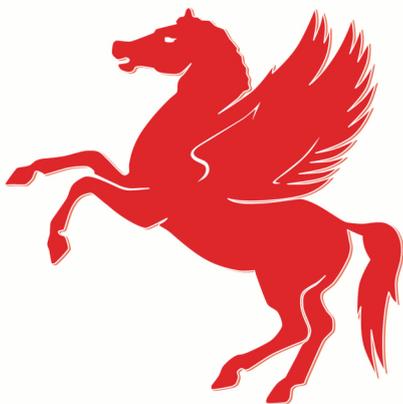


# Backfire

November 2008



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

**Cover : Club Member Steve Dummett in his modified Austin Mini at the 2008 Pegasus Sprint at Castle Combe - Photo : Steve Kilvington**

# BPMC EVENTS CALENDAR 2008

Changes shown **BOLD**

February	Friday	8th	Nav Scatter
	Monday	11th	Club Night
March	Friday	7th	Nav Ex
	Monday	10th	Club Night
	Friday	14th	Stoneleigh Show Visit
	Saturday	29th	Great Western Sprint
April	Monday	14th	Club Night
May	Monday	5th	The Wessex Sprint
	Sunday	11th	Production Car Trial
	Monday	12th	Club Night
	Monday	19th	Treasure Hunt
	Monday	26th	Bristol Llandow Sprint
June	Sunday	8th	ACE Classic Tour
	Monday	9th	Club Night
	Saturday	14th	AutoSolo
	Monday	23rd	Treasure Hunt
July	Monday	14th	Club Night
	Monday	21st	Treasure Hunt
August	Saturday	9th	Castle Combe Track Day
	Monday	11th	Club Night
	Monday	18th	Treasure Hunt
	Monday	25th	Bristol Two Club Sprint
September	Monday	8th	Club Night
	Saturday	20th	AutoSolo
October	Monday	13th	Club Night
	Saturday	18th	The Pegasus Sprint
	<b>Friday</b>	<b>31st</b>	<b>Nav Scatter</b>
November	Monday	10th	Club Night
	Friday	14th	Nav Ex
	Thursday	20th	Karting Endurance Challenge
December	<b>Friday</b>	<b>5th</b>	<b>Nav Ex - CANCELLED</b>
	Monday	8th	AGM

## EVENTS FOR NOVEMBER / DECEMBER 2008

### Monday 10th Club Night - Club Film Evening

Wheatsheaf Inn, Winterbourne, 8:30pm. Come along for a drink and a chat. We plan to have some film of club events on our new video projector - as well as some recent events we will raid our DVD of Arthur Tankins excellent club films and look back at some events from the past - see how many club members you can spot in embarrassing fashions from the 70's, 80's and 90's.

### Friday 14th November - Nav Ex

Friday 14th November will start 19.30 and finish at the Swan Tytherington. MR 172 668883. There will be a paper for beginners, usual navigation equipment required, only Map 172 needed. For more information contact Tim Murray or Martin Emsley.

### Thursday 20th Karting Endurance Challenge

This years Karting challenge is near to being completely sold out - contact Ken to check last minute availability. However even if you have not entered feel free to come down to the Raceway and have a look at what is going on.

### Friday 5th December Nav-Ex - Cancelled

With the inevitable demands on peoples time coming up to Christmas, the response to our December Nav-Ex has been poor over the last couple of years and we have therefore decided to cancel this event.

### Monday 8th December

#### AGM & Prize Giving & Buffet - NOTE 8pm START

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 8th December 2008, at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00p.m. (please note that this is 30 minutes earlier than our usual start date for Club Nights). The evening will feature the club prize giving, as well as a free buffet.

#### Club Trophies

Could all 2007 trophy winners please return them to Tim Murray by the November club night, to allow them to be engraved in time for the Prize Giving in December.

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

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

## Top Gear

Tony Castle-Miller's TCR Abarth will be making an appearance sometime in November. Tony himself will be our guest speaker in April giving a talk about the history of Abarth.

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## COLERNE TRACK DAY Monday 10th November



Nick Wood is organising a trip to Colerne for a track day with Motorsport Events on Monday the 10th of November. Contact Nick for details on 01275 833098. The day is an idea chance to liven up the closed season - and the weather in November has to be at least as good as we have had during the summer !! Around half a dozen club members have already signed up and we are hoping if a few more come along it will be good social day as well as being a great chance to enjoy the normal high standard of track day from Motorsport events. Cost is £109.

Members can book with motorsport events direct on 0870 787 2116 or via their website at <http://www.motorsport-events.co.uk> - please mention BPMC when booking.

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## NEC CLASSIC MOTOR SHOW November 14th, 15th & 16th

We are trying to gauge interest in a trip to the NEC Classic Motor show in November. If you would be interested please contact Andy Moss - [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) or 0117 9041841 - provisionally we are looking to go on Sunday the 16th and would take several cars or a minibus if there was enough interest.



The Classic Motor Show hosts an amazing display of over 1,000 cars. There is something for all levels of enthusiasm, whether you are a hardcore classic fan or you just love cars. Whether vintage Bentleys are your scene or maybe 70's Fords, maybe early Morris or Maserati ? Advance tickets cost £15.

# CHAIRMAN'S CHAT

By Andy Moss

It is a great honour for me to be able to write my first Chairman's chat for Backfire. Firstly I must thank Martin Baker for the way he has guided the club over the past months as well as to all the committee and club members who have done a sterling job.

I am very aware that I have a lot to do to live up to the standards set by the past Chairmen, who have achieved so much during the long history of the club. In my time as a member, those who have held the position have taught me a lot. One thing that I have enjoyed about being a member of this club is the nice atmosphere we have always had - it is great to be part of a club where generally everyone gets on with each other and where people realise this is a fun hobby - so many clubs can be spoilt by politics, and one of my aims is to make sure we maintain our friendly approach to things.

When I was first asked to take on the role of Chairman, one of the biggest issues was finding a suitable replacement to edit the club magazine and my thanks go to Cherry for taking this on - I know she will do a good job, and that will be made much easier if we all help by providing her with plenty of copy.



Back to competition matters and the Pegasus Sprint. I enjoyed my first experience of the new Castle Combe Marshals shelters and the one at Post 12 did a great job of keeping me dry in the morning. I must admit I was a little surprised when it rained - the weather forecast had promised a largely dry day.

It was pleasing to have a full entry, but it is never nice to turn away potential competitors, a reminder to everyone to get their entries in early. Everything on the day seemed to run smoothly, other than a couple of breakdowns and a few tussles with the tyre walls, it was hard to see where we could have saved much time - despite this relatively smooth running, time was always at a premium, and a shortened lunch break meant I did not get much time to look

round the paddock and have a chat before it was time to go back out on post. It was pleasing to receive a number of positive comments from the competitors after the event and nice to see that they appreciated the efforts of the marshals.

I am writing this the day after the October Navigation Scatter, which was a very enjoyable event. I entered with Chris Goodchild and we enjoyed some straight forward navigation and some interesting roads south of Bristol.

November is another busy month for the club - first we will have our club night, then we will have Martin Emsley's Nav Ex and this is well worth a trip out - as this is a Navigation Exercise there is no cost associated with the event, so please come out and give it a go. There will be a special beginners route card and plenty of advice on hand.

I am also looking forward to our Karting event at the raceway - as well as achieving the main aim of being a fun event for club members this is also a major charity fund raiser.

On top of this we have a couple of extra events this month - Nick Wood has encouraged many of us to take part in the track day at Colerne and it looks like we will have a good number of club cars, as well as some of our more experienced drivers willing to come for a ride and give you some free advice. Then we have a visit to the NEC classic car show - I am looking forward to this as it has been many years since I have been and I believe it is bigger and better than ever.



