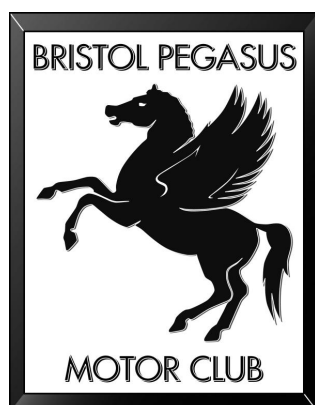


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# Backfire

## September 2006

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### The Magazine of the

# Bristol Pegasus Motor Club

Cover : Mike McBride with Mitsubishi Evo VI  
2006 Pegasus Castle Combe Day - Photo Andy Moss

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# Events For September

## Monday 11<sup>th</sup> - Club Night

For the September club night we intend to add a few novelties to our usual informal meeting. We intend to have a selection of motorsport video games and a radio controlled car autotest, as well as a scalextric set. Wheatsheaf Winterbourne 8.30 pm.

## Saturday 16<sup>th</sup> – Ariel Cars and Haynes Visit

We have arranged a club visit to Ariel cars – manufacturers of the Ariel Atom, followed by a trip to the Haynes Motor Museum ( no doubt with a visit to a good pub for lunch between the two ). The Ariel visit is free, entrance to Haynes will be at the discounted rate of £5.50. For more information contact Ken Robson on 07753 987028 or email [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com) Remember not to leave it until the last minute as you will almost certainly lose out.



## Sunday 24<sup>th</sup> – Autotest

There is still some doubt about this event at the time of going to press because of Redevelopment work at our usual venue of Rolls-Royce in Patchway. As soon as we have a decision on use of the venue we will post an update on the club website – anyone who is interested in entering and does not have access to the web should contact Kieron Winter on 01275 373363 ( evenings ) for further information.

# Events For October

## Monday 9<sup>th</sup> - Club Night – Charity Quiz Night

The Quiz at the club night in October will be a charity event in aid of St Peter's Hospice. It will be run on standard pub quiz lines, with teams of up to four people. There will be five rounds on motor sport, five rounds on general trivia and a picture round. The entry fee is £1 per person, with all proceeds going to St Peter's Hospice. The winners will receive very some nice prizes. Organise your own teams or come along on your own and we will make up teams on the night. The evening will be organised by Tim Murray and Nick Wood.

## Friday 13<sup>th</sup> - Nav Scatter

The first Navigational event of the Winter is a Scatter – more details next month. If you are looking for your motor sport fix during the dark winter nights these are great events that need nothing more than a standard road car.

## Saturday 21<sup>st</sup> - The Pegasus Sprint

Entry forms should be available soon from the club website and will be sent to previous competitors by post. The Entries Secretary is Kieron and the entry fee is £90. Don't forget, as usual, that if you're not entering you will be very welcome as a marshal.

## Saturday 28<sup>th</sup> - Stroke Association Day

A number of club members will be helping out by giving rides on this event where the public get a chance to go around Castle Combe with all proceeds going to the Stroke Association. More details later in the newsletter, however there is a rumour that Ian Hall may be among those giving rides in his Darrian which would be quite an experience !!

# Invitations

## MG Car Club - Wiscome Park Hillclimb - September 9th 2006

We have accepted an offer from Bruce Weston of the MG Car Club to be an invited club to their Hillclimb at Wiscombe.

Several members have mentioned they would like to compete at this event at Wiscombe, by us accepting an invitation, they will now be able to compete. Supplementary Regs, and entry forms will be available during June from the MGCC web site - [www.mgcars.org.uk/mgccsw](http://www.mgcars.org.uk/mgccsw) but Bruce Weston will also send to any individuals who contact him at 19 Compton Road, South Cadbury, Yeovil, BA22 7EZ or on 01963 440941.

Classes may be sub divided subject to entries received and clubs running championships would be given priority otherwise entries are accepted in order of receipt.

## Sunday 22<sup>nd</sup> October 2006 - MGCC Production Car Trial

Chew Stoke, Bristol, Map Ref 172/558628 - regs form our website or contact Andy Moss on 0117 9041841 for a printed copy.

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## Wanted - Navigation Event Organisers

Competition secretary Chris Goodchild is looking for volunteers to organise a winter navigation event. To all those who have enjoyed Navigation events but have not organised one please consider taking a turn for the benefit of the other club members. If you are interested please contact Chris on 01454 320161.

If you are interested in getting involved with organising other types of event or joining the committee please let any existing member of the committee know.

## Guest Speakers

With a couple of speakers already being lined up for the early part of 2007 it looks as though we will have some good club nights next year. However we are always looking for people willing to give a formal or informal talk at a club night – if you are interested or have suggestions for people we should approach please get in touch.

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## Bristol Pegasus Cloth Badges

High quality embroidered badges, Red Pegasus on a white background, with club name and border in blue. Ideal for adding to Coats, Overalls etc. Size Approx 3" X 4" ( 10cm X 7.5cm ). Cost £4.50 - Send a cheque payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH.



