

# Backfire

October 2007



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

**Cover : Club Stand at Castle Combe Rally Day 2007  
Photo Kieron Winter**



# Bristol Pegasus Motor Club Events Calendar 2007

Below is the latest update of the 2007 club calendar

Recent Date Changes are shown **BOLD**

DATE		DAY	EVENT	VENUE
Jan	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jan	26th	Fri	Nav Ex	Chepstow
Feb	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Feb	16th	Fri	Nav Scatter	Gordano Services J19 M5
Mar	3rd	Sat	BMC/BPMC Skittles	Hambrook Club, Whiteshill Common
Mar	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Mar	16th	Fri	Nav Ex	Announced in time for the event
Mar	17th	Sat	Marshal's Training Day	Wheatsheaf Inn, Winterbourne, 10am
Fri	23rd	March	Historic Motorsport Show	Stoneleigh – Club trip by Minibus
Apr	15th	Sun	PCT	Lower Grove Farm
Apr	16th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	7th	Mon	Wessex Sprint	Colerne Airfield
May	14th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
May	21st	Mon	Treasure Hunt	Announced in time for the event
May	28th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
<b>Jun</b>	<b>10th</b>	<b>Sun</b>	<b>ACE Classic Tour</b>	<b>Wiltshire Route starts at BAWA Filton</b>
Jun	11th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jun	18th	Mon	Treasure Hunt	Announced in time for the event
Jun	30th	Sat	BMC CC Sprint	Castle Combe Race Circuit
Jul	9th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Jul	23rd	Mon	Treasure Hunt	Announced in time for the event
Aug	13th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
<b>Aug</b>	<b>18th</b>	<b>Sat</b>	<b>Castle Combe Test Day</b>	<b>Castle Combe Race Circuit</b>
Aug	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	27th	Mon	2 Club Sprint	Colerne Airfield
<b>Sep</b>	<b>8th</b>	<b>Sat</b>	<b>BPMC Autosolo</b>	<b>Chepstow Race Course</b>
Sep	10th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
<b>Sep</b>	<b>29th</b>	<b>Sat</b>	<b>Club Visit</b>	<b>Duttons Bugatti &amp; Heritage Museum</b>
Oct	8th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Oct	20th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	26th	Fri	Nav Scatter	Announced in time for the event
Oct	27th	Sat	Stroke Association Day	Castle Combe Race Circuit
Nov	12th	Mon	BPMC Club Night	Wheatsheaf Inn, Winterbourne, 8:30pm
Nov	16th	Fri	Nav Ex/Sc	Announced in time for the event
Nov	22nd	Thur	Karting Challenge	Raceway
Dec	7th	Fri	Nav Ex/Sc	Announced in time for the event
Dec	10th	Mon	BPMC AGM	Wheatsheaf Inn, Winterbourne, 8:30pm



## Monday 8<sup>th</sup> October BPMC Club Night Wheatsheaf Inn, Winterbourne, 8:30pm

As well as the usual opportunity to have a drink and a chat, We will have some film of recent club events including the Two Club Sprint and the Auto Solo. If you have any interesting photos or video why not bring them along.

## Saturday 20<sup>th</sup> October Pegasus Sprint Castle Combe Circuit

We now have a full entry for this event – if you have any questions contact the Secretary of the Meeting – Kieron Winter (tel: 01275 373363).

As usual we will need a large number of marshals to man the full length of the circuit. This year Nick Wood is Chief Marshal as Bob Hart will be taking on the Assistant Clerk of the Course role. Therefore if you have not already offered your services, then please give Nick a call on 01275 833098.

## Friday 26th October Navigation Scatter

First navigation event of the season.

Friday 26 October is the date of this year's Autumn Navigation Scatter. The event is a joint one with Bristol Motor Club. Nick Rainbow and Allen Harris are going to have another go at trying to entice you out of your armchair to have a pleasantly

enjoyable and challenging drive round the lanes South of Bristol, with the prospect of finishing the evening with a nice pint of real ale at a hostelry selected by Nick from his extensive repertoire of such places.

This year we are again going to try to provide something a little different, offering a challenge for the experienced with enough straightforward content to appeal to the novice.

Insurance will as usual be available at signing-on. Entry detail are on the website. If you need a paper copy of the entry form contact Allen Harris. Any questions to the Event Secretary, Allen Harris 07970 198718 or 0117 9421204.

Once again we will use OS LandRanger map 172, and the start venue will be in Bath Hill East Car Park in Keynsham at 7pm. If you've never done one of these before you're guaranteed to have some fun.

## Invitation Events Sunday 21st October MGCC Kimber Production Car Trial

The MGCC ( SW ) will organise a 'Clubsport' Production Car Trial on Sunday 21st October 2007 at Pagans Hill Farm, Chew Stoke, Bristol, Map Ref 172/558628, courtesy of Tony and Sally Baker. Regs on the Website or contact Andy Moss on 0117 9041841 for a printed copy.

