if the event is going to be a success - if there is anyway you can support the event by entering or marshalling **now** is the time to come forward. By the time you receive this there will only be a few days before the closing date so give entries secretary Cherry a call or an e-mail to let her know your entry is on its way. Last year we managed two practice runs and three timed runs, and if all goes well we hope to do that again this year, so you can be sure of a good value days motorsport.

Following our first club night visit to the Parkway in Stoke Gifford last month, the May club night will again be an informal affair. We plan to bring the video projector along, and we are going to have a Grand Prix theme - as well as having film from Grand Prix past, we are asking members to bring along any programmes, photos and memorabilia from events they have attended themselves. whether the British Grand Prix or further away - this format has proved fun in the past and there will also be plenty of opportunity for a drink and a chat.

Looking forward to later in May, we have our first Treasure Hunt of the year which Bob Bull is organising. If you have not entered one of these before I would encourage you to come out and have a go - it will be a good evening with a finish at a nice pub, early enough for a drink and a chat. All you need is a pen and a car !

A combination of the great weather we have been having, and a number of attractive events has meant my motoring activities seem to have started early this year. First out was the Westfield on the club trackday at Castle Combe - it was last out in October, and I taxed it the day before the event. Thankfully everything seemed to have survived the winter on the test run upto Combe and I had a very enjoyable day out on track.

The Marlin, of course, has not had a rest over the winter, and I had an enjoyable run out on our Cross Trophy trial, before the main event of the month - the Lands End trial at Easter. That just left the Rover to get out hibernation - this often takes the most work, as being 40 years old there are always a few more things to sort out. In the end it started well, and a quick test drive revealed no obvious problems. I have just spent a day or so replacing one of the engine side plates. The engine on the Rover is an aluminium block, with a large plate on each side - these tend to eventually corrode and leak - although I don't



suppose they were ever designed to last 40 years. As well as 20 odd bolts to remove in the plate itself, the job involved removing amongst other things the dynamo, starter motor, carb, exhaust manifold and one of the engine mounts. Once the plate is removed you have great access to the cylinder area, which allows you clean out any sludge that has collected. If nothing else the job was a good excuse to avoid watching the Royal Wedding, although I have to say I did catch the fly past of the Battle of Britain squadron and enjoyed the Aston Martin.

Another date to add to your diary is our June Club night – following on from the previous couple of years we will again have our “Bring your Car Night” at our new venue of the Parkway - whilst the car park is not quite as large we should have plenty of room for a good display - Bring Your Car, Bring a Friend.

Hopefully by now you will also all know about our Gymkhana event in June, this should be another fun event and social - more details later in Backfire.



Bristol Pegasus Motor Club
MG Car Club



The Castle Combe

Wessex Sprint

**We are pleased to announce a new
Sprint at Castle Combe Circuit**

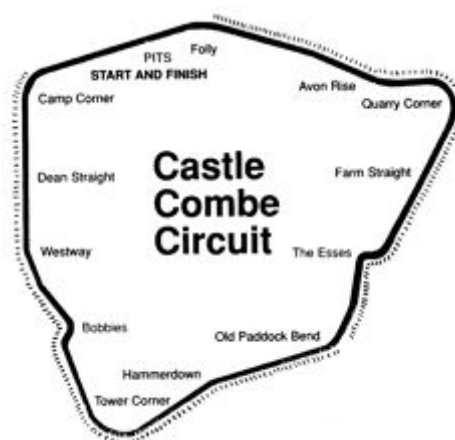
Saturday 6th August 2011

**A Round of the 2011 ASWMC Sprint
Championship**

Full Lap Format with

2 Practice and 2 Timed Runs

More details and regulations coming soon



Club Night Directions: The Parkway

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

Directions from the M5:

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

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

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

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

At roundabout take the 3rd exit onto Hatchet Road.

At roundabout take the 2nd exit onto Hatchet Road.

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

Directions from the M4:

Leave M4 at junction 19 (signposted M32).

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

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

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

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

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

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



CROSS TROPHY TRIAL

Lower Grove Farm
Dundry

Sunday 17th April 2011



We again returned to Duncan Pittaway's superb field at Dundry for our Production Car Trial. Surprisingly this is the 9th time we have run a trial at this venue, and it continues to offer a challenge for experienced competitors while still being an ideal introduction to the sport for newcomers. Once again we were very lucky with the weather.

This year the event was a round of both the ASWMC and Cotswold Motorsport group trials championships, which meant the competitors would be split into two groups – the Clubsport event for those entering on a club card and the National B event for championship contenders.



The turn out of eighteen entrants was pleasing, with just under half of those coming from our own club. Amongst the Pegasus members were three drivers doing their first events – Ralph Colmar was in the standard VW Passat, while Ian Woolcott was in the very nice and unusual Joyner 650. Coralie Thompson had been persuaded to double drive, and seemed to have a very enjoyable day beating Chris in

the Daihatsu – Chris tried to make the excuse that he was putting more effort into “bouncing”, but no one was listening as we could all see it was down to Coralie being the better driver !

Class two comprised the Marlin of Andy Moss, and without doubt the star car of the day – Duncan Pittaway's superb chain driven GN Vitesse.

The Joyner was on its own in Class 4 which meant we did not have to worry too much about its eligibility – the spec of it certainly looked as if it would be ideal for an off road event.

The National B event had a good mix of cars, our own Alan Spencer in the Parsons special



was joined by the double driven Marlin of Roland and Jamie Panes, along with the Westfield of Malcom Brown – I must admit this was the first time I had seen a trialing Westfield, but it was very well sorted, and had plenty of power and weight over the rear wheels to make up for what it lacked in ground clearance. Front wheel Drive was represented by the Citroen AX, with the superb MK1 Escort flying

the flag for rear wheel drive saloons. Alice Green in the Escort was celebrating her 16th birthday, and the car had been decorated accordingly – I also believe one of the marshals managed to extract some Birthday cake from her during the break Finally another double driven car was the rear engined ABS special, which looked very nice.