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)





# Castle Combe Test Day 12th August 2006

## Report and Photos by guest columnist and man in orange, Tony Smith



It was that time of the year again. Well, to the extent that it was the Castle Combe Test Day again. The time of the year was put back again this year. I mean, when Phil Harris and I first ran the day, it was in early July. Gradually, year on year it has been booked for later and later. Of course over the last few years, Phil has given the excuse of 'I can't do it because I'm in the States...' what kind of excuse is that anyway!



I was keeping a close eye on the weather, and for the past seven (I think) years, we have had no rain. But this year the stakes were higher, a lot higher. This year, my challenge was to keep the rain off, not just for the eighth year running, not just in mid August, but..... the same weekend as the Bristol Balloon Fiesta! The international chucking-it-down welly wearing mud-fest event (with the odd balloon!)

Kieron had sold, as normal, all the tickets. This year just divided between Bristol Pegasus and the Mini Cooper Club, with a total of 55 cars. Arrangements were made and the day approached.

I was on the paddock for just after 7am. Ready as usual with my flask of coffee, my high-vis shirt, a pagoda and my trusty loud hailer. By 8am the paddock was a sea of red and white bollards. It was at this point I had an idea for a new Disney Pixar film called... 'Cones'. My pagoda went up in record time (bearing in mind it was just me putting it up). All was fine, until 'Ahhh, no pegs!'. So tied the guide ropes of the pagoda to four large traffic cones. I think I over did it with my '1st run', '2nd run' etc signs, but I still had the odd car in the wrong lane!

Kieron opened his doors at 8am and scrutineering was open straight after. Great, I had time for a quick 5 minutes sit down before kick off. I sat under my pagoda and put my feet up, all was quiet and relaxing until, the pagoda took off and headed towards the track. I wouldn't have minded, but it hadn't been through scrutineering! Thank you to Richard Robinson for the use of some bent pegs. Slightly concerning when he asked if I needed a hammer, and I thought I was going to get a mallet, but a large crawl hammer suddenly came my way.



The first batch of cars went out on the track at 9am sharp. Interest, as normal, dipped before 9:30 with a few batches of only a few cars. I'm shouting on the loud hailer for more cars and Andy Moss is sat in his car telling me to shut up, as him and the 'other car' on the paddock were enough!

People say I get a little carried away when I do the Test Day. I did get a few odd looks when I shouted through the mega phone 'Put down your Corn Flakes and pick up your car keys, I want some cars on the track!!!'. It could be worse... you could have to work for me!!



We had a good mix of cars this year. Ranging from 21 Minis, to a few Westfield's, to the odd Lotus Elise. As well as the usual suspects, we had a few cars which would be well suited in the 1970's cartoon series 'Wacky Racers'.

The day proceeded well, with just a few hic ups – like the odd driver forgetting what the chequered flag was for. And during the last run before lunch a race prepared Ford Escort entered by Stuart Pursey performed a pirouette that Torville and Dean would have

been proud of. That was until it smashed both the front end and back end into the rubber wall at Quarry! Quack, Quack, Oops!

The afternoon continued without a hitch, with pretty much everyone staying to get their four sets of runs. We continued with several 'Extra Runs' until the close of the day.

With the drivers flagging and fuel tanks emptying, I decided it was time to get the mean machine out on the track and show the race prepared Mazda RX7 and Honda CRX what it was all about. Move over, here comes the Mondeo diesel posse! Again this year, I had the track record for the fastest car in the 'Estate Class', 'Diesel Class' and 'Company Car Class'. Much fun was had on the track, and okay it bugged up my front tyre, so much for 'soft' Continental low profile road tyres verses 100 mph plus approaching Quarry! Never mind, just don't tell my boss!!

Many thanks to the guys at Castle Combe. Especially Adrian Fawdington and his good lady wife. Rupert, the 'fast short dapper chappie' (not my words!) who gave some greatly received driver instruction. I think the crew managed to drive all of the support vehicles at some point during the day. Thanks to Kieron for organising the day and for holding down the pagoda in the strong winds.

As for me, well.... I took on the Balloon Fiesta, and won!!! Do I have special weather powers or what?!! But saying that, each and every year, I go home with a totally sun burnt head, will I ever learn?