As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) Fax (0870)139-2108

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



## Chairman's Chat

By Kieron Winter



We had a busy month in September and this started off with our first AutoSolo at Chepstow Race Course. This was a new event and a new venue for the Club and Clerk of the Course did an excellent job in setting up an organising team and running a very enjoyable event. The Solo was a little different from events run by other clubs as it featured roads on a gradient and we did not ask the drivers to take a turn at marshalling. The two were linked as the layout of the venue meant that we could only run one car at a time and so to reduce delays, Martin ensured that the club provided enough marshals to man the course. This did not meet with the approval of one person who phoned Secretary of the Meeting, Chris Thompson and lectured him on the subject for the next 45 minutes! Martin tweaked the course layout as the day progressed after taking advice from the Competitors themselves. To prove that AutoSolo is an excellent event for beginners, the event was won by Nick Cook in his Westfield

taking part in his first competitive event. Nick was ahead of Chris Underwood who has a few AutoSolo wins under his belt, third went to Mark Elvin driving the Honda Insight and 4th place was taken by Chris Stratton in a Rover Metro.

All of the drivers seemed to have enjoyed themselves and we were blessed with fine weather that meant that the marshals had a good day to. We have been in contact with Chepstow Racecourse and they were very happy with the way the event was run. We intend to return twice in 2008, using the same area and also the tarmac area at the other end of the course, this will allow us to put on two different styles of event.



The September Club night featured Alan Spencer giving us a talk entitled 'Spence on Wheels' Alan gave us an illustrated talk, which started with him as a child and photos of him in a toy car and progressed onto how he got started in motorsport, mountain biking and then motorcycles. Alan's stories from his road rally days which consisted of driving through hedges and into ditches had the audience laughing out loud. From the driving seat, Alan then moved into





navigating for Mike McBride in stage rallying and into trials, where he and Bill Farrow shared many adventures. I always thought that Alan was a life long biker, but this was not so. It was actually at a Club PCT that Paul Bird turned up on a motorbike, let Alan have a ride and that got him hooked. We had a very enjoyable evening and knowing Alan, I am sure there are enough stories for a Part 2 evening.



The Club once again supported the Rally Day at Castle Combe, Alan Spencer organised the display of cars and John Corfield brought along the awnings, display boards and banners. We had an excellent spot in the Paddock along with Tavern and Weston-Super-Mare and other Motor Clubs.

As usual the day was very busy, Howard took 40 minutes in his 6R4 queuing to get in, when he got to the stand he opened up the back of the car to give the engine as much fresh air as it could get. During the day other members visiting the show stopped by for a chat. Alan Dillamore had his Stratos replica and Toby and Lisa had their Ford Pumas on display in other parts of the Show. Thanks to Alan and John for their work in organising the stand and to

other members who supported the event.

The final event of the month was the Club trip to Ivan Dutton Limited and to the Motoring Heritage Centre at Gaydon. Ken Robson organised the trip and once again we took a Minibus driven by Martin Baker. Several others joined us, having made the trip in their own cars. Ivan Dutton Ltd has become world leaders in the restoration of Bugatti cars (proper Bugattis, not the modern ones) and we had a personal tour from the Managing Director, Tim Dutton.

We were shown around the workshops and saw many cars undergoing restoration. Dutton's have built up a history in looking after Bugatti's which go back to Tim's grandfather who was a riding mechanic in the early days of the sport. It was Tim's dad, Ivan, who set up the Company in the 1960's. Therefore Tim has known Bugatti cars all his life.



Also in the workshop was Duncan Pittaway's Plymouth Barracuda. The last time I saw this was at Castle Combe when it retired from the Top Hat race in clouds of smoke. Tim



and Duncan are sharing the car in a forthcoming race at Spa and it was in the workshop getting ready for the trip to Belgium. We saw one Type 35 Bugatti which was in a sorry looking state, the red paint looked very dull and the seat and steering wheel well worn. It turned out that this car was still in original condition, some mechanical work had been carried out by Dutton's, but the fact that it had its original patina, gave it a price tag of \$5m! There were other gems to be discovered when we went to the garages where plenty of interesting cars were stored, not all of them Bugattis. It was an excellent visit and one much appreciated by all who came on trip. It was then a drive up the M40 to Gaydon. We had a tour of the Heritage Centre (now owned by Ford, but run by a Charitable Trust) from one of the guides and were then left to explore for the rest of the afternoon. Time seemed to fly, but then it was back on the bus and off for an evening meal in the Pub at Alderton. It was an excellent day out and thanks go to Ken and Martin for making the arrangements.

Looking forward to the month of October, we have the Pegasus Sprint coming up. As I write this the entry has already been oversubscribed and regrettably we will have to turn away over a dozen people. We always need plenty of marshals for this event, and the Chief Marshal for the event, Nick Wood, has been well supported with people offering to assist. Thanks very much in advance to everyone who will be supporting the event, I have ordered up some sunshine for the event!



## Club Night Venue The Wheatsheaf

### From M32 J1

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, approx. 400m from the turning.





## Colin McRae

By Kieron Winter



I was very saddened to hear the news that Colin McRae had been killed in a helicopter crash along with his son and two family friends. It is incredible to think that with all the dangers of the sport and the accidents that they have had, the two British World Rally Champions, Colin McRae and Richards Burns, have been lost to us through illness and now a helicopter accident.