Special thanks must go to the marshalling and organising team. As usual the pre-event secretarial, signing on and results were organised by Tim Murray, with Mal Allen again being Clerk of Course. Pete Hart performed scrutineering before joining Carlie Hart, Donny Allen, Liz Moss and Simon Moss who did a great job of marshalling. Many thanks to all.

As always we would also like to thank Duncan for making us so welcome.



Bristol Pegasus Cross Trophy Trial

Lower Grove Farm Dundry - Sunday 17th April 2011



Cross Trophy Trial - 17th April 2011 – Results by Tim Murray

Clubsport Event

Class	Pos	Driver	Car	Score	Index score	O/A Pos
1	1	Ralph Colmar	VW Passat	106	0.9962	1
	2	Colin Ladd	Citroen AX	108	1.0150	4
	3	Coralie Thompson	Daihatsu Cuore	112	1.0526	5
	4	Chris Thompson	Daihatsu Cuore	119	1.1184	6
2	1	Andy Moss	Marlin Roadster	17	1.0000	2=
	2	Duncan Pittaway	GN Vitesse	22	1.2941	7
4	1	Ian Woolcott	Joyner 650	41	1.0000	2=

Awards: 1st Overall (Cross Trophy) - Ralph Colmar

National B Event - ASWMC & Cotswold Championship

Class	Pos	Driver	Car	Score	Index Score	O/A Pos
1	1	Ray Jacobs	Citroen AX	14	1.0000	2=
	2	Chris Buckle	Citroen AX	27	1.9286	7
2	1	Roland Panes	Marlin Roadster	5	0.6757	1
	2	Dave Robinson	Reliant SS1	8	1.0811	5
	3	Jamie Panes	Marlin Roadster	14	1.8919	6
	4	Alan Spencer	Parsons	18	2.4324	9
	5	Malcolm Brown	Westfield	20	2.7027	10
3	1	Nigel Green	Ford Escort	4	1.0000	2=
	2	Alice Green	Ford Escort	15	3.7500	11
4	1	Matthew Grove	ABS	3	1.0000	2=
	2	Richard Grove	ABS	7	2.3333	8

Awards: 1st Class 2 - Roland Panes

Awards will be presented at the Bristol Pegasus MC AGM in December

Thanks to Clerk of the Course Mal Allen and all those who helped run the event.

We hope the competitors enjoyed the event, and look forward to seeing you all next year.

Bristol Pegasus
Motor Club

Club Motorsport at its best



Bristol Pegasus Motor Club

Gaga Spun Em Shakey

Gymkhana

Sunday 19th June 2011

**Sheepcot Farm
Tiddenham Chase
Chepstow**

Bristol Pegasus MC
Clubmans Championship 2011



Regulations available on website or from Martin 07891639513

ESCURSIONI

By Martin Emsley

Not usual that bikes excite me but the other day I got passed, in Hambrook, by an extraordinary machine, I had to take a second look, much carbon fibre in evidence and a simply huge rear tyre but more than anything was the wonderful noise. So what was it? A Ducati Diavel

“Built to have a commanding presence, though lightweight and agile like all Ducatis. Stunning looks, 162hp and 207kg (456lb) of authentic Ducati performance drives a comfortable sport lifestyle that could only be dreamt of before. A specially engineered 240 section rear tyre combined with famous Ducati chassis technology serves up mind-blowing handling and lean angles which defy the laws of physics, whether carving through curves on your favourite road or just riding out for a night on the town.”

“The Diavel - weighing just 210 kg, featuring a powerful sophisticated design and offering a massive 162 hp that is managed to perfection via the three Riding Modes - is an utterly spellbinding bike that only Ducati could have come up with.”



“Even when disappearing in a split second, everyone will always be captivated. This is the magic of Diavel. The design sets new standards in beauty, innovation and sophistication, while outstanding agility and handling are encased within a muscular body which moves with 162 hp. Its astonishing power can be managed in three different Riding Modes and with the assurance of the Ducati Safety Pack (ABS + Ducati Traction Control). Ducati has created something truly magic.”

Truly amazing.....could they fit stabilisers to mine? I struggle to stay on four wheels, what would I do on two?

Oh and only £15,895 !!!!!!!

A pal in work passes me on copies of Motorsport news, there are often some interesting bits in it, none more so than March 9th; Entitled ‘Combe outings for Honda F1 machine’. Turns out Nadine Geary, of Dodge Viper fame, has purchased an ex-Barrachello 2007 RA107 chassis 5 F1 car to run in the new MonoLibre series. It will be fitted with a 3 litre Hartley V8 and hewland gearbox. Of course it will have to meet the noise limit; 108dba, but what an exciting machine to see race.



Forrest; the cat, is quite upset about his entry being declined for the Fantasy Formula 1. He had very cleverly spotted an 'unfair advantage' within the competition rules. Initially he considered appealing to The European Court of Feline rights (well there has to be one, they have so many unnecessary, costly, things in Europe!) he thought maybe the MSA; John Felix, who may have sympathies for a simple, neutered ginger cat! In the end he decided he would rather go mousing and carousing so disappeared out the cat flap after half a pouch of duck & chicken in gravy.

So the madness goes from mad to worse! Who saw the Bristol Evening Post on 1st April? They have had some good jokes in the past, like the Bristol Eye last year, my favourite being the reduced width fire engines to get down the roads narrowed by cars



parked on both sides. Anyway this year was a cracker; The Bristol Grand Prix. The proposed race would first take place in 2013, it would be a bit like the Monaco Grand Prix, and Bristol would be seen across the world as well as being worth millions to the local economy. A lot of details were listed, see attached the course plan, the start/finish being on the centre and temporary pits erected. Miles of barriers would need to be erected and man hole covers sealed down, as a spokesman said "There would be a real danger of these lifting off and hitting someone if they were unseated by cars travelling at high speed".

A special Bristol blue glass trophy has been commissioned which will be presented to the

winning driver. A Bristol firm, called Apex is working on a new material for the safety barriers which will surround the track. The material uses a special compound called Apex Pressurised Recarbonated Isotope Layering 1. It has been developed in its laboratories at Avonmouth and is lighter and stronger than carbon fibre used in racing car and aircraft technology. The firm is hoping to go into full production of the material later in the year.