# BPMC EQUIPMENT

**By Martin Emsley - Equipment Officer**

Your Motor Club holds a quantity of equipment to be able to stage events during the year. In years past we have been very lucky to have a trailer, won by quiz genius Tim Murray, and have previously rented a farm outbuilding. In the past this was all well managed by Richard Reynolds. As you will recall the committee discussed the trailer future and, as we rarely towed it to events these days, a decision was made to pass it on to Scouts in association with Thornbury Rotary.

So what happened to the equipment ? Bristol MC have been kind enough to look after some of it at their store, and some of it has been stored by club members. We have now established a new store, a large secure shed, and are working hard to re-establish our equipment stocks and a control system, so that kit is readily available for our events. To this end I am requesting some assistance;

- a) if you have any BPMC equipment of any kind please get in touch with me,
- b) If you have any thoughts about event equipment lists or individual equipment that BPMC may require I would love to hear from you.

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## CLUB NIGHT VENUE - THE WHEATSHEAF



### From M32 J1 (Hambrook)

Take the A4174 ring road towards Downend. 200 metres further on, turn left at traffic lights (signposted to Winterbourne). Follow the B4058 for approximately 2 miles. You will find the Wheatsheaf Inn on the right hand side of the road.

### From M5 J16 (Almondsbury)

Take the A38 towards Bristol After 200 metres take the first left at the roundabout. Keeping in the outside lane to go straight ahead at the traffic lights. Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, 400m from the turning.



# CHARITY

By Martin Emsley

I had an interesting conversation the other day, it was observed that there seemed to be a lot of charity type information being exposed to our members and that people could get the idea we put all our efforts into charity rather than grassroots motorsports events. As this was a very valid concern we discussed it at committee, and had a lively and constructive debate. It was suggested I just reiterate what we are about.

Firstly we are a motor club running and organising motor focused events, that is where we put our efforts. When we changed to BPMC it was thought a good idea to do a bit for charity, at the same time, whilst having a bit of fun. After a bit of experimentation we seem to have found a formula which has worked quite well the last couple of years: The raffle and auctions at the Driving day at Castle Combe and at the AGM. In addition to that we have endeavoured to have a karting event in the annual calendar and it is due to Ken



Robson's enthusiasm and business acumen that we now have, a regular fun event which also raises some funds. There are also the unseens: people donate something which is sold on e-bay and money goes in the pot, we also receive commission from Amazon if you buy items from them by going via the link on the BPMC website.

We have advertised The Stroke Association Day at Castle Combe for a number of years, and this has given members an opportunity to either drive the track or take a ride, and a number of you have taken the opportunity and thoroughly enjoyed this.

Finally we have seen a lot about Ken Robson's trip to Europe, the Club supported him in this adventure by making a donation to Diabetes in return for Ken displaying a club sticker. It is good that he has put pen to paper (or finger to keyboard today?) to tell us about it. I suspect every one of you has an interesting story or two to tell, you just need to put pen to paper as we are always looking for items for Backfire, it is YOUR Club and YOUR magazine after all.

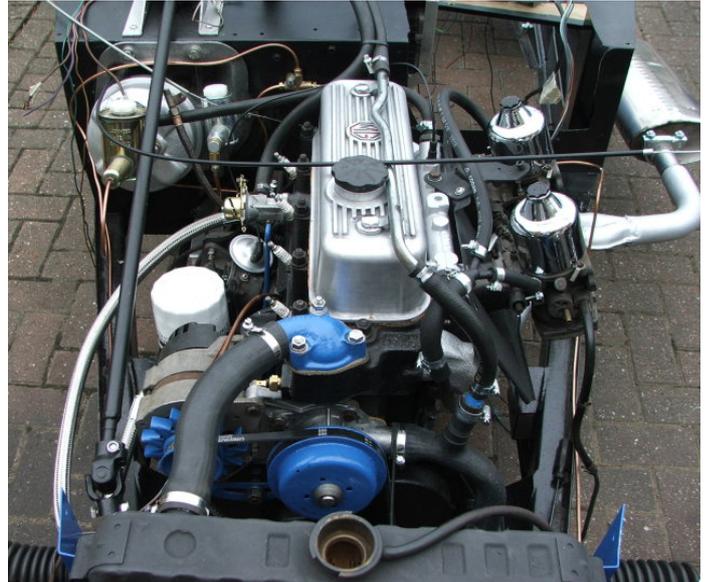
So, in summary, we try to make sure none of the Charity activity detracts from the main aim of the club, but at the same time I would like to give warm thanks for the charity support you do give, it is very much appreciated. If anyone has any items for the AGM raffle I will gratefully receive them.

# Marlin

## MARLIN ROADSTER REBUILD

By Andy Moss

Things have started to come back together on the car since I last wrote a report. One area that is starting to look good is under the bonnet, not that it actually has a bonnet yet! I have installed all the cooling pipe work and radiator as well as fitting a new water pump. The inlet and exhaust manifolds have also been painted and installed along with the carbs, alternator and starter motor. I have also fitted the exhaust - as I am changing from the A series engine fitted when I bought the car to a B series I needed a different pipe between the original B series manifold and the silencer.



I was lucky to spot an exhaust down pipe for sale on the "Classical Gas" trials website and this was a real bargain as the alternative was to have one custom made and I had no pattern, cost was a fiver and I managed to collect it on route to a work appointment so that even the petrol was free. It came from

well known Marlin trials competitor Andrew Brown. He actually had two pipes for sale and Pete Hart had bought the other one! I also got to talk Marlin for a bit, but could not look at his car as it was at Fortune Engineering having a Ford engine installed, hence the B series parts for sale. Having rubbed it down the pipe was really solid, but I hit a problem that it was a slightly different bore than the silencer that came with the car. As the silencer was stainless I really wanted to reuse it. I looked around for a suitable ready made adapter, but could not find anything so decided to visit Longlife Exhausts who had helped me out with similar problems in the past. When I arrived however, I was shocked to find a building site where I they used to be in Falfield. Luckily I phoned home and Liz managed to find out on the web that they had moved to Berkeley – apparently they had been gone from Falfield for over two years!

The guys at Longlife recommended welding a short section of pipe onto the end of the down pipe, this also meant I could loose the end of the pipe which was a bit dented and had a hacksaw cut in it where it looked as so someone was going to shorten it and then changed their mind mid cut! I left it with them and when I picked it up at the end of the day they had done an excellent job, with some really neat welding. I was even happier when they charged me £20, which I thought was pretty good for the work that had gone into what they had done.

That evening I fitted everything back together and it looked really good, then as I tightened the last nut on the silencer mounting, one of the two small welds that held the bracket on failed, leaving a small hole in the silencer as well. As this was stainless I could not try my Mig welding skills out and to be honest I still need a lot more practice .... a winter evening course perhaps.

The next day was Saturday, and I had a few things on that day, so would not have enough time to go back to Longlife. A quick "Google" found a company at Yate called Infinity exhausts. They seem to offer similar custom exhaust building to Longlife. I arrived on their doorstep when they opened at 9am and asked could they weld the bracket up. Twenty minutes later they had done an excellent job and had welded all the way along the edge of the bracket rather than the two short seams originally there – I think they charged me a bit more than Longlife would have, but I was happy with the workmanship and it was convenient.

The next challenge is to start sorting out the wiring loom and electrics, but to be honest I am quite looking forward to that and it is probably the part of the rebuild I am most qualified to do. I don't get too many chances to practice the skills I learnt during my apprenticeship which was in electrical and electronic engineering - these days the only tools I get to use at work are a keyboard and a mouse .... Sad really !