He first made an impression on me when I saw him on the Port Talbot Rally in 1988. The rally was held in the forests of the Neath Valley and it was the year that Peugeot sponsored a team of 'Young Lions' in identical Peugeot 309's. After watching the top National runners come through the forest, the first of the Peugeot's appeared. It came down the straight, but did not seem to slow for the corner, and the driver threw it into the bend. I was expecting an accident any second, but the car gripped and scrabbled around, and sped off down the stage. The other 'Young Lions' looked so slow compared to the car that was driven by Colin McRae. I took a photo of the car, and looking at the other pictures I took; I can see that it is several feet

closer to the apex of the corner than the others. This showed the commitment of Colin and his full attack way of driving, that carried him onto British and then World Rally Championship victories.



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## 2008 Committee Vacancy

We have a vacancy on the Club Committee and will be looking for a new person to join us in 2008. The Committee meet once a month prior to the Club Night, and it is the Committee that guide how the club is run on behalf of the members. It is important that the Committee reflects the many varied views and interests of the membership.

In next month's Backfire there will be the calling notice for the AGM and with it a proposal form. If you are interested in joining, then please let me know and I will be very happy to talk to you and provide further details.





## Chepstow Autosolo

By Martin Emsley

Photos By Andy Moss



Well I am proud to say we managed to do exactly what we, as your committee, set out to do. In line with the club objective to promote club motorsport we felt it important to add an Autosolo to the events planned for members; a grassroots competition that could be undertaken in any road going car, and have some fun. The big difficulty was finding a venue, in solving this major hurdle Andy Moss did a fine job identifying and negotiating with Chepstow racecourse.

As with anything, the better the preparation, the better the end result. Working with a very small enthusiastic team a lot more pre-planning was undertaken, lots of midnight oil burnt, to establish a working understanding of the event with as many eventualities and opportunities as possible considered in advance.

Come the day even the weather was superb. There were 16 competitors

and almost all wore broad grins all day, unusually so did most of the officials too. This is one of the few occasions I can recall more than one official saying how much they enjoyed the day and offering their time to do it again!



It was a very steep learning curve, we adapted and were flexible enough to look, listen and change things as necessary to improve the event as it progressed. Most importantly it was safe and fun; the two key ingredients for motorsport as far as I am concerned. As the





formula we used involved only a handful of permanent marshals the competitors got maximum time driving, the course changeovers were also kept short and focused. So we managed 5 courses with 3 runs on each, not bad, and most felt very good value.



Thanks to the officials who gave 110% to ensure success, to the competitors for coming to play, making positive suggestions and being patient as we developed the event. As I say we were very lucky with the weather, we all came away wanting and prepared to do it again; it is a fantastic venue and we have booked for 2 events in 2008. The first on Saturday 14th June and the second on Saturday 20th September, To add some variety we intend to use a completely different area at Chepstow for the June event before returning to the area at we used this time in September. We also intend to make a few changes to allow members with slightly modified but still road going cars to enter.

I strongly recommend you put those dates in your diary now and get your entry in early. In due course I shall be looking for organising teams too so if you fancy being involved in the

organisation come and have a chat or give me a call.

The results speak for themselves and I personally was delighted to see such a variety of vehicles out and a good mixed result, congratulations to all involved it was 'Club Motorsport at its best'.

Martin Emsley - Clerk of Course.





# Bristol Pegasus Motor Club

## Chepstow Auto Solo

### Saturday 8th September 2007

Overall Position	Class	Number	Name	Car	Total Score	Awards
1	4	4	Nick Cook	Westfield	228.29	1 <sup>st</sup> Overall
2	4	6	Chris Underwood	Lotus Elise	231.13	1 <sup>st</sup> Class 4
3	1	3	Mark Elvin	Honda Insight	247.11	1 <sup>st</sup> Class 1
4	1	14	Chris Stratton	Rover Metro	254.89	
5	4	10	Matt Browne	Lotus Elise	258.59	2 <sup>nd</sup> Class 4
6	4	7	Alan Spencer	Parsons Ford	258.65	3 <sup>rd</sup> Class 4
7	2	13	Roy Sissons	Honda Civic	262.55	1 <sup>st</sup> Class 2
8	4	15	Andy Johnson	Mazda MX5	266.47	
9	4	9	David Bence	Onyx Firefox	267.9	
10	4	5	Chris Goodchild	Westfield	269.53	
11	2	17	Bob Hart	Seat Leon	274.27	
12	2	8	Graham Spencer	VW Golf	277.98	
13	4	16	Charlie Gordon	Mazda MX5	278.31	
14	4	1	Ken Robson	Marlin 5EXI	279.05	
15	1	2	Andy Moss	Peugeot 106	283.33	
16	2	12	Adrian Taylor	Renault Fuego	290.36	
Did Not Start		11	David Thomas	-	Did Not Start	

Class Positions	Class	Number	Name	Car	Total Score	Awards
1	1	3	Mark Elvin	Honda Insight	247.11	1 <sup>st</sup> Class 1
2	1	14	Chris Stratton	Rover Metro	254.89	
3	1	2	Andy Moss	Peugeot 106	283.33	
1	2	13	Roy Sissons	Honda Civic	262.55	1 <sup>st</sup> Class 2
2	2	17	Bob Hart	Seat Leon	274.27	
3	2	8	Graham Spencer	VW Golf	277.98	
4	2	12	Adrian Taylor	Renault Fuego	290.36	
1	4	4	Nick Cook	Westfield	228.29	1 <sup>st</sup> Overall
2	4	6	Chris Underwood	Lotus Elise	231.13	1 <sup>st</sup> Class 4
3	4	10	Matt Browne	Lotus Elise	258.59	2 <sup>nd</sup> Class 4
4	4	7	Alan Spencer	Parsons Ford	258.65	3 <sup>rd</sup> Class 4
5	4	15	Andy Johnson	Marlin 5EXI	266.47	
6	4	9	David Bence	Onyx Firefox	267.9	
7	4	5	Chris Goodchild	Westfield	269.53	
8	4	16	Charlie Gordon	Mazda MX5	278.31	
9	4	1	Ken Robson	Marlin 5EXI	279.05	