Absolutely fantastic, gave me a good laugh, well done Rob Stokes (the author) Interesting picture as I make it 4 Ferraris, 3 McLaren's, a Honda and 2 Williams, from different years! I might have believed it if they had mentioned Woody was Chief Marshall and there would be a celebrity car for local ace Dave Cutcliffe!



A couple of nights later there was a great letter from 'bored of Brislington' pointing out that the course should not be routed in front of The Bristol Hippodrome. F1 cars may well get into difficulties on the cobbles, he went on to highlight the number of accidents between busses and pedestrians that have already

occurred. He finished by appealing to the city council to consider the whole picture before wasting taxpayers money on another ill thought out idea. Wally from Whitchurch was concerned about the negative impact before the event with resurfacing and sheer numbers of visitors, but most of all he was concerned about health and safety if large numbers of people spectated from the Clifton Suspension Bridge, would it take the strain? Outraged from Redland went into all the environmental considerations and sussed the barrier material acronym A.P.R.I.L. 1.

As a close it should be remembered that one upon a time there was a Bristol Grand Prix, a round of the powerboat world championship, oft compared to Monaco on water. It was extremely dangerous with more than a few fatalities. I was actually spanningnering on one of the boats, for a couple of occasions but that is a story for another day.

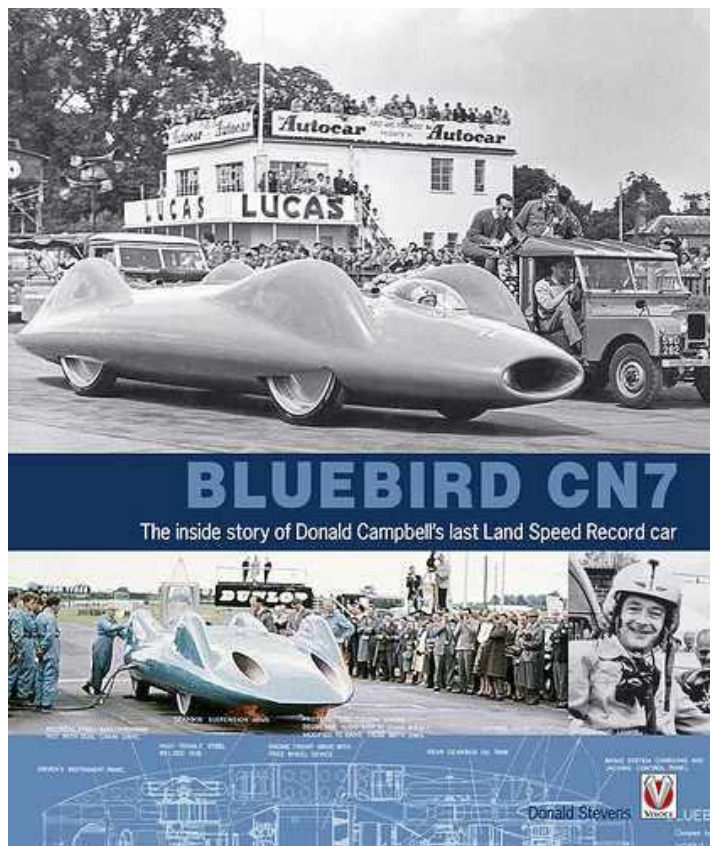
Lets face it the city does not have an Exhibition Centre, does not have a decent large concert venue, has very third class football and rugby teams, guess Bristol has all the right qualifications to run a GP except for bucket loads of gold for Uncle Bernie!

There was also a piece one evening about The Golden Heart at Winterbourne Down, you may recall that we were unable to use it for our Christmas noggin' and natter as it was closed!

Well the news is that it has been extensively refurbished, is reopening and will provide seasonal dishes, pub favourites and specials and real ales! Might be worth a visit.

Another piece of good news is the takeover of the Avonmouth kart track. Last November Ken had to do some very rapid negotiations when he found our usual venue closed. It has re-opened and now includes a laser tag experience for all you budding Buzz Lightyears or is it Darth Vaders? Anyway they have taken on all the old staff, refurbished the facility, purchased new karts, suits and helmets. Apparently there is a first floor viewing balcony, but unless I am mistaken, I thought it may have had one before. So over to Ken now to decide whether to return to Avonmouth this winter. While I am at it, many thanks to Ken for all his efforts and time in organising this annual, fun, event. It is focused upon raising money for charity, over £1,000 which makes a big difference. So thank you very much Ken and thanks to all of you who support it.

Finally my current reading is Bluebird CN7 by Donald Stevens – The inside story of Donald Campbell's last Land speed record car; Since the early 1920s, the name Bluebird has been synonymous with world speed record breaking on land and water. Driven first by Sir Malcolm Campbell, then his son Donald, and latterly by Donald's nephew Donald Wales in electric powered vehicles, they have consistently pushed records ever higher. This book is the story of the design and construction of the fastest of the Bluebirds, the Campbell-Norris 7 (CN7). This car, now resident in the National Motor Museum at Beaulieu, is the most sophisticated design ever produced for a wheel-driven record breaker. Using methods and materials developed for the aircraft



industry, the CN7, given suitable running conditions, was capable in 1960 of a speed exceeding that produced by the present wheel-driven record holder 19 years later. The author was first employed by the designers, Norris Brothers Ltd, as a design draughtsman on the Bluebird K7 hydroplane. After completing his National Service in the RAF, he rejoined the company to work with the two chief designers developing the specification for CN7, and he later became project coordinator for its construction.

It is most interesting, well if that kind of thing interests you, with some great illustrations.

Review of the 2011 Tuition and Track Day

by Tony Smith

The 2011 Tuition and Track Day took place on Saturday 2nd April at Castle Combe Motor Racing Circuit. This was the first year that the event had been held this early in the year. With the late change to the original date being announced just before Christmas, it didn't leave much time to advertise the change of date and get entrants booked in. Our friends at the Mini Cooper Register were also uncertain about ticket sales and didn't pre-book their regular amount. So with the use of email, we contacted previous year's entrants and started to spread the word. The event website was updated and we crossed our fingers for a good response.

The booking forms started to arrive in a steady flow, and we were sold out within two months, just like before. The interesting thing this year was the array of different car clubs attending and the variety of cars entered.