# DRIVING FOR DIABETES – 2-9 AUGUST 2008

By Ken Robson

Continued from October Backfire ...

The next day opened slightly overcast but most importantly was dry which got better as the day went on with bright sunshine all afternoon. Thankfully BookaTrack supply free drinks and biscuits all day which was needed to keep fluid levels up as you get very hot in the car. It is worth mentioning at this point just how impressive the BookaTracks set up is. As well as excellent marshalling they also have a fleet of Caterhams for “arrive and drive” customers, excellent instructors and a superb photography service.



Dave and I had now met up with Pete Goodman, a sprinter of note who we both know from Bristol Pegasus Motor Club. Pete had driven his Renault Clio Cup over and offered to give us some driving tuition from his sprinting knowledge which we duly accepted. Pete pointed out that the double left hander could be taken in a large arc

using all the kerb and that more speed could be carried through the corner in a higher gear. Overall he complemented the set up of my Marlin, my speed and trial braking through the slow and medium corners but felt that I could carry more speed and use more of the kerbs in the faster corners. I accept his point but the fast Blanchemont corner on the back half of the circuit needs to be lined up perfectly and all of the kerb should be used to get it right. Bearing in mind that I needed to drive the car home I decided to err on the side of caution. As the day wore on we had more fun having a ride in Chris Varey's 550BHP Ultima and more instruction from Pete's friend Steve in his 230BHP S1 Lotus Elise. I was especially observant of Steve's braking technique blipping the throttle to match the engine revs to the speed as he changed down through the gears.

The afternoon brought more improvements with neither off us braking for Eau Rouge just lifting a little on the turn in to balance the car before powering up the hill. By now Dave was on slicks and getting to grips with the circuit. Usually I can match Dave for pace but not at

Spa. My below par K-Series engine actually lost speed when going into 5th gear along the long straight after the awesome Eau Rouge. With a good run through Eau Rouge and staying in 4th gear I could reach an indicated 125mph before having to brake at the end of the straight. In fifth the speed dropped to 115mph. I will be having an upgrade to a B18 Honda DOHC VTEC engine and matching gearbox with LSD over the winter. Dave however was revelling towards the end of the day having finally found some courage to push himself and the car to its full potential.

It seemed that towards the end of the second day some drivers' common sense went out of the window. In the last hour a Lotus 2-11 went backwards into the wall, the other one broke all the rules diving under me on the brakes rather than waiting to pass on the straight and a race BMW ripped off the front corner then went into the wall backwards taking the title for the biggest crash of the 2 days. Overall it was a brilliant, brilliant circuit that all petrol heads should drive at least once in their lifetime but treat it with respect because it bites if you get it wrong.



We spent that evening with Pete Goodman and Steve in the same restaurant as the previous night. The next 5 hours were a conversation on track days, sprints and the merits of the Rover K-Series engine. It is from conversations such as these that “great anoraks” are made!! The next morning when we checked out of the hotel

the owner showed us his 1952 Citroen which was obviously his pride and joy. I gave him a run out in my Marlin and he returned the favour by giving Dave and I a run out in his Citroen. Despite having only 12BHP and having a 3 speed box it went very well with the long travel soft suspension being particularly comfortable. Period design features such as suicide doors, tilting windscreen (air conditioning) and a large bench back seat added to the occasion. Dave rode in the back so I referred to him as Lord Bence for the rest of the holiday.

We departed for Germany via Spa and it was great to have the roof off. On the motorway a SAAB convertible overtook us then slowed down. A very attractive blonde lady then undid her seat belt and leaned out the back of the car to take a picture of me. I have no doubt that she found me incredibly attractive and it had nothing to do with the lines of the Marlin 5EXi.

Because of a 3 day driver training course run by BMW we could only get on the “Ring” Wednesday and Thursday evening. We bought 4 runs each and set off very cautiously. It was incredible that they allow cars and bikes out together and the bikes all seem to be ridden by nutters with the self preservation chip removed. What strikes you the first time you go on the circuit is how many blind crests and changes of camber there are. I had one moment about 7km in, where I came over a blind crest only for the circuit to turn sharp left in front of me. I had to rely on my EBC brakes and ABS to get me out of trouble so as not to end up in the barrier. On the second run we came across vigorously waved yellow flags where a BMW had blown up and lost all its fluids on the circuit. A bike had hit this at high speed and although I did not see the rider the bike was a complete mess and I can only assume that the rider would be in a similar condition. It made me grateful that I had 4 wheels instead of 2 and a comprehensive cage for protection. The track was closed as they attended to the injured rider and we waited for further instructions. It was announced that the track would be closed to bikes for the rest of the day then later announced that the track would not be reopening that day. We saw an air ambulance fly in which confirmed what we already suspected. We drove into the village of Nurburg and found a superb pizza restaurant where we sat outside to eat as numerous people stopped to take pictures of our cars. We later discovered a whole industrial estate opposite the circuit where a who’s who of race car manufacturers, tyre manufacturers and damper manufacturers had a Nurburgring Test Centre. Whilst tucking into our pizzas, two GB registered Cobras turned up with the occupants camping down the road and looking for something to eat. We heartily recommended our pizzas so they joined us and it turned out that they came from the West Country the same as us.

The next morning we decided to have a look at the Nurburgring F1 circuit as the ring was closed to us until the evening and the F1 circuit was setting up for the “Old Timer” Grand Prix over the following 3 days. To our great surprise when we approached the gates to the F1 circuit the guards on duty took one look at my car with all the sponsors’ stickers on it and waved us straight in to the F1 paddock. It seemed rude to explain otherwise so we had a superb next few hours looking at all the race teams setting up, taking pics of the cars in the COYS auction, wandering along the pit lane and admiring the cars having fun on track. If we had had our helmets with us I would have tried to blag my way for a run on the circuit as well. We decided to watch the cars on the original ring at some of the viewing points which was certainly a help when driving it later on. We witnessed a race spec BMW (what else) crawling slowly towards us after it had paid a visit to the wall, then went back to the guest house to prepare for our last chance to drive the ring.

We got there early to buy our tickets for 4 runs each on the last evening but so it seemed did everyone else. Because it had been closed early the previous day and was not open at all the following day it seemed that a huge crowd had come out of the woodwork to drive. We had to queue to get on the circuit when the track was closed again due to a Porsche 911 GT3RS

ripping off a front corner and converting itself into a Reliant Robin. It was now questionable whether we would get our runs in. We agreed that there would be no time to analyse and talk between runs and just decided to do our runs one after the other. I did my first run and was surprised at how much of the circuit I could remember. I went straight through for my second run and decided to time myself on my stopwatch to see if I could beat the infamous 10 minute time of Clarkson in the Jag. I pushed as hard as I dared and ended up with a time of 9mins 50 seconds – Brilliant!! I knew I could go faster and decided to stiffen up the dampers and lower the tyre pressures now that they had warmed up.

Whilst queuing up for my 3rd run something very strange happened. I was approached by an Australian who asked if he could jump in with me if he paid for the run. I agreed and he jumped in just wearing t-shirt, shorts and sandals carrying a large rucksack. I asked him “Are you a mad Aussie?” To which he replied “No, I’m THE mad Aussie”. It turned out that he had sold his business in Sydney and had moved to the UK as a base to tour around Europe. He had bought a Subaru Impreza Turbo and had done the BMW driving course but in doing so had cooked the brakes. He was now keen to finish the rides he had paid for in whatever he liked the look of. What was useful for me was that as he had been there the last 3 days he had a good knowledge of the circuit and knew what was coming up next and was advising me accordingly as we went round. It was a committed lap and my damper and tyre pressure settings were spot on. What was amusing was the “THE mad Aussie” despite being strapped into my car in a Sparco race seat with 3 inch FIA approved harnesses was holding onto the dashboard for dear life as we went round. He later admitted that the cornering speed was far higher in my Marlin than his Subaru or the BMW M3 training car and was amazed that I managed to get round some of the corners without coming off. Best of all my lap time was down to 9min 34 secs.