# Bristol Pegasus Fantasy Formula One 2007

## Positions after after Japanese GP

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1=	Alex Wooldridge-Smith	Hamilton	Massa	Ferrari	McLaren	Ferrari	2206
1=	Jonathan Prestidge	Hamilton	Massa	Ferrari	McLaren	Ferrari	2206
1=	Rex Meaden	Hamilton	Massa	Ferrari	McLaren	Ferrari	2206
4	Bruce Graham	Alonso	Hamilton	BMW	Ferrari	Ferrari	1949
5=	Dick Craddy	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	1915
5=	Helen Davies	Hamilton	Raikkonen	Ferrari	McLaren	BMW	1915
5=	Mark Elvin	Hamilton	Raikkonen	BMW	Ferrari	Mercedes	1915
8	Kieron Winter	Hamilton	Massa	McLaren	Renault	Ferrari	1882
9	Rizwan Ishaq	Hamilton	Massa	Ferrari	Red Bull	Ferrari	1822
10	Lynn & Mark Lewis	Alonso	Hamilton	Ferrari	Toyota	Ferrari	1786
11	Martyn Davies	Massa	Raikkonen	Ferrari	Super Aguri	Ferrari	1757
12	Rob Crossland	Massa	Raikkonen	Ferrari	Toro Rosso	Ferrari	1735
13	David Bray	Alonso	Kubica	BMW	Ferrari	Ferrari	1701
14	Tim Murray	Alonso	Kubica	Ferrari	McLaren	BMW	1666
15	Andrew Moss	Coulthard	Hamilton	Ferrari	Renault	Ferrari	1654
16=	Ken Robson	Alonso	Massa	BMW	Ferrari	BMW	1631
16=	Paul Bird	Alonso	Kubica	BMW	McLaren	Mercedes	1631
18	Mary Craddy	Alonso	Rosberg	BMW	McLaren	Ferrari	1609
19	Arthur Tankins	Button	Raikkonen	Ferrari	Williams	Ferrari	1541
20	Ann Farrow	Alonso	Kubica	Honda	McLaren	Ferrari	1501
21	Chris Lewis	Alonso	Button	Ferrari	Red Bull	Ferrari	1482
22	Mike Marsden	Alonso	Massa	BMW	Ferrari	Toyota	1468
23	Simon Moss	Alonso	Hamilton	Ferrari	Renault	Honda 2	1464
24	Joanna Prestidge	Hamilton	Raikkonen	Ferrari	Toyota	Renault	1463
25=	Kathleen Bray	Alonso	Raikkonen	McLaren	Red Bull	BMW	1458
25=	Tom King	Button	Massa	Ferrari	Toyota	Ferrari	1458
27	John Page	Heidfeld	Wurz	Ferrari	Renault	Mercedes	1450
28	Lewis Bird	Hamilton	Kovalainen	BMW	McLaren	Renault	1396
29	Joe Robson	Alonso	Raikkonen	Ferrari	Red Bull	Renault 2	1360
30	Paul Draper	Button	Kubica	Ferrari	McLaren	Renault	1332
31	Richard Reynolds	Fisichella	Schumacher	McLaren	Williams	Ferrari	1268
32	Pete Stowe	Alonso	Webber	BMW	McLaren	Renault	1262
33	Toby Harris	Fisichella	Hamilton	Ferrari	Red Bull	Renault	1248
34	Martin Emsley	Alonso	Button	Ferrari	Williams	Renault	1216
35	Caroline Meaden	Alonso	Webber	McLaren	Williams	Renault	1187
36	Martin Baker	Fisichella	Webber	McLaren	Toyota	Ferrari	1179
37	Bill Farrow	Raikkonen	Schumacher	Ferrari	Toyota	BMW	1174
38	Audrey King	Hamilton	Speed	McLaren	Spyker	BMW	1153
39	Donny Allen	Fisichella	Raikkonen	McLaren	Williams	Renault 2	1139
40	Charlie Emsley	Alonso	Barrichello	Renault	Red Bull	Mercedes	1137
41	Roy Hancock	Alonso	Button	Honda	McLaren	Toyota	966
42	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	964
43	Elisabeth Lewis	Alonso	Raikkonen	Honda	Toro Rosso	Renault	954
44	Judith Bird	Alonso	Button	BMW	Renault	Renault 2	872
45	Mal Allen	Button	Coulthard	Ferrari	Renault	Honda	869
46	Sharon Reynolds	Schumacher	Webber	Ferrari	Williams	Honda 2	810