Driving to the circuit early in the morning, Phil Harris, Tim Murray and I drove through a rain shower and the sky turned a very nasty colour. We were concerned that the rain cloud may follow us, but it stayed over Bristol and turned into a thunderstorm, lucky for us. The circuit was a bit damp on arrival but this soon dried off. Being one of the first events of the Castle Combe calendar, things at the circuit weren't fully ready for the race season. Historically we have used the Tower building to sign drivers in and distribute the tickets from. However we arrived to see that it was covered in scaffolding as it was having a face lift and an extension. With a quick change of plan, Phil, Tim and Mal Allen set themselves up in the Tavern. We had a queue for scrutineering by 8:00am, and more confusion as the scrutineers didn't arrive until nearly ten past and wanted different paperwork. This was soon sorted and at 9:00am the first batch of cars drove onto the track.

We had 7 entrants from the Mini Cooper Register with all but one being a classic shaped Mini. We had three entries from the Volvo Owners Club, not something you would connect with track days. These ranged from the two mid nineties models of the Volvo S70R and 850R, to the wonderful 2 door 1967 Volvo Amazon 112S. This model however was slightly more powerful than the 4 door model that I sat in the back of as a child while my parents towed the family caravan. Interest from the Westfield Sports Car Club was good and brought a total of 5 entries. There was a variety of Westfield type cars. These included those of BPMC members Andy Moss, David Holliday, Cherry Robinson and Nick Wood. The Westfield 130 of Merlin Wigley, a Westfield Sport 2000 of Roger Hole and many more variations on a kitcar theme.

The paddock queuing area held a completely random picture of cars entered. One moment there was a 2003 Ford Focus RS next to a Talbot Sunbeam Lotus. Or you could see a 2005 Porsche Boxster next to one of the two Fiat Panda 100bhp next to a classic Triumph, next to the race prepared Peugeot of Paul Bird. After lunch we even had a new Audi RS8 Quattro. This is one of the great things with the Tuition and Track Day, as it's not competitive it

doesn't matter what car you wish to take to the track. I was also very pleased to see, that after 3 years of being a double car entry and not attending, that the Noble H12 GTO finally made its appearance. Hopefully we will see it again in future Tuition and Track Days.

Bristol Hot Rods were again invited along for the 'Hot Rod Show and Lunch Time Parade.' Looking at the rain at the beginning of the day, I wasn't expecting any to turn up, but the guys gathered at the Griffin at Bridgegate mid-morning and drove to the circuit in convoy. Twelve vehicles positioned themselves in the viewing area for all to see. Adrian, the Circuit Manager has enjoyed the lunch time parade over the last few years and jumped in the course car as the circuit broke for lunch to lead the parade around the circuit.

All the drivers managed to stay on the track following the spin offs during last year's parade. The cars consisted of the bright orange 1952 Austin Devon with its 4.6 Rover engine and air intake poking up through the bonnet. This was followed by the first of two Chevrolet Corvettes which was an absolutely beautiful conditioned 1959 convertible. This was followed by the '48 Chevy Panel Van.

We then had the totally insane homebuilt 3.5 litre V8 Rover powered trike, which was as wide as it was long. There was also the lovely 1964 Ford Anglia 1200 Deluxe, the white Ford Pop' 100E, and then the 1980 Chevrolet Corvette Coupe. We had another visit from the Austin Van A55 panel van, the 1943 Ford Roadster, the 1939 Ford Model A Coupe, and the 1934 out and out race style Ford Coupe with its blown hemi under the hood and its angry stance. Last but certainly not least, the parade was followed up by the 1964 GMC Suburban driven by BPMC member Chris Hartnell. It seemed to have a footprint the size of a football pitch yet hold the circuit very well.

The afternoon session started bang on time at 1:30pm, and by 3:45pm we were on extra runs. This continued for the remaining hour until an extra large final batch took to the track for the final session of the day. The Castle Combe Racing School Instruction of Dave Da Costa was as popular as ever. He seemed to be either on the track or strapped in the passenger seat waiting to go out for most of the day. I'm sure I saw him jump out of one car as he returned to the paddock to go out again straight away in another. He certainly won the prize for the most track time. Many thanks to all for another successful day. Thanks to Phil Harris, Tim Murray and Mal Allen for their help on the day, and resolving the early morning issues. Many thanks to Adrian and Nicki Fawdington and their team of marshals for their excellent management of the circuit. Thank you to all of the Hot Rod drivers and friends who trusted the weather, and many thanks for all of the entrants & spectators who attended.

This years event certainly highlights the fact that the Tuition and Track Day isn't just for hard core drivers in their race prepared machines. It's a non-competitive event for drivers to improve their high speed driving skills in a safe and controlled environment, or just to have fun. If you enjoyed this years event or are reading this thinking about attending next year, visit the event website www.castlecombetrackday.org.uk for details and a full photo gallery.





The 2011 Classic Vehicle Charity Tour SUNDAY JUNE 5th

All Classics Enthusiasts (A.C.E.) Booking Form Jointly organized with Bristol Pegasus Motor Club'

This Year we will be taking in the wonderful Wiltshire Countryside. As always it is designed to take in places of interest that we are sure you will enjoy. We shall once again have a communal picnic stop at a convenient and interesting location.

We again leave from the **BAWA** pavilion, Southmead Road, Filton, BS34 7RG by kind permission of the Management. Directions to BAWA are available on their website www.bawahealthandleisure **PLEASE ASSEMBLE BY 10AM**

TOILETS ARE AVAILABLE AT THE START AREA.

It has been determined that our charity for this year is the **Air Ambulance Service**. In the view of the Committee this local charity is most 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 £15.00 per vehicle**) to: -

Tony Joiner, 17 Badminton, Penn Drive, Frenchay, Bristol. BS16 1NJ

Tel: 0117 9564 954 Mobile 0777 314 6981

(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.