I asked him to stay in place for my next run as I still had two left. No sooner had we set off when it started to rain, as we got further into the forest it rained much harder with a lightening storm in the distance. I immediately backed off as I did not want to crash the car and we all know that tracks are more slippery when slightly wet rather than fully wet especially as I was still on my 888’s. I drove round at a reasonable pace which kept the rain off us due to the Marlins curved screen and was surprised that hardly anyone overtook us. At the end of the run “THE mad Aussie” jumped out and I lined up for my final run. The rain had stopped at the start point but as I got into the forest I could see how torrential the rain had been as water was running in rivers over the circuit. I decided to back off completely and savour my last lap of the ring as I might never come here again. At the viewing places around the circuit I beeped my horn and waved to the crowd that were still left to make the most of my last run.

I returned to the holding area to find Dave totally soaked through. His 4th run came between my 4th and 5th run when the rain was at its worst. The man on the control gate told Dave to

be careful as it was very wet, there was no rain at the start/finish point so Dave wondered what he was on about. Once into the forest he soon found out when he got soaked as his Firefox has no windscreen. As he explained this to me I managed to hide my concern behind large belly laughs especially as we had to meet our Cobra friends down the pub so he had no time to go back to the guest house to change into dry clothes. We had a great evening at the pizza restaurant with the Cobra chaps, which was a fitting end to our last day in Germany. The next day we spent in a very wet Malmedy. In the afternoon whilst touring the shops trying to find one that sold Belgian chocolate (which was surprisingly difficult) we found a huge warehouse behind the tourist information centre with a 6 lane Scalextric scale model of the Spa F1 circuit we had driven on only a few days previously. Every corner was recreated in exact detail which we identified and admired along with the scenery and pit layout. We took lots of pics then decided that for 3 Euros each we had to have a go. I quickly built up a lead and at one point lapped Dave but then overconfidence took over and I started coming off. Dave was coming close to taking the lead but I held on to win and I also set the quickest lap by 2 seconds. So although I couldn't beat him on the track at Spa I took the honours on the Scalextric – big kids and all that.

The next morning we set off at the crack of dawn for the drive to Calais which we made with ½ an hour to spare. Needless to say it was dry all the way to Calais and rained all the way from Dover to Bristol. We finally got home at 8pm, totally exhausted. I set my trip meter before leaving and covered a total of 1548 miles in the week. I also raised almost £2000 for Diabetes UK and hopefully helped to raise awareness through the media coverage which if only one person takes a test and gets diagnosed early will be worth it.

I would like to thank all my sponsors for their financial donations and Dave Bence for his support and putting up with me. I would especially like to thank my employer Domino UK Ltd for their support whilst I was off sick and for being the major sponsor on this trip.

Finally, a special mention for my very understanding and supportive wife, Jessica. If anyone reading this is thinking about doing something similar my advice would be to do it while you can as you never know what's around the corner. Would I do it again? You bet I would.



# THE PATRIOT STAGES RALLY

## Caerwent Sept 28th 2008 by Phil Turner

As some of you may know this rally was a disaster for me last year, I crashed on the first timed stage and did so much damaged to the rear suspension we were unable to continue, I was gutted and set off home all the time thinking what a stupid mistake to make.

So back again in 2008 and determined not to make the same mistake again with David navigating we had another go. We were running car no 69 and set off on the first stage, the day was hot and by the end of it I had turned left and right so many times on the eight mile stage I was completely knackered, I thought god that is one stage and I am ready for a lie down but we carried on. David seems to suffer with same problem as Spence which is getting his left and right mixed up but on the whole he did a great job on very difficult stages. We had a few mechanical problems like the Alternator falling off and damaged three tyres and one wheel during some scary moments and by the time we were on the eighth stage I was suffering from the heat[strange for a fireman you might think] and beginning to make mistakes which nearly ended in tears a few times but we finished the rally 55th overall and 16th in class, not good but all we wanted to do was get to the end with a car in working order which we did and by the way the clutch cable never snapped so I think that problem is sorted. That is the end of events for this year as the rally David was going to drive on next has been cancelled.



# THE PEGASUS SPRINT

by Mike Smith

It all started about a year ago at the last weekend meeting at Harewood. Bob Bellerby and myself were just 0.4 seconds apart in the Harewood Championship with him lying 3rd and me 4th. I had moved house the week before so had not given the car much attention. A new crown wheel and pinion had been fitted for the previous Harewood meeting, I was somewhat surprised to find it complaining when I drove it up the road before loading the trailer. I threw into the trailer my spare (sprint) diff and planned to change it in the paddock before practice which I nearly managed. I missed first practice but was



ready for the second. All this hassle put me just the wrong mood so I contrived to spin at Country and knowing I had to have done a practice run I tried to regain the tarmac resulting in me bending a halfshaft and taking a bite out of the rear disc. I competed in the afternoon in Bob's Striker but as he was very much in contention for the overall championship victory was not in a position to take liberties with his car. In the gap between the Saturday meeting and the start of Sunday I sourced another halfshaft and disc. Bob's 'race engineer' George who lives down in the village turned down the halfshaft so the disc would fit and we were all ready to go out for a meal to the Black Bull for an evening meal by 8.30pm.

First practice run on Sunday I determined not to repeat the mistakes of yesterday and opened in the 64's, second run I put it into the 63's. On my sprint diff when Bob's class record is 63.13. I knew it was to be a special day. First timed run in the afternoon a large invisible hand moved the car about 3 feet sideways as I rounded Willow and dumped me to a very sudden stop in the Recticel. I have seen lots of good drivers in those barriers including two British champions but not being one for limp excuses – I was trying too hard.

Bob was selling his car and I was to focus on Midland Speed in 2008 so it was a very unsatisfactory end to our rivalry. We decided upon a reunion battle in August 2008. With a new corner on a straightened chassis I embarked upon the 2008 season and set off for Harewood with brand new crown wheel and pinion No3 for our renewed battle double driving my car at the August 3rd Harewood meeting. We both opened with a 65 second practice run – not too shabby after a year off and confirmation to me that I had fixed the car properly. I had been to other venues but being a newbie had no benchmark. On his second practice run Bob speared off the course just after taking Willow. The rear UJ on propshaft failed spectacularly taking out the fuel lines, the loom and anything else it could get at. We both borrowed cars for the timed runs but neither was quick for very obvious reasons.

I then made a huge mistake and suggested to him that he could try my car again at the Pegasus Sprint at Castle Coombe in October. We had a difficult morning and with this history behind us we drove with some caution. Grip levels resembled polished ice and throttle, brakes and steering had to be treated as eggshells.

In the afternoon we had an absolute ball when it dried up and after first timed runs we lay 3rd and 4th. We had an intense discussion deciding where we could pick up time and as ever it was on lines and braking points. The car felt brilliant – obviously the chassis now likes right handers after the Willow excursion! It has only ever gone faster at Colerne! After the second timed runs both of us knew we had gone faster. Bob had won the 'Stack Race' with 120mph against my 119mph but we just relieved to have finished. We did not check the times and were shocked to be told that we were first and second. As new member Bob reads this he is probably sat in his conservatory looking out over the Vale of York to the other White Horse at Kilburn. If his is wondering – yes I am annoyed, better have a rerun. What about Colerne next year?