## Chepstow Autosolo



## Photos By Kieron Winter









## Clubmans Championship 2007

### Up to the September Autosolo

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
36.86	Chris Goodchild	1	10	Yes
23.45	Paul Bird	2	9	No
22.13	Martin Baker	3	6	Yes
22.11	Alan Spencer	4	7	Yes
21.82	Martin Emsley	5	7	Yes
19.07	Mark Astin	6	5	Yes
18.54	Michelle Rogers	7	4	No
17.63	Andy Moss	8	7	Yes
16.25	Toby Harris	9	3	No
16.08	Kieron Winter	10	5	Yes
14.75	Ian Cameron	11	3	No
14.63	Matt Marples	12	3	No
13.63	Martin Mees	13	3	No
12.42	Lisa Selby	14	3	No
10.38	Kevin Jones	15	2	No
10.33	Martin Corfield	16	3	No
10.24	Ken Robson	17	5	Yes
10.05	Nick Wood	18	4	Yes
10.01	John Mearns	19	2	No
10.00	Mark Roberts	20	2	No
9.96	Lewis Bird	21	3	Yes
9.71	Tony Thorp	22	2	No
9.38	David Adams	23	2	Yes
8.55	Paul Rowbottom	24	2	No
8.50	Judith Bird	25	4	No

## Marshals Championship 2007

### Up to the August Treasure Hunt

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
8	Kieron Winter	1	5
7	Martin Emsley	2	3
6	Martin Baker	3	3
5	Dick Craddy	4	2
5	Mal Allen	4	3
5	Tim Murray	4	3
4	Alan Spencer	7	3
4	Andy Moss	7	2
3	Bob Hart	9	1
3	Lewis Bird	9	2





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'Nick's getting married in the evening.....ding dong the bells are gonna chime.'



What a great time we had.....

Very many congratulations to club members Nick & Cherry, who tied the knot on Saturday 1st September. It was a truly fine occasion which they generously chose to share with quite a number of BPMC members.

Starting with a nice civil ceremony witnessed by a fair crowd, it was a bit of a shock that Nick actually managed to be quiet long enough for Cherry to repeat her vows!! This was followed by champagne reception which gave an opportunity to circulate and socialise. As would be expected, with Nick's motor enthusiasm, there were some very interesting 'car' people who had some fascinating things to impart.

This flowed seamlessly into the evening 'do'. A lovely buffet, which was very swiftly demolished and a large number of club members, and the cutting of the cake, not shaped like a car, was livened up as Cherry pretended, we think, to insert the knife in Nick's back, it soon turned into one of the best 'Noggin & Natters' ever experienced with a fair degree of good natured ribbing going on.

Instead of the usual 'too loud' disco, Nick and Cherry had booked a fantastic swing band, not only a sensible level, they played stuff people could 'boogie' to. This was too much for some members to resist, varying degrees of dancing expertise being observed. Probably a highlight was Chris Godchild's demonstration from the 1980's John Travolta school of dancing when he finally put down the pink handbag!!

Yes a real great, memorable, time, many thanks to Nick & Cherry for their generous invitations, we were all really proud to share your special day with you and wish you all best for a long, happy and healthy future together.

Martin Emsley







## BPMC Karting Endurance Challenge

Thursday 22nd November 2007

The event will be held at The Raceway, Avonmouth, Bristol BS11 9YA. Full details of the track layout and directions how to get there can be found at [www.theraceway.co.uk](http://www.theraceway.co.uk). Or tel. 0800 3766111

**Date: Thursday 22nd November 2007**

**Time: 7.00p.m. start - 10.30p.m. finish**

**Format: 25mins Qualifying + Endurance Race over 2 ½ hours**

**Teams: 5 drivers per team – 16 Teams in total**

**Cost: £150 per team = £30 per driver**

This is your chance to be at the sharp end of your own Grand Prix Team, 25 minutes of qualifying will determine the grid for the start of the race with the best lap time taking pole position. The drivers briefing on the night will give the usual rules and regulations which will be supplemented by those below: -

1. Each driver must drive a minimum of 2 stints.
2. The Raceway timing system will be the official clock.
3. Most driving penalties will be a 30 second stop/go penalty.
4. T-Bone another driver - 1 min stop/go penalty.
5. Missing a driver change completely – DISQUALIFICATION

Please organise your team of 5 drivers and come up with a suitable team name. If you can not raise a team of 5 but would still like to drive there will be a team called "The Mad Misfits" to accommodate smaller numbers. Send all of your team details along with a cheque for £150 made payable to Bristol Pegasus Motor Club to: -

Ken Robson  
201 Juniper Way  
Bradley Stoke  
Bristol  
BS32 0DP

phone 07900 007 747

e-mail [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com)

This event will raise around £1000 which will be donated to the chosen charity of BPMC – Diabetes UK.



Pictures : A previous event – Photo Allen Harris





## Rally Day Report

By Kieron Winter



The Club Stand saw the world debut of a new rally car. Making its first experience was the Metro 4R2. Alan Spencer knowing that we would have Howard Johnston's 6R4 on display, decided to have some stickers made up and his MG Metro sported a 4R2 sticker front and back. Many people started to laugh when they spotted this, however many of the younger people did not get it; well it was 23 years ago that the 6R4 production line came to an end.