Club Championship Positions After March Nav-Ex Results Prepared By Chris Thompson

POINTS	ENTRANT	POSITION	EVENTS	ORGANISED/MARSHALLED ?
10.00	Martin Baker	1	2	No
7.00	Alan Dillamore	2	2	No
7.00	Alan Spencer	2	2	No
7.00	Chris Thompson	2	2	No
5.00	Andy Moss	5	2	Yes
5.00	Chris Goodchild	5	1	No
5.00	Tom Hartshorn	5	1	No
4.00	Merill Spooner	8	1	No
3.00	Dick Craddy	9	1	Yes
3.00	Martyn Davies	9	1	No
3.00	Tim Murray	9	1	No
2.00	Chris Hartnell	12	1	No
2.00	Claire Meadows	12	1	No
2.00	Liz Moss	12	1	No
1.00	Cherry Robinson	15	1	No
1.00	Nick Wood	15	1	No

BPMC polo or sweatshirts

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

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



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

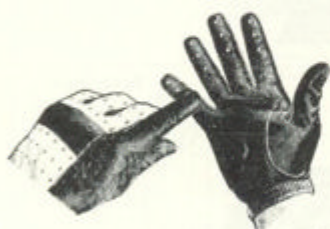
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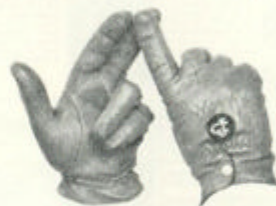
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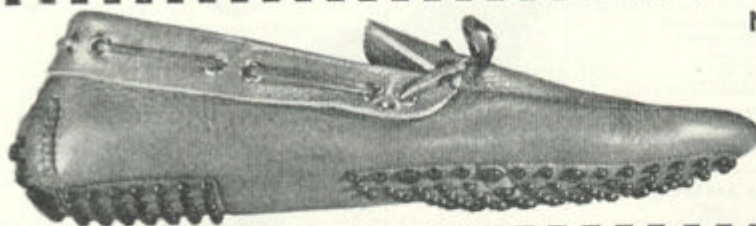
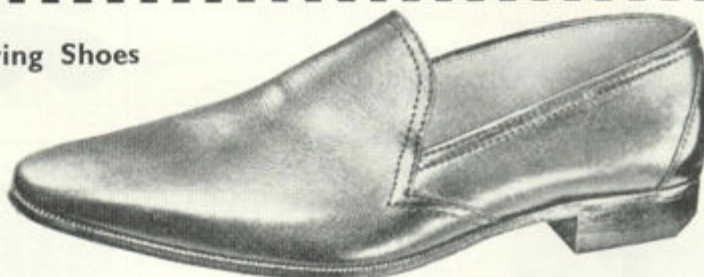


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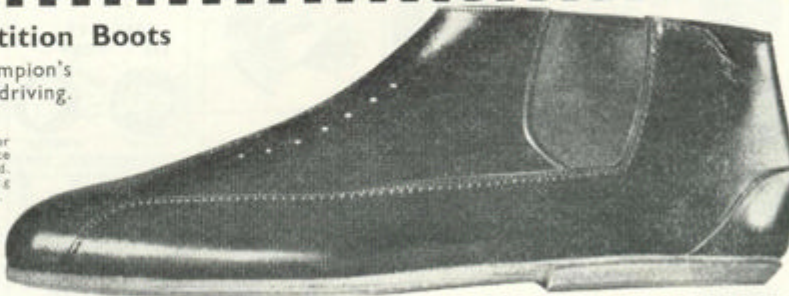
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Motor Club

Club Motorsport at its best



Independence Day Touring Assembly

Monday 4th July 2011

Start; 19.15 from The Parkway, Stoke Gifford.

End; The Bookbarn, Wells Road, Hallatow.

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



All interesting cars welcome

Bucket collection in aid of Wiltshire Air Ambulance.

To register or for further details contact Martin on 07891639513

Easter Race Meeting – Castle Combe

By Andy Moss

A great social day out & there was some racing going on as well

With no Colerne to look forward to on the May bank holiday, the decision was made to attend the first race meeting of the year at Castle Combe by way of compensation. To add to the fun I drove the Westfield up, and arranged to meet Nick Wood in his Westfield at the Compass Inn near



Tormarton, from where we would follow each other into Combe, before paying our £15 entry fee which included parking.

We were not the only Pegasus members who had decided to make the trip, and most of the day would be spent chatting to fellow club members. As soon as we walked in we met Steve Dummett and his Son and had a brief chat before making our way to a good viewing position at Camp Corner. The next person we met was Jonathon Milne , not surprising as he is a regular visitor to the circuit, a pleasant half an hour was spent watching practice and chatting before walking 50 yards and bumping in to Tony Stowell. Time for another chat and a coffee.

On route to the paddock we bumped into Lisa Selby and Toby Harris, and spent a pleasant 10 minutes chatting and wandering around the new Castle Combe shop in the much expanded control tower. We would see Toby and Lisa quite a few more times during the day. From here Nick paid for our paddock transfer – not too bad at £2.50 each. To equal things up a little I bought the ice creams – very nice.



We soon found Ian Hall, who was competing in his Darrian. We had watched him practice, and were disappointed when he went in after half a dozen or so laps with the car not looking 100%. Despite the limited number of laps completed he was fastest in class. We spent

quite a while looking over the car and chatting to Ian and Matt Johnson, at various points we were joined by Lewis Bird, Andrew Steel and Paul Bird. Just as we were about to leave we bumped in to Mark Astin. From here it was off for lunch before making our way back to Camp Corner for the afternoons entertainment.

By now things were busier in the spectator areas, but not to worry, Chris and Coralie Thompson and children had bagged a prime spot and we went and sat with them for most of the afternoon. Without even moving we bumped into Bill Farrow, rushing to deliver ice creams, but he soon came back for the first of a couple of chats during the afternoon.

I guess I should mention the racing, as that's what we all went for

One of the highlights of the afternoons racing was without doubt the Mini Marcos driven to victory by Matthew Howell against much larger engined opposition in the Marcos race. This car and its owner will be very familiar to club members, as it belongs to Pete Crudginton, a long time member of the club and regular Sprint competitor.



By far the biggest grid of the day was in the Castle Combe Saloon car championship, and we were treated to some excellent racing. Sadly some of the other races later in the day were not so well supported, one race having only 5 cars.