PS Hardly dare mention it but we did all this on List 1a tyres!

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## MARKET PLACE - Member's Car for Sale

**MG ZT-T 180 HP automatic** (2003 model) in British Racing Green Metallic with unique reg M6 WGN("MG Wagon")with all the toys including sat nav and TV!!!

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<http://www.pistonheads.co.uk/classifieds/763030.htm>

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

# BRISTOL PEGASUS FANTASY F1 2008

## Positions after Chinese Grand Prix

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Chris & Dominic Bennett	Kubica	Alonso	BMW	Renault	BMW	1401
2	David Garnett	Kubica	Kovalainen	BMW	Honda	BMW	1251
3	Toby Harris	Kubica	Hamilton	Toyota	Super Aguri	Ferrari	1207
4	Rex Meaden	Alonso	Rosberg	BMW	Red Bull	Mercedes	1189
5	Simon Sweet	Raikkonen	Trulli	Toyota	Toro Rosso	Ferrari	1178
6=	Alex Wooldridge Smith	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	1171
6=	Alyson Marsden	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	1171
6=	Tom King	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	1171
9	Lisa Selby	Button	Hamilton	Toyota	Toro Rosso	Ferrari	1147
10	Julie Farrow	Kubica	Bourdais	Super Aguri	McLaren	Ferrari	1139
11	Simon Moss	Kubica	Fisichella	Super Aguri	McLaren	Ferrari	1138
12	Gary Tanner	Alonso	Bourdais	BMW	Williams	Mercedes	1135
13	Joe Robson	Alonso	Hamilton	Red Bull	Honda	BMW	1134
14	Andy Baverstock	Kubica	Hamilton	Honda	Super Aguri	Ferrari	1133
15	Mike Marsden	Raikkonen	Alonso	Toro Rosso	Honda	Mercedes	1128
16	Bob Hart	Webber	Hamilton	Toro Rosso	Honda	Ferrari	1122
17	Lewis Bird	Bourdais	Hamilton	Red Bull	Toro Rosso	Ferrari	1112
18	Steve Clark	Raikkonen	Rosberg	Toyota	Toro Rosso	Mercedes	1106
19	Martin Baker	Heidfeld	Button	Toyota	McLaren	Renault	1102
20	Jackie Russell	Alonso	Kovalainen	Red Bull	Toyota	Mercedes	1096
21	Ann Farrow	Coulthard	Hamilton	Red Bull	Toyota	BMW	1081
22	Charlotte Emsley	Raikkonen	Alonso	Toro Rosso	Super Aguri	Ferrari	1080
23	Jane Tanner	Alonso	Rosberg	Renault	Red Bull	Mercedes	1076
24	Martin Mees	Kubica	Hamilton	Renault	Honda	Toyota 2	1072
25	Arthur Tankins	Alonso	Kovalainen	Honda	Red Bull	Ferrari	1066
26	Pete Stowe	Rosberg	Webber	Honda	McLaren	BMW	1054
27	Donny Allen	Button	Sato	Ferrari	Toyota	BMW	1047
28	Greg Parnell	Alonso	Rosberg	Renault	Williams	BMW	1038
29	Paul Bird	Alonso	Bourdais	Ferrari	Honda	Renault	1029
30	Alison & Sam Bennett	Fisichella	Hamilton	Williams	Red Bull	BMW	1025
31	John Page	Rosberg	Bourdais	Force India	McLaren	Ferrari	1016

32	Joanna Prestidge	Rosberg	Trulli	Renault	Williams	Mercedes	1003
33=	Mal Allen	Alonso	Coulthard	Honda	McLaren	Renault	1003
33=	Martin Emsley	Bourdais	Sato	Honda	McLaren	Ferrari	1003
35	Tim Murray	Rosberg	Vettel	Ferrari	Toyota	Toyota 2	996
36	George Russell	Alonso	Kovalainen	BMW	Super Aguri	Renault	990
37	Elisabeth Lewis	Massa	Fisichella	BMW	Renault	Ferrari 3	976
38=	Dick Craddy	Raikkonen	Rosberg	Red Bull	Force India	Mercedes	965
38=	Terry Russell	Heidfeld	Kovalainen	Williams	Super Aguri	Mercedes	965
40	Caroline Meaden	Heidfeld	Hamilton	Honda	Force India	Renault	956
41	Richard Reynolds	Alonso	Hamilton	Renault	Super Aguri	Ferrari 2	933
42	Mary Craddy	Webber	Hamilton	Williams	Honda	Renault	923
43	Rob Crossland	Raikkonen	Hamilton	Toro Rosso	Force India	Honda	914
44	Judith Bird	Coulthard	Button	Renault	Williams	Mercedes	898
45	Andrew Moss	Coulthard	Kovalainen	Renault	Super Aguri	Mercedes	896
46	Jonathan Prestidge	Rosberg	Nakajima	Red Bull	McLaren	Toyota 2	880
47	Sharon Reynolds	Fisichella	Hamilton	Force India	McLaren	Ferrari 3	853
48	Chris Lewis	Button	Kovalainen	Toyota	McLaren	Ferrari 3	849
49	Ken Robson	Raikkonen	Hamilton	Super Aguri	Force India	Toyota 2	813
50	Mark Elvin	Rosberg	Kovalainen	Renault	Williams	Toyota 2	812
51	Audrey King	Webber	Button	Williams	McLaren	Honda	797
52	Bill Farrow	Raikkonen	Sutil	Force India	McLaren	Ferrari 3	781

## 17 YEARS OF BACKFIRE

By Andy Moss

Now I am no longer Backfire Editor I thought I would spend a few minutes reflecting on the changes over the 17 years that I edited the club magazine.

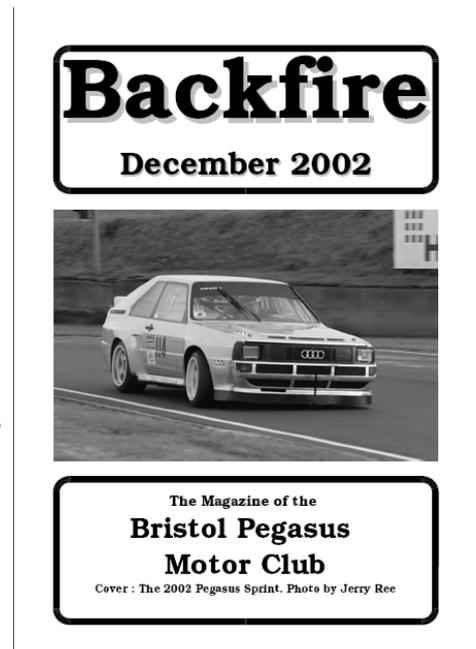
How did I find myself as Backfire Editor in the first place was a question I asked myself a few times during that period ... It all started at the end of 1991 when I bumped into Bob Hart on the way into work one morning – we were both working at BAe at the time and parked in the same car park. Would I like to join the motor club committee? An honour indeed I thought – yes please was the answer.

So I attended my first committee meeting. Among the topics up for discussion was the fact that the then editor, Tim Murray was about to become Secretary and that everyone would have to help do the Newsletter. Having access to a computer I thought I could help and my

offer to sort out next month's edition was accepted.

It is interesting how technology has changed over the years and how much we take for granted now. As an example Tim used to write everyone's name and address on their newsletter by hand, every single month – now that was dedication – needless to say the first thing I did was work out how to print labels.