Howard Johnston's road going Metro 6R4 attracted the attention of a company called Autotecart. They produce posters along the line of 'Squadron Prints' including many rally cars (Subaru Impreza, Ford Focus, Mitsubishi Evo, etc). They

were looking to do a 6R4 and decided Howard's car was the best they had seen. If it is chosen then the car will be the subject of a new poster. However the 6R4 was not the only car to attract attention. We had the Ford Escort of Phil Turner (see last month's report of the Azimghur Stages). This car attracted the attention of Fast Ford magazine. They took a lot of photos and Phil gave them the history of the Mk5 rear wheel drive car.

We also had on display the rally Astra of Jeff & Mark Benstock, Mike McBraid's Mitsubishi (driven to the event by Cherry), Nick Wood's Integra Type R and Bill Farrow's Morgan. Bill's son joined us later with his Subaru Impreza.

The Combe Paddock was filled with rally cars, both modern and classic, Club stands and Owners Clubs. On the track, lap sessions were held in the morning and afternoon. During the middle of the day, the track became a rally stage. Tony Mason provided the commentary and interviewed the drivers. I was very pleased to see Hannu Mikkola driving a MkII Escort (he also drove an Audi Quattro), Russell Brookes was out in the Andrews Heat for Hire Opel Manta & Talbot Sunbeam and Gwyndaf Evans was driving a WRC Mitsubishi Evo. Current WRC driver Matthew Wilson was out in the Stobbart Ford Focus, Paul Wozencroft and Lorna Smith driving their Suzuki Swifts and Dave Appleby drove the Aston Martin Rally GT – what a fantastic noise that V8 engine makes. The banking on the crowd was very enthusiastic in cheering those drivers who had pressed on and got their cars a bit



sideways. However none of the drivers could match the antics of Russ Swift and his stunt driving show. As well as the usual parallel parking display, there was two wheel driving and a Mitsubishi that did doughnuts and disappeared in its own tyre smoke.



However all activities came to a halt at mid-day as a one minute silence was held in the memory of Colin McRae who had died a week earlier. It was impeccably observed. It was then followed by a message from Nicky Grist read out by Howard Davies. (Howard shared the commentary duties with Tony Mason and one of his interviewees was Gwyndaf Evans, who his once navigated for). Many of the cars carried stickers in memory of Colin and the Subaru Owners club had black ribbons on their cars.



As this was my first Rally Day, I very much enjoyed it and I think the rest of the 10,000 plus crowd did as well.



## WHO? WHAT? WHERE? WHEN?

**Q**uizzes have always been popular with clubs and the one announced by Autoglym promises to be no exception. If you go to [www.autoglym.com/motorclubsquiz](http://www.autoglym.com/motorclubsquiz) you'll see that clubs will be able to register during October for the quiz which will be run on-line from 1 November to 10 December. The finals will be 'live' at the Honda Racing F1 HQ on 26 January 08, with £2000 on the table for the winning club, £1000 for the runner-up and £500 to each of the losing semi-finalists. To help get you tuned up to win, the rest of this page is given over to questions which I'm assured are typical of the ones you'll find in the quiz itself. Good luck!

*Stuart Turner*

- Who was the first-ever British Driver to win a World Championship F1 race?
- Who was the first woman to win a World Championship Rally?
- Which is Britain's oldest active hill climb course?
- In what year was Bentley bought by Rolls-Royce?
- In terms of traffic flow and number of vehicles/hour, which is Britain's busiest motorway?
- What make of engine is now used in every Champcar single-seater race car in the USA?
- What was the last major European rally to be won by a 'works' Austin-Healey 3000?
- Name the piece of road on which the Brighton Speed trials was always held.
- Who was managing director of the MG Car Company in the 1920s and 1930s?
- Which is Britain's highest (above sea level) piece of motorway?
- Which successful racing sports car used a moveable panel to aid braking, at Le Mans, in 1955?
- In what year was the very first Monte Carlo Rally held?
- From where, in London, does the London-Brighton Veteran Car Run begin?
- Which was the first European production car to use disc brakes?
- Which was the first piece of motorway to be opened in Britain?
- Graham Hill became F1 World Drivers' Champion in 1962, and again in 1968. Is this true or false?
- For what was the *Coupe d'Or* (Gold Cup) awarded in the French Alpine Rally?
- What sort of motorsport takes place at Santa Pod?
- Who builds cars at Sindelfingen?
- Which is the longest road tunnel in Great Britain?
- What was the last four-wheel-drive F1 car to start a World Championship race?
- Hannu Mikkola (Ford Escort) won the 1970 World Cup rally – but who took second place?
- What is a 'fiddle brake'?
- The site of a famous British car is now buried under a supermarket in Staines. Which car was that?
- Which is Britain's longest piece of dead-straight A road?
- Which was the last F1 race to be won by Jim Clark?

*Answers on page ii*



### COD FILLET QUIZ

- Sebastien Loeb recently competed on an Irish rally. Name the event and his position.
  - Dario Franchitti won the Indianapolis 500 this year. Which other Brits have won?
  - Toyota celebrated 50 years of motorsport this year. Name the first event in which the company competed.
  - What nationality is 18 year old rally ace Andreas Mikkelsen?
- ANSWERS ON PAGE iv



## National Motorsport Week

Many motor clubs across the UK organised special initiatives to promote National Motorsport Week during August 2007. The MSA applauds the energy with which club members supported NMW and is encouraged by the many reports of positive outcomes. Here are just two examples of activities.