Of course for the many Pegasus members watching Ian in the Darrian Wildcat is always a highlight. For most of the race he was leading his class having established a decent gap, however as it progressed we all suspected his cooling problems were slowing him down as the chasing Caterham in second gradually closed the gap before passing with a lap or so to go.

We then decided we would have a wander around the circuit, and it would of course have been rude to pass the ice cream van before Tower without doing a comparison test with the one we had sampled in the paddock earlier – in my opinion not quite as good and no strawberry sauce either. Just time to bump into Tony Stowell again before heading to Old Paddock where we met with Pete Devall.

As we made our way up onto the banking near quarry we met our final club member of the day, and enjoyed a natter with Pete Stowe while watching the Formula Ford action. Another entertaining race, with plenty of incidents - a surprising number of cars required recovery at the end of the race.

An excellent day out for the £15 admission, made better by all the people we bumped into – sorry if I forgot anyone we met along the way ! Of course, I am sure the ice creams and fast food breakfast and lunch did me no good at all, but I must have walked some of it off wandering around the circuit !



Greenpower MPH News

By Martin Baker

Some amendments to the rules -mainly regarding battery specifications - have meant that *MPH* has undergone a few design changes over the closed season. Also, this year, as well as the usual four-hour, five-driver endurance races, the competition includes some "sprint" races of 80 minutes duration with just three drivers and no battery changes allowed. To test the new car to these criteria the *MPH* team undertook a practice session in one of the Rolls-Royce car parks on 17th April. This also gave new team member Max a chance to drive the car for the first time. I am able to report that the car performed very well and all looks good for the coming season.

The events which *MPH* plan to enter this year are -

Silverstone (80 minute sprint) 1st May

Goodwood (4-hour endurance) 12th June

Merryfield (4-hour endurance) 17th September

Castle Combe (4-hour endurance) 2nd October

Goodwood (grand final, 4-hour endurance, subject to qualification) 16th October

BPMC have voted the project a small amount of sponsorship again this year, however we are trying to get the team to "sing for its supper" by giving us a short presentation at a club night later in the year. In the meantime we wish them all the best for the season.

STOP PRESS!! Team *MPH* took 3rd place (yes, a podium finish!) in their first event of the year at Silverstone. Although most of the top teams from last year's grand final at Goodwood were taking part in their own event, this is still a great achievement - and I understand that they only just missed out on second place. Well done all!

Club Visit - Bloodhound Landspeed Record Bristol HQ Visit

We are pleased to report we received a good number of people contact us who were interested in coming along to visit the Bloodhound Landspeed Record Car HQ. The trip will be limited to 40 people - 20 from Pegasus and 20 from Bristol Motor Club. As soon as the date is confirmed with the Bloodhound team we will update you further.



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

Bristol Pegasus Fantasy Formula One 2011

Results upto Chinese GP - Prepared by Simon Moss

Three races in and those who have backed Red Bull are again doing well. Could it all change when the F1 circus returns to Europe for the Turkishh Grand Prix on the 8th of May ? Keep on eye on the website for result updates inbetween Backfires.



Sharon Reynolds	Barrichello	Webber	Hrt	Mercedes	Williams	Chinese	279
Martyn Davies	Ambrosio	Vettel	Redbull	Virgin	Virgin	Australian	246
Millie Parker	Glock	Vettel	Redbull	Virgin	Virgin	Australian	236
Helen Davies	Rosberg	Vettel	Sauber	Williams	Red Bull	Malaysian	230
Joe Robson	Alonso	Vettel	Lotus	Renault	Sauber	Australian	217
Judith Bird	Button	Rosberg	Renault	Sauber	Ferrari	British	185
Pete Stowe	Kovalainen	Rosberg	Mclaren	Williams	Renault	British	157
Steve Clark	Resta	Vettel	Ferrari	Rosso	Rosso	Belgian	151
Chris Bennett	Alonso	Kovalainen	Ferrari	Lotus	Ferrari	Belgian	149
Alyson Marsden	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	146
Ken Robson	Alonso	Webber	India	Renault	Sauber	Australian	146
Mal Allen	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	146
Jenny Hall	Hamilton	Vettel	India	Sauber	Williams	Monaco	145
Martin Emsley	Alonso	Vettel	Rosso	Williams	Renault	Belgian	144
Paul Bird	Alguersuari	Rosberg	Mercedes	Renault	Red Bull	British	143
Ann Farrow	Ambrosio	Vettel	Ferrari	India	Renault	German	142
Dave Cutcliffe	Rosberg	Vettel	Ferrari	Sauber	Virgin	British	140
Alison Bennett	Kobayashi	Rosberg	India	Redbull	Rosso	German	130
Rex Meaden	Glock	Rosberg	Redbull	Rosso	Ferrari	British	130
Charlie Emsley	Buemi	Heidfeld	Ferrari	Rosso	Red Bull	British	127
James Page	Alonso	Rosberg	Lotus	Renault	Red Bull	Spanish	127
Joanna Prestidge	Button	Resta	Ferrari	Lotus	Ferrari	Malaysian	127
Jonathan Prestidge	Alonso	Vettel	Lotus	Mercedes	Virgin	British	126
Chris Lewis	Button	Rosberg	India	Mercedes	Williams	British	123
Peter Farrow	Massa	Trulli	Ferrari	Sauber	Mclaren	Japanese	122
Simon Sweet	Button	Webber	Mercedes	Sauber	Sauber	Australian	121
David Garnett	Perez	Vettel	Ferrari	Sauber	Williams	Italian	120
Chris Hartnell	Barrichello	Button	Lotus	Mclaren	Lotus	Monaco	119
Andrew Moss	Buemi	Webber	India	Mclaren	Lotus	Belgian	110
Elisabeth Lewis	Alonso	Rosberg	Ferrari	Virgin	Renault	Spanish	107