The first month was created mostly in my lunch hour on the company computer – I did not have a PC at home and to do so was pretty rare in those days. To give you some idea of how things have moved on the machine I used cost hundreds of thousands of pounds and supported 40 or so users on black and white terminals – all those users shared 4Mb of memory. I printed out the text only edition on the new company laser printer - that had cost £4000 and needed regular visits from the engineer to keep it going. The only way to add a picture was to stick one on the page before photo copying it – the picture of course had been taken on my film camera – no digital then! Soon after I got my own PC at home – complete with black and white screen and DOS based software – Windows as we know it was not invented yet. I could not afford a printer, so it went by 5¼” floppy disk into work for printing out.



The first one I created was 3 pages of A4 and I was quite proud of it when it was finished. Last month we had 36 pages and it was full of pictures – how things change. Along the way someone invented a strange new thing called the internet – and we were one of the first clubs to have a website early in 1996. We can now edit the Newsletter in a web browser, instead of it being stored on a floppy disk, it lives on a server somewhere in the US, and we don't print it out ourselves any more - it goes straight for printing electronically – we take a lot for granted these days ....

Although sometimes it has been hard work, being Backfire editor has given me a lot of enjoyment over the years, and I hope Cherry enjoys her new role – hopefully all the modern technology will mean that it is not too much of chore – all of us can help by making sure she has plenty of articles to fill it up.

Finally, a big thank you to all those who helped me over the years – I could not have done it without you all.

*And a big Thank You to you Andy. I suspect I will need your help and advice for many months to come - Cherry.*

**Pegasus Sprint Castle Combe**  
**Saturday October 18th 2008**  
**Photos by Steve Kilvington**

More photos can be found at Steve's Web site <http://www.stevetilvington.fotopic.net/> where competitors can view or order a photo of their car.





## Letters to The Editor - The Pegasus Sprint Castle Combe

Just a short note to thank you and your team for a great day last Sat. I thought that the marshalls coped admirably with the antics of the skating rink in the morning. The circuit was almost undrivable and they did a great job in very difficult circumstances. I would be grateful if you could pass on the thanks of the Morgan contingent who I am sure will be back for more next year. May I wish you all a very early Happy Christmas !!!!

Kind regards

Rob Toon - Morgan +8

I just wanted to send a little note to say thank you for letting me compete in such a great event on Saturday (18th). The Marshals were extremely friendly and helpful, despite the weather. In fact they were some of the best we have experienced. My family and myself had a fantastic day and we look forward to entering in more of your future events,

Many thanks

Ian Beacham - Peugeot 205 Gti

Thanks to you and the BPMC for another fantastic event! As per usual it was slick and well organised – and good weather too. Thanks again for a very enjoyable event.

Kind regds

Marc Hanson - MGF

Thank you for the results sheets. This was my first circuit event - total contrast to my more accustomed narrow hills, the track was so wide in comparison that I almost did not know which way to go! , but great fun and very well organised. Very many thanks. Next year's date duly noted.

Regards

George Koopman - Honda Integra

## GOODWOOD IN A MASERATI

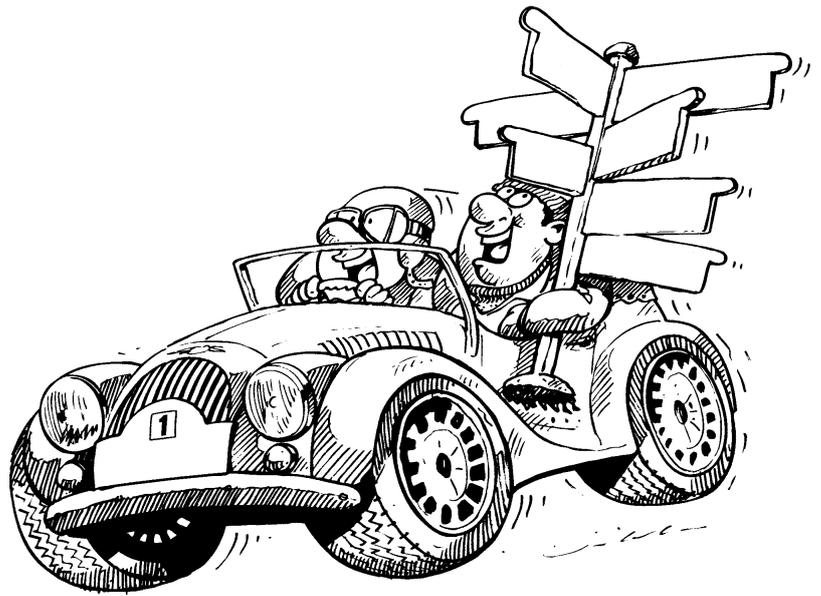
Congratulations to club member Reg Palmer who scored a class win in the Maserati Biturbo on a very wet track at the AC Owners Club November 1st sprint meeting. Second and third places went to Bill Sheppard's 430 BHP supercharged Mustang and a Morgan plus 8.

Reg told us about his exploits at Goodwood last year when the gearbox broke on the starting line at the AC owners, club sprint on the full circuit so this is a very pleasing result.

# AUTUMN SCATTER Friday 31st October 2008

By Allen Harris

The wide, well-lit lay-by on the A38 a couple of minutes beyond Bedminster Down was an almost perfect place to convene for our annual Autumn Scatter. This year it fell on Halloween and so made a welcome alternative to being Tricked into providing the neighbourhood kids with Treats!



Nick Rainbow and I were pleased that seven crews were prepared to come out on a very cold night to have a romp round the lanes. In addition to four from BMC, there were two entries from Bristol Pegasus, and one from Bristol University MC. There was one other BMC crew trying a scatter for the first time, but unfortunately hadn't noticed that an OS map was required. They were finally persuaded that a road atlas and mobile phone with SatNav wouldn't get them very far and quietly withdrew! Thanks for turning out, Simon – I hope you'll come again – fully equipped - next time!

At 7.30pm (atomic time) the cheerful banter stopped with the handing-out of the Route Instructions, and an eerie silence descended on Barrow Common. First away was the Ibiza of Glyn & Paul; the rest following sporadically. Finally a little after 8.15, the Pegasus pairing of Andy & Chris got away and Nick & I were finally able to get into the warmth of the Winford Arms. There, accompanied by excellent pints of Brains SA, we managed to get supper inside us while the competitors were rushing round the countryside doing their best to bring theirs up!

First to finish - and well within the 9.45 deadline - were first-timers, Mr & Mrs Andy Laurence, followed by Paul & Glyn, Dave & Ady, and Paul and Matt from BPMC, all avoiding time penalties. The other three crews had spent a bit of time tackling the more difficult plots, and thus earning extra points to offset their time penalties, to varying degrees.

While Nick & I computed the results, the crews exchanged stories and compared strategies over pints, nuts and crisps, congratulating each other at venturing into the dark and mysterious world of Nempnett Thrubwell – *and getting out again*. (The organisers have come to the conclusion that although the Ordnance Survey have repeatedly sent surveyors into the area, they have always mysteriously disappeared; hence the area has remained

unmapped since the dawn of the motor car age.)

Nick was soon able to declare the results: in third place, Paul & Mark for BMC; second place Andy & Chris for BPMC, and in first place - no great surprise – Dean & Matt from BUMC. Although the winners' margin was significant, second and third had identical raw scores, their positions being decided by their time penalties. It was interesting to note that each of the top three crews included the chairman of one of the clubs involved!