Cirencester Motor Club ran a range of grassroots events to attract and interest potential new members. An enjoyable time was had by all the participants and, in addition to acquiring new members, the club was able to gather much useful information to influence future recruitment activities.

At the other end of the country, Aberdeen & DMC targeted its efforts at young people by running a Production Car Autotest, which gave a number of over-12s their first taste of driving. The early indications are that they were all 'hooked' and keen to become involved with the club's future activities.

In addition, Aberdeen & DMC promoted motor sport directly to its local 'cruisers' to gain a better awareness of their interests and to explain about grassroots motor sport. The club

members also recognised that these sorts of initiatives may also have a role to play in improving road safety in their area.

For a complete list of events during NMW, photographs from events and audio interviews with celebrity drivers from past and present (including Jenson Button), go to [www.nationalmotorsportweek.co.uk](http://www.nationalmotorsportweek.co.uk)

## Cheers Cheltenham!

Very few motor clubs have their own club premises but Cheltenham Motor Club (which recently celebrated its centenary) is one of the exceptions – thanks to the generosity and foresight of the current committee's forefathers. When the Campaign for Real Ale (CAMRA) searched many thousands of private club premises across the country to find those clubs which offered the best real ale and served their community particularly well, Cheltenham Motor Club was declared a South West Regional Finalist and subsequently one of the top four clubs in the country.

## Young people in motor sport

The MSA will be hosting a brainstorming meeting in preparation for establishing a Next Generation Forum – to include 22 people aged 18 to 24 and representing a wide cross section of motor sport. It is expected that the meeting will help to identify the issues affecting the inclusion of young

people in motor sport – encompassing the interests of clubs, competitors and officials.

## MSA Club Officials Seminars 2008

During October, the MSA will send all its registered clubs and associations an invitation to nominate up to five people to attend Club Officials Seminars to be held at a number of locations during January to March 2008. These are free and will be of value to all club officials involved with running events and managing clubs. If you want to be considered as one of your club's representatives, please contact your club committee to express your interest.

## MSA Club Child Protection Officer

Following the implementation of the MSA's Child Protection Policy last year, more than 100 active MSA Clubs have nominated individuals to act as Club Child Protection Officers. A few clubs have been given dispensation from making such an appointment. If your club has yet to consider this appointment, it should do so soon. The main policy document is on the MSA website and an application form can be downloaded at [MSAForms>Clubs](http://MSAForms>Clubs). Further information and guidance is available from Allan Dean-Lewis at the MSA (tel: 01753 765073, email: [adean-lewis@msauk.org](mailto:adean-lewis@msauk.org))

Answers 1. Mike Hawthorn (1953); 2. Michele Mouton; 3. Shelby Walsh; 4. 1931; 5. M25; 6. Cosworth V8; 7. Spa-Sofia-Liege 1964 (Rauno Aaltonen); 8. Madeira Drive; 9. Cecil Kimber; 10. M62; 11. Mercedes-Benz 300SLR; 12. 1911; 13. Hyde Park; 14. Citroen DS19 (1955 onwards); 15. M6 at Preston; 16. True; 17. Three consecutive Annual unpunished runs on road sections; 18. Drag racing; 19. Mercedes-Benz (near Stuttgart); 20. Mersey Tunnel; 21. Lotus 56B (1971); 22. Brian Culbert (Triumph 2.5PI); 23. Used to control individual wheel braking on a trials car; 24. Lagonda; 25. A15 in Lincolnshire 26. South African GP 1968

## Progression:

Cross country now has natural progression through the sport. The Tyro Trial enables young and non-licensed drivers to compete. The launch of the Junior Trials Vehicle and JTV trials means even younger drivers can compete in their own off-road trials events and in vehicles they could build at home. For some this progression has now been completed.

Competitors like Frankie Davis from the Southern Rover Owners Club and others who competed in the first JTV trial, have now moved onto Tyro trials and at the 'old-age' of 17 years competed in their first full cross country trial, very successfully. More clubs need to offer this progression to keep their young members competing from the age of 8 until 17 and then beyond. JTV and Tyro trials can be found on the MSA web site [www.masuk.org](http://www.masuk.org)

## BajaGB:

The first FIA Baja took place in appalling 'Welsh' weather. The International competitors, seemed to enjoy the event and the very different terrain, compared to other FIA Baja events. Stages were much shorter than other Baja events, but for the UK competitors, the 60km stages were a treat compared to normal UK events. Lets hope the FIA officials were impressed and BajaGB will be in the FIA International Cup in 2008 [www.bajawales.com](http://www.bajawales.com)



REVIEWS FROM



### **GILLES VILLENEUVE - A PHOTOGRAPHIC PORTRAIT** **ISBN 978 1 84425 630 3** **Quentin Spurring and** **Nigel Roebuck,** **Haynes, £30**

What better way to celebrate the remarkable racing life of the late Gilles Villeneuve than packaging up 170 evocative photographs with the reminiscences and reflections of two respected motor sport journalists. From the fearless Canadian's early success with snowmobiles to that sombre day during practice at Zolder in 1982, this colourful book celebrates the highs and lows of Villeneuve's dramatic racing career. LAT's motor sport archive delivers a wealth of iconic images of 'The Little Tiger' pushing his machines to the limit, including many sensational sideways shots, battling with a deflated rear tyre in his Ferrari T4 at Zandvoort in 1979, a very crossed-up T5 at Long Beach a year later and powersliding a Wolf Dallara during a CanAm race at Road Atlanta. In addition to the on-track drama, there are plenty of lighter moments such as joking with Alistair Caldwell during an early McLaren test, or being caught off-guard with wife Joann. Roebuck's heartfelt prose on his hero is familiar material, but it's great to read these emotive words alongside such a vivid gallery of images.