Mary Craddy	Barrichello	Button	Mclaren	Sauber	HRT	Italian	106
Tim Murray	Barrichello	Button	Ferrari	Sauber	Renault	Turkish	106
John Page	Barrichello	Heidfeld	Ferrari	Renault	Sauber	Monaco	106
Richard Grove	Hamilton	Rosberg	Ferrari	Lotus	Sauber	Indian	106
Richard Reynolds	Button	Massa	Renault	Williams	India	Singapore	101
Liz Moss	Button	Kovalainen	Mclaren	Williams	Lotus	Turkish	99
Simon Moss	Petrov	Webber	Ferrari	India	Lotus	Italian	97
Donny Allen	Alonso	Sutil	Mclaren	Sauber	HRT	British	96
Ian Hall	Alonso	Hamilton	Lotus	Mercedes	Virgin	British	95
Caroline Meaden	Buemi	Button	Ferrari	Williams	Renault	Hungarian	93
Richard Ibrahim	Alonso	Barrichello	Ferrari	Rosso	Renault	Italian	91
Claire Meaddows	Button	Schumacher	Mercedes	Virgin	Mclaren	British	87
Alex Wooldridge Smith	Rosberg	Webber	India	Mercedes	Ferrari	Canadian	85
Matthew Johnson	Alonso	Resta	Mercedes	Renault	India	Brazilian	84
Martin Baker	Alonso	Buemi	Ferrari	Williams	Renault	Italian	81
Ross Willing	Hamilton	Rosberg	Mercedes	Williams	India	British	81
Julie Farrow	Hamilton	Resta	India	Mercedes	Mercedes	Monaco	80
Mike Marsden	Alonso	Rosberg	Ferrari	Rosso	India	British	77
Dick Craddy	Heidfeld	Rosberg	Ferrari	Williams	Renault	British	76
Rob Parker	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	74
Victoria Phillips	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	74
Bill Farrow	Alonso	Rosberg	India	Mercedes	Ferrari	Monaco	69

2011 Formula 1 Race Dates

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

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

The Lands End Trial 2011

By Andy Moss

Having completed the MCC Exeter Trial earlier in the year, myself and Richard Reynolds were keen to take the Marlin out again on this years Lands End event. We would again enter in Class "O" which while less challenging than the main route, would still offer a good challenge as our third Classic Trial.

Class "O" starts from Bridgwater, and although this meant we avoided the long road run which many other local entrants would make from their start at Micheal Wood services, I still had the logistical challenge of meeting up with Rich who lives in Ivybridge and getting to the start. Being half term the week before the event, we decided a good option would be to stay at my in-laws near Launceston, which would mean a shorter journey after the trial, but a long journey back to the start. We therefore set off for Cornwall on the Wednesday before the event with the Marlin on the trailer.

Come the day of the event there were the usual few last minute panics to sort out, before trying to grab some sleep in the afternoon and setting off at 5.45pm. My son, Simon, needed to be in Bristol on the Saturday, so we had come up with the plan that I would drive with him to Tiverton Parkway Station in the Marlin and see him off on the train, before waiting half an hour for Rich to arrive on the next train in from Ivybridge. This all seemed to go to plan, and we then had plenty of time to finish the journey to the Bridgwater. We arrived around 9pm, at which point the control was busy with motorcycles. Scrutineering and signing on was completed, and we relaxed with a coffee before wandering back out to look at the other cars. These were now arriving in large numbers as Bridgwater is both the class "O" start and a control point for the other routes. Before long we spotted the Marlins of Pete & Carlie Hart and Mal & Donny Allen, with Alan Spencer in the Parsons not far behind.

The next familiar face provided something of a surprise. At the club trial the week before Duncan Pitaway had shown us the TVR he had entered the event in – as the bodywork was not on the chassis and the engine was still to be fitted, we expected Duncan to arrive in his Scimitar SS1, the surprise was that he was in neither of these cars and instead arrived in the GN Vitesse, the car he had used on the PCT the week before. This had been a last minute decision, prompted mostly by the fine weather we had on the evening. We still thought Duncan was pretty brave to do such a long and demanding event in a 1921 car with very little space or shelter from the elements.



We were due to leave Bridgwater at 00.18 and this came round very quickly – we were given our control card and set off on the 264 mile route that would see us finish at 3.30pm the next day. Our first challenge was the fact the speedo on the Marlin does not work and the route instructions had a habit of saying things like “in 9 miles turn left”. On the journey to the start we had used the speed display on the



sat-nav to work out what speed we were doing at various revs, armed with this information we did a running calculation of the distance we had covered by timing how long we had been travelling at a given number of revs – whilst perhaps not as accurate as having a working speedo, it gave Rich an additional challenge and added to the fun !

From the start we headed towards Minehead and arrived at the first trials section around 1am, having completed this with no problems we headed towards the first observed test on National Trust Land at Crook Horn Hill. This test was changed at the last minute and was on Tarmac rather than off road – the result of an outbreak of sudden oak death disease which meant access was restricted. Having completed the test we headed towards the first control at County Gate – the road section here really was excellent fun, and there was a great atmosphere as a line of vehicles made their way through the dark in some amazing countryside.

At the control we gave in our card – having arrived a little early here we would have to wait until our standard time before collecting our card and setting off again – this ensures there is no advantage in arriving too quickly or going too fast, and also ensures you have time to rest. The control itself is an Exmoor visitors centre and they were working hard selling coffee and some excellent looking cake, which we managed to resist. A great atmosphere drinking coffee and chatting with fellow entrants on outside tables lit by lanterns at three o'clock in the morning on the top of Exmoor!

From here we set off towards Lynton and filled up with fuel before tackling the next section, Barton Steep, this was quickly followed by another section on forestry commission land, before a 5am control at Roundswell. From here we headed towards Bideford, and almost as soon as we had left we were engulfed in mist. This stayed with us for all of the 19 miles we covered on the A39, and was still hanging around as the sun started to rise. We arrived at the next section at around 5.45am , this was still being setup as the first car was not due to 6am – it seemed we had all been released from the previous control a little too early.

From here we headed towards Widemouth Bay – a superb beach which we had taken the dog to earlier in the week. A quick photo of the Marlin on the coast – I suspect I will be finding sand in it for months to come ! Onto the next section before arriving at the next control, where we enjoyed a breakfast of bacon rolls and coffee during a compulsory 1 hour rest stop.