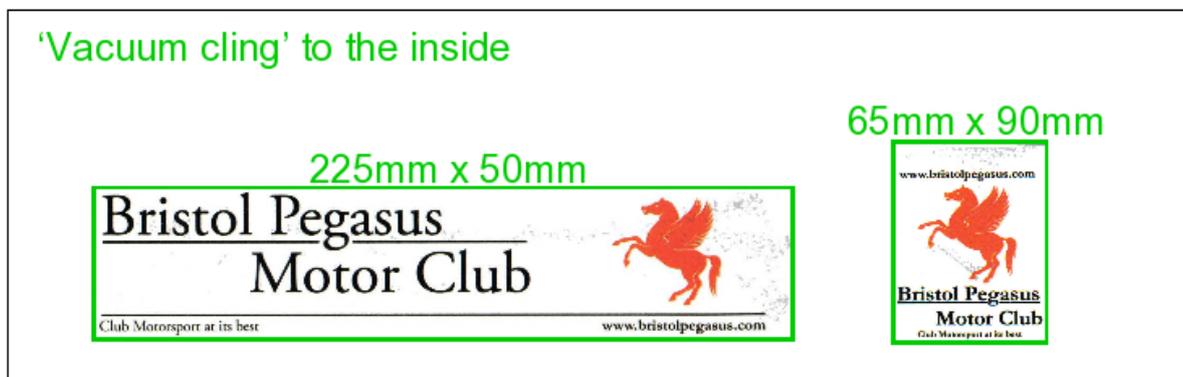
It's always a challenge to try to make these events approachable for novices whilst containing something of a challenge for experienced crews. It was theoretically possible to score 310 just by plotting and visiting all the straightforward map references, whilst the potential outright maximum score was 410, which even the winners fell well short of. So at both novice and experienced levels there is still more to be extracted. And as all those who took part had smiles on their faces we don't think we were too wide of the mark!

Congratulations to all who took part and thanks for supporting our efforts. We look forward to seeing you – and a few others – again.

<i>Driver/Navigator</i>	<i>Club</i>	<i>Car</i>	<i>RCs Visited</i>	<i>RCs Visited</i>	<i>Penalties</i>	<i>Total</i>	<i>Placing</i>
			<i>Type A</i>	<i>Type B</i>			
Dean Hogarth & Matt Claydon	BUMC	VW Polo	18	8	-10	330	1
Andy Moss & Chris Goodchild	BPMC	Ford Mondeo	18	6	-4	296	2
Paul Parker & Mark Chater	BMC	Honda Civic Vti	14	8	-12	288	3
Paul Bird & Matt Marples	BPMC	Ford C-Max	16	3	0	220	4
Glyn Hopkins & Paul Monis	BMC	Seat Ibiza	18	0	0	180	5
Dave Greenslade & Ady Taylor	BMC	Nissan Cube	15	1	0	170	6
Andy Laurence & Emma Laurence	BMC	Smart Roadster	13	0	0	130	7

## NEW CLUB STICKERS - Free to club members ...

We have had a range of new club stickers printed that are available free to club members. You can pick your stickers up at the club meeting at the Wheatsheaf or by sending a stamped self addressed envelope with a note of your requirements to **John Corfield, 16 Ragleth Grove Trowbridge Wiltshire, BA14 7LE** - depending on demand we may have to limit the numbers of stickers, but we will do our best to keep everyone happy. All we ask in return is that you display them for all to see on your car. Note : make sure stamped envelope is big enough to fit the sticker, but don't make it bigger than a standard letter if you put an ordinary stamp on it - the maximum size for this is Length: 240mm max, Width: 165mm max, Thickness: 5mm max



Please specify :-

Number of Large ( oblong ) external Stickers

Number of Small external Stickers

Number of Large (oblong ) Car Stickers

Number of small Car Stickers

# NOTICE OF AGM

## Monday 8th December 2008

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 8th December 2008 at the Wheatsheaf Inn, High Street, Winterbourne, Bristol.

The meeting will commence at 8.00 p.m.

### **Agenda**

- Propose Minutes of the 2008 AGM
- Chairman's Report
- Treasurer's Report
- Re-appointment of Auditor
- Changes to Articles of Association
- Nominations for Board of Directors
- AOB

Nominations for the Board of Directors should be submitted on the form below, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted on the form below,

Nominations should be submitted on the forms above (or a photocopy) and sent to the Secretary, Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH, no later than 24th November 2008.

Following the AGM there will be a presentation to the 2008 Award winners (a full list will appear in Backfire). There will be a free buffet during the evening. Please could those who hold perpetual club trophies ensure that they are returned to Tim by the end of November.

***Included in this edition of Backfire is a copy of the Club's statutory accounts for the year ended 31st October 2008. We are required by law to submit these documents to Company's House and to circulate them to the membership ahead of the AGM. As usual, detailed accounts including an income and expenditure report will be presented for scrutiny at the AGM on December 8th***

## Nominations for the Board of Directors

Position	Nominee	Signature	Proposer	Signature	Seconder	Signature

## Proposed changes to the Articles of Association

Proposer	Signature	Seconder	Signature

### THE BRISTOL AEROPLANE COMPANY MOTOR CLUB NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2008

#### 1 ACCOUNTING POLICIES

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

#### 2 SHARE CAPITAL

The company is registered in England, no. 2412971, and is limited by guarantee. There is no share capital.

#### 3 TAXATION

	2008	2007
	£	£
Based on results for the year:		
Corporation Tax at 20%/21%	349	113

#### 4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

#### 5 STAFF COSTS

The company has no employees. The directors serve without remuneration.

**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB  
BALANCE SHEET AS AT 31 OCTOBER 2008**

	Note	2008 £	2007 £
<b><u>FIXED ASSETS</u></b>			
Tangible Assets	1	8380	8380
<b><u>CURRENT ASSETS</u></b>			
Stock for resale		20	60
Prepayments and accrued income		734	510
Investment Account		11163	10684
Cash at Bank and in Hand		8057	8994
		19974	20248
<b><u>CREDITORS</u></b>			
Amounts falling due within one year -			
Sundry		-	-
Accruals and Deferred Income		2007	4221
		2007	4221
<b><u>NET CURRENT ASSETS</u></b>			
		17968	16027
<b><u>TOTAL ASSETS LESS CURRENT LIABILITIES</u></b>			
		26348	24407
Represented by:			
<b><u>CAPITAL AND RESERVES</u></b>			
Balance brought forward		17627	18726
Revaluation Reserve		6780	6780
Net Surplus/(Deficit) for the year		1941	-1099
		26348	24407

I certify that this is a true copy of the balance sheet approved by the board. The directors have taken advantage of the exemptions conferred by section 246 of the Companies Act 1985 on the basis that the company qualifies as a small company. For the year ended 31 October 2008 the company was entitled to the exemption under sub-section (1) of section 249A of the Companies Act 1985. No notice from members requiring an audit has been deposited under section 249B(2) of the Companies Act 1985.

The directors acknowledge their responsibility for ensuring the company keeps accounting records which comply with section 221, and for preparing accounts which give a true and fair view of the state of the company at the end of the financial year, and of its profit or loss for the financial year, in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Companies Act relating to accounts, so far as applicable to the company.

Martin Baker  


---

 4 November 2008

Director



## NEWS FROM CASTLE COMBE

### **RIDE WITH A STAR AT CASTLE COMBE**

Members of the public had a rare opportunity to sit alongside one of the world's top race car drivers at the annual Stroke Association 'Supercar Saturday' at the Castle Combe Circuit on Saturday October 25.

Anthony Reid, a former Formula 3 champion, the original British Touring Car Championship Masters Champion and veteran of Le Mans and various other international racing categories will be giving passenger rides in a variety of race and road cars to help raise money for the Stroke Association charity.