### **THE SILVER GHOST** **ISBN 978 1 85443 228 5** **Jonathan Harley, Dalton** **Watson Fine Books, £39**

Few are more intimate with the magnificent RollsRoyce Silver

Ghost than reporter/specialist Harley. Refreshingly, his first book on these Edwardian supercars is no dry history, but a colourful collection of memories and research on important cars he has known over the past 40 years. From restoring unlikely looking scrap piles to a last-minute US trip to rebuild a seized engine during the Great American Race, Harley has been all over the world to fettle Ghosts and many of the greats have visited his Stratford-upon-Avon workshop. The saga of the restoration and authentication of 'The Sluggard' gets a full chapter. Handsomely presented with a fine mix of old and new illustrations, this is an enjoyable read.

### **BOY'S OWN STUFF! - EARLY DAYS AT SILVERSTONE & SNETTERTON** **ISBN 1 90011303 1** **Jim Loveridge, Douglas** **Loveridge Publications,** **£25**

If motor racing in Britain during the early '50s is your thing, you'll enjoy this 172-page paperback. The inspiration for the book was the discovery of the photographs of Norfolk enthusiast RWPearce, who shot black-and-white film extensively at Snetterton with occasional visits to events at Silverstone. Each picture gets a full page and, although some action shots are grainy and over-stretched, the paddock studies best capture this era. You can almost hear the tyres screeching in the many spills and spins or the pit garage banter in this collection.

# MARSHALS POST

by the BMMC

Who knows what season to expect next – so, if you are rally marshalling for the first time be prepared for anything.

Trainers, 'hoodies' and thin nylon waterproofs are a recipe for hypothermia, so make sure you are wearing stout boots, thick socks and plenty of warm layers. Thermal long coms are great – forget the fashion statement and get some. Have some heavy duty waterproofs – trousers as well as coat with a waterproof hood with you too.

Take a warm hat. We lose a high proportion of body heat through our heads. Don't forget some warm, thick, protective gloves.

Remember you can always take clothing off if you get too

hot, but if you haven't got it with you, you can't put it on.

Outdoor clothing shops will provide much of what you need, but are pricey, so take a look at the workwear shops. Boots will be cheaper and provide more protection – they may even be light and fashionable as steel toecaps and through soles are being replaced by composites and Kevlar.

The waterproofs will be cheaper, at least as robust and in high visibility colours with reflective stripes. You may also get frost hoods, which fit inside the thin hoods most waterproofs have, that will keep your head and ears really warm.

Food is fuel to keep you warm, so take plenty of it, including flasks of hot drinks and, maybe, easily available self heating tinned meals.

Take a powerful torch, the relevant maps a pocket compass and a whistle, too. GPS is all well

and good, but unless you've got a high end or rambler's version, old technology is still ideal for finding your way in or out of a rally stage.

It's well worth having a dry powder 'ABC' extinguisher with you that will deal with burning wood and not just the 'BC' variety which deals with liquid and gaseous fires. There's a lot more you could take. Some water and a First Aid kit, for example, complete with the most important item of personal First Aid on a rally stage – a toilet roll.

## QUIZ ANSWERS

1. Donegal International  
First overall.
2. Dario Resta (1916), Jim Clark ('65),  
Graham Hill ('66),  
Dan Wheldon ('05).
3. 1957 Mobilgas Round Australia  
Rally. The car was a Toyopet Crown.
4. Norwegian.



## Christmas cards

From an oil painting by John Ketchell, *Aston One Two*, Carroll Shelby/Roy Salvadori lead Maurice Trintignant/Paul Frere at the 1959 Le Mans.

The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:

**Motorsport Safety Fund,**  
**PO Box 200, Sevenoaks TN15 8WZ**







## **Monday 8<sup>th</sup> October** **BPMC Club Night**

Wheatsheaf Inn, Winterbourne, 8:30pm

*As well as the usual opportunity to have a drink and a chat, We will have some film of recent club events including the Two Club Sprint and the Auto Solo. If you have any interesting photos or video why not bring them along.*

## **Saturday 20<sup>th</sup> October** **Pegasus Sprint** **Castle Combe Circuit**

*We now have a full entry for this event – if you have any questions contact the Secretary of the Meeting – Kieron Winter (tel: 01275 373363).*

*As usual we will need a large number of marshals to man the full length of the circuit. This year Nick Wood is Chief Marshal as Bob Hart will be taking on the Assistant Clerk of the Course role. Therefore if you have not already offered your services, then please give Nick a call on 01275 833098.*

## **Friday 26th October** **Navigation Scatter**

*First navigation event of the season.*

*Any questions to the Event Secretary, Allen Harris 07970 198718 or 0117 9421204.*

*Once again we will use OS LandRanger map 172, and the start venue will be in Bath Hill East Car Park in Keynsham at 7pm. If you've never done one of these before you're guaranteed to have some fun.*