The next section would take us back towards Launceston to “Petherwin Old Hill” a section first used in 1932. I had explored this hill earlier in the week as it was a very short distance from where we were staying – amazingly we had stayed there last year during the event as well and not realised that class “O” on the trial was driving past our front door. At the top of the section we were treated to a great view of a traction engine, which lives opposite the end of the section, before taking a quick unofficial stop for coffee to say hello to Liz and Laura as we went past by the front door

From here we had a couple more sections, before heading across Bodmin Moor towards Cardinham Woods, where most of the final sections would take place. Next we headed towards Newquay before the final control at Perranporth – here we would have the procedure explained for the final sections at the famous Blue Hills mine. Being Class “O” competitors we had the choice of tackling the imposing Blue Hills 2 section, and I have to admit we decided not to do this – next year when we have a bit more ground clearance perhaps ! If you have never been to the finish of the Lands End trial here you really should put it in your diary for next year, an incredible section up a spectacular coastal path which makes for a very entertaining half days spectating

All that was left was to make it to the finish control, hand in our card and collect our finishers certificate. We believe we cleared everything, but at the time of writing the results are not yet out - we will have to wait and see if we picked up a Class “O” award. At the finish we met with Richard's wife Sharon and daughter Abbie who had come to pick him up, while I headed the 50 miles back up the A30 to Launceston. In total we had covered 415 miles in the Marlin – I think I can say it is run in now – and we had a great time.

It was certainly a great experience and one I would recommend to anyone who gets the chance to enter - In class “O” you can do the event with a relatively standard car, with minimal modifications. This event really does capture some of the spirit of the early pioneers who travelled from London to Lands End to prove the reliability of their early cars and motorcycles.



Bristol LLANDOW



Sprint

SINCE 2003

Llandow Circuit, Vale of Glamorgan **MONDAY 30th MAY 2011**

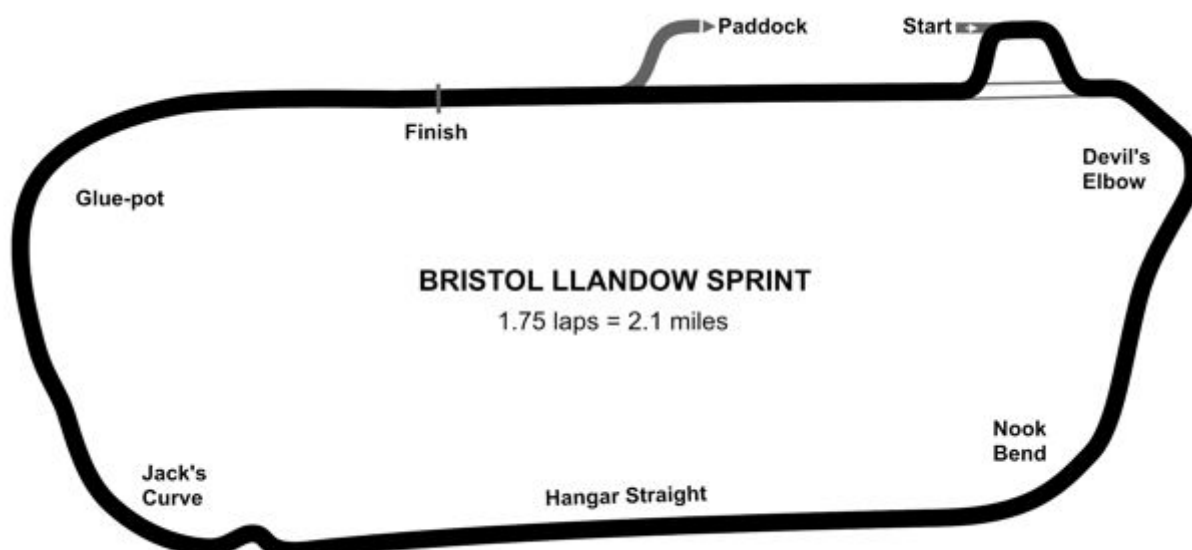
2011 BRIDGE TYRES and WHEELS ASWMC SPRINT CHAMPIONSHIP

BRISTOL MOTOR CLUB SPEED CHAMPIONSHIP

BRISTOL PEGASUS MOTOR CLUB CLUBMANS CHAMPIONSHIP

BRISTOL MOTOR CLUB ALL – ROUNDERS CHAMPIONSHIP

GINETTA OWNERS CLUB SPEED CHAMPIONSHIP



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Cherry Robinson 01275 833098 cherryzrobinson@hotmail.com**

Dates For Your Diary

Monday May 9th - Club Night - The Parkway, Stoke Gifford

Grand Prix Theme - Bring your photos, programmes etc

For May we are going to have a Grand Prix theme - as well as having film from memorable Grand Prix of the past, we are asking members to bring along programmes, photos and memorabilia from events they have attended, whether the British Grand Prix or further afield.

Monday May 16th - Our first Treasure Hunt of 2011

Bob Bull will be running this Treasure Hunt. The start is at Gordano Services and the finish is at the Rudleigh on the A369. As usual we'll aim to start at 7:30 and there will be time for a drink and a chat at the end.

Monday 30th May - Llandow Sprint

Entries have already started arriving for our annual trip across the Severn bridge to Llandow. Regs are available from the website at <http://www.llandowsprint.org.uk/regulations> or from entries secretary Cherry Robinson - e-mail cherryzrobinson@hotmail.com or Tel. 01275 833098. As always we are keen to hear from any volunteer Marshals.

Sunday June 5th - ACE Classic Tour

This year the supported charity is the Air Ambulance. The tour takes place in the Wiltshire countryside. Entry form and start details included later in Backfire. Although primarily a Classic Tour most kit, sports and competition cars are welcome as well as the older machines.

Sunday June 19th - Auto Gymkhana

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

Monday June 20th - The Summer Solstice Treasure Hunt

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

Monday July 4th - Independence Day Touring Assembly

Saturday July 9th - Drag Racing Shakespeare County Raceway

Saturday August 6th - The Castle Combe Wessex Sprint

Our new co-promoted event at Castle Combe run with the MG Car Club.

Full Lap Format with 2 Practice and 2 Timed Runs - More details and regs coming soon...