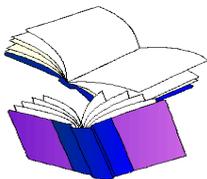
Rides are available for a donation of between £30 and £60, depending on the car/driver combination. Amongst the others is the rare 520 horsepower V8 MG ZT racing saloon of Paul Luti and the Radical SR3 of Rachel Davies as well as various other cars from the likes of Lotus On Track and the Ferrari Owner's Club, including Tim Lewis from Beckhampton with his Ferrari 355 and his 1964 250 GT Lusso.

We look forward to your visit and as always you will find full details of all the events at [www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk) or telephone the circuit number of 01249 782417.

**From the Castle Combe Circuit Team**

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### Online Books, Videos, CD's, DVD's



**Visit the bookshop section at**  
**[www.bristolpegasus.com](http://www.bristolpegasus.com)**

Click on the Amazon link at the top of the page. **Anything** you then buy on the Amazon site will earn 5% commission which the club will pass on to the clubs adopted charity for 2008 Diabetes UK. The Amazon site sells books, videos, CD's, DVD's etc. etc.



# *e-Wheels*

**Issued: 10 October 2008**

**[adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)**

## **Karting kids**

Just three months since its launch, the Let's Go Karting scheme has attracted more than 1,000 children to have a go at karting for £5. Let's Go Karting is an MSA funded initiative to attract young people to gain their first experience of karting without having to make an up-front commitment to acquire a race kart and associated safety equipment. 16 venues around the UK have signed up to operate the programme and they have received financial support to purchase equipment, train instructors and run the events.

[www.LetsGoKarting.net](http://www.LetsGoKarting.net)

## **Reid has new role**

The MSA has appointed former World Rally Champion co-driver, Robert Reid, to the new role of Performance Director. The MSA Performance Director will be the figurehead for all Human Performance within motor sport and will set the strategy for all MSA sports performance initiatives.

## **WRGB ticket sales up**

Spectator ticket sales for December's Wales Rally GB are well ahead of comparable figures for the same time last year. In particular, the Kids for a Quid ticket offer for seats in the upper tier of the Millennium Stadium to watch the flat-out Cardiff Special Stage on Saturday 6th is proving to be very popular. Kids for a Quid tickets are also available to families who plan to visit the Service Park in Swansea's SA1 Waterfront development on Thursday 4th, Friday 5th, Saturday 6th and Sunday 7th December.

Sales of Friday Day Passes are also up, influenced by the inclusion of historically popular special stages in mid Wales, which have not been used since 2000.

Tickets can be purchased in any of three ways:

via the official website [www.walesrallygb.com](http://www.walesrallygb.com)

by calling the 24-hour ticket hotline on 0844 847 2251

or in person from Ticketline, 47 Westgate Street, Cardiff, CF10 1TL which is open Monday to Friday 9am-6pm, Saturday 9am-5.30pm, Sunday 10am-4pm.

## **Volunteers needed**

Up to 70,000 volunteers will be needed to help put on the London 2012 Olympics and Paralympics and the organising team will be starting recruitment in 2010 from a range of communities and backgrounds, including motor sport marshals. All volunteers will get the opportunity to attend training, whether as specialist volunteers (e.g. existing MSA marshals or medics) or as general volunteers (roles in event services, Olympic Village operations etc.).

Particular skill areas currently of interest to the organisers include: medical, language services, spectator services, technology, press operations, transport and accreditation. Further information is available at the London 2012 website below, where you can register your initial interest in volunteering to assist with this world-class event.

[www.london2012.com/get-involved/volunteering/the-volunteer-programme.php](http://www.london2012.com/get-involved/volunteering/the-volunteer-programme.php)

## **Symes' promotion**

John Symes has been promoted to MSA Technical Director. Reporting directly to the MSA Chief Executive, Symes will take a more strategic role in setting the MSA's future policies on technical and risk management issues and will be responsible for the MSA's environmental positioning.

## **Allied bodies**

The Motorsport Alliance is a new, joint initiative between the MSA, the Auto Cycle Union (UK governing body of two wheel motorcycle sport) and the Motorsport Industry Association (the UK's industry association for motor sport).

The Motorsport Alliance will allow the MSA, ACU and MIA to speak, when appropriate or necessary, on behalf of the whole of UK motor sport - with a single voice.

## **Extracts from MSA Scrutineers E-Bulletin #35**

### **1. Pipelines in Vehicle driver/passenger compartments**

[MSA Regulations] [C(b)] 16, 18 and 19 cover the topic of fluid lines passing through vehicle driver/passenger compartments. The requirements apply to all fluid lines, thus the suggestion, as was recently made, "it's only the return line" makes no difference, the requirement is the same as for any pipeline.

### **2. Single Mounting and Merged Harnesses**

We would like to remind you that it is not permitted for harnesses equipped with separate shoulder straps to fix the two straps to a single anchorage point. There must be separate anchorage points for each belt strap. It is permitted to fit the two harness straps to a purpose built horizontal harness mounting tube providing the angle of inclination set out in the regulations is respected.

# 2009 Bristol Pegasus Club Calendar

Many members enjoyed last years club calendar and we are looking to repeat this for 2009.

This year we will again be doing a smaller run of calendars **so members must reserve their calendar in advance** for collection at the AGM in December.

The cost per calendar will be £3.99 and they will be the same full colour format as last year. Any profit will be donated to the clubs chosen charity which is Diabetes UK this year.

If you wish us to post your calendar please add £1 postage and packaging. Send cheques payable to Bristol Pegasus Motor Club to 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP.

We will also be taking orders at the November club night, where samples of the past two years Calendars will be available to view.



# Monday 10th Club Night

## Club Film Evening - Wheatsheaf

### Winterbourne 8:30pm

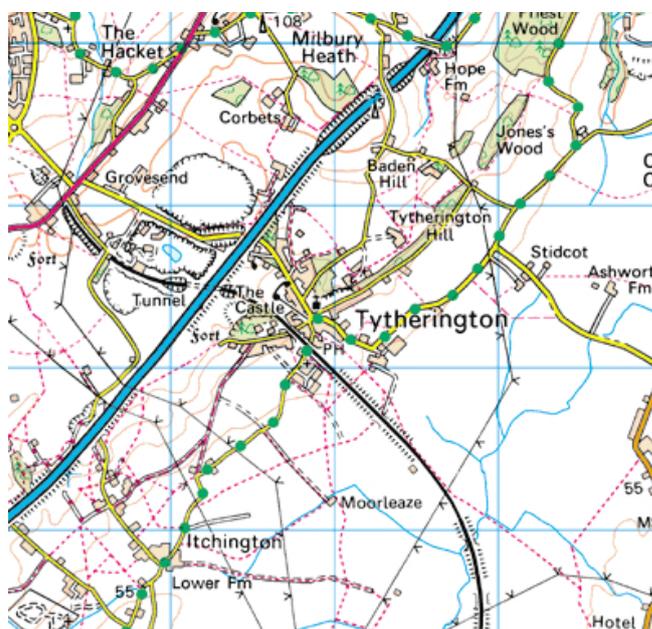
As well as some film from recent club events we will raid our DVD of Arthur Tankins excellent club films & look back at some events from the past. See how many club members you can spot in embarrassing fashions from the 70's, 80's 90's.

## Friday 14th November

### Navigation Exercise

Friday 14th November will start 19.30 and finish at the Swan Tytherington  
MR 172 668883

There will be a paper for beginners, usual navigation equipment required, only Map 172 needed. For more information contact Tim Murray or Martin Emsley



## Thursday 20th November

### Karting Endurance Challenge

This years Karting challenge is near to being completely sold out - contact Ken to check last minute availability. However even if you have not entered feel free to come down to the Raceway and have a look at what is going on.

## Monday 8th December

### AGM, Prizegiving and Buffet