# Pegasus Fantasy Formula One 2006

## Positions after Hungarian GP

### Updated By Tim Murray

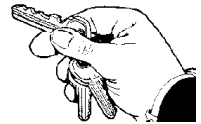
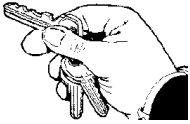
Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Tim Murray	Alonso	Massa	Ferrari	Honda	Ferrari	1509
2=	Sally Elvin	Massa	M Schumacher	Ferrari	Honda	Ferrari	1508
2=	Steve Clark	Massa	M Schumacher	Ferrari	Honda	Ferrari	1508
4	Simon Sweet	Massa	Button	Ferrari	Renault	Renault	1475
5	Joe Robson	Alonso	M Schumacher	Ferrari	Super Aguri	Mercedes	1420
6	Tom King	Alonso	Coulthard	Renault	BMW Sauber	Renault	1350
7	Alison Emsley	Massa	Raikkonen	Honda	Renault	Ferrari	1346
8	Lesley Hart	Montoya	M Schumacher	BMW Sauber	Renault	Ferrari	1345
9	Chris Lewis	Alonso	Button	Midland F1	Renault	Renault	1295
10	Charlotte Emsley	Coulthard	Barrichello	Ferrari	McLaren	Renault	1220
11	Martyn Davies	Alonso	Button	Ferrari	Honda	Honda	1214
12	Simon Tidmus	Trulli	M Schumacher	McLaren	Red Bull	Renault	1193
13	Helen Davies	Button	M Schumacher	Honda	Renault	Toyota	1181
14	Martin Baker	Rosberg	M Schumacher	McLaren	Renault	Ferrari 2	1180
15=	Donny Allen	Alonso	Montoya	McLaren	Midland F1	Renault	1154
15=	Elisabeth Lewis	Alonso	Montoya	McLaren	Midland F1	Renault	1154
17	Mary Craddy	Alonso	Webber	McLaren	Red Bull	Ferrari	1150
18	Mike Marsden	Barrichello	M Schumacher	Honda	Renault	Toyota	1149
19	Arthur Tankins	Button	M Schumacher	Renault	Toyota	BMW	1130
20	Paul Draper	Button	M Schumacher	Honda	Renault	Cosworth	1112
21	Alyson Marsden	Alonso	Button	Honda	McLaren	Honda	1102
22	Andrew Moss	Massa	Fisichella	McLaren	Renault	Cosworth	1100
23	Mal Allen	Button	M Schumacher	Honda	Renault	Toyota 2	1083
24	Chris Clarke	Button	Raikkonen	McLaren	Red Bull	Ferrari	1072
25	Bill Farrow	Trulli	Barrichello	BMW Sauber	Renault	Renault	1054
26=	Ann Farrow	Alonso	Coulthard	Honda	Toyota	Mercedes	1044
26=	John Page	Alonso	Coulthard	Honda	McLaren	Toyota	1044
28=	Caroline Meaden	Trulli	Button	Honda	McLaren	Renault	1024
28=	Rex Meaden	Trulli	Button	McLaren	Renault	Honda	1024
30	Pete Stowe	Alonso	Montoya	Honda	McLaren	BMW	1023
	Jonathan						
31	Prestidge	Fisichella	Button	Honda	Renault	Honda	1019
32	Alan Spencer	Fisichella	Button	Renault	Toyota	Honda	986
33	Martin Emsley	Montoya	M Schumacher	Red Bull	Renault	Toyota 2	979
34	Liz Perkin	Massa	Raikkonen	Red Bull	Williams	Renault	958
35	Audrey King	Montoya	Barrichello	Renault	BMW Sauber	Mercedes	956
36	Dick Craddy	Button	Raikkonen	Honda	Renault	Cosworth 2	950
37	Kieron Winter	Raikkonen	Webber	Honda	Renault	Toyota	932
38	Paul Perkin	Alonso	Button	McLaren	Red Bull	Cosworth	924
39	Simon Moss	Alonso	Raikkonen	Honda	Toyota	Toyota 2	922
40	Judith Bird	Button	R Schumacher	McLaren	Williams	Renault	921
41	Paul Bird	Raikkonen	R Schumacher	Honda	Williams	Renault	905
42	Louella Williams	Button	M Schumacher	BMW Sauber	Honda	BMW	901
43	Lewis Bird	Massa	Rosberg	Honda	Williams	Renault	896
44	Mark Elvin	Montoya	Raikkonen	McLaren	Midland F1	Mercedes	877
45	Bob Hart	Button	Raikkonen	McLaren	Williams	Honda	836
46	Ken Robson	Montoya	Raikkonen	Honda	McLaren	Honda 2	773
47	Mark Williams	Button	Raikkonen	McLaren	Williams	Cosworth	734





## Chairmans Chat

### By Kieron Winter



July started off with marshalling at the BMC Castle Combe Sprint. It was a really hot day, so sun tan lotion and water bottles were the order of the day. I don't remember using the red flag in the morning and only using it once in the afternoon. There was a delay further down the track, at which opportunity we took to lie in the shade of a large Castle Combe hoarding. I am sure Howard did not have this in mind when he put up the hoarding, but it was the only bit of shade at Old Paddock that day. I am afraid that I did not stay for the award ceremony; it was into the car and put the air conditioning onto maximum. I got home in time to see England get knocked out of the World Cup – remember that it seems a long time ago now that the new season has started.

A few days later it was off to Florida on a family holiday. I was hoping to get to Daytona to visit the track and Museum, but did not make it. Whilst in the USA, the news broke that Juan Pablo Montoya was quitting McLaren and going to race in NASCAR. The TV in the house we rented had the Speed Channel, and they were most excited about JPM coming over to race again in the USA. They saw it as an opportunity to open up NASCAR to a large South American audience. With Jacques Villeneuve now losing his seat in the BMW Sauber, there is the rumour that he may also drive in NASCAR. I am sure the “good old boys” will love having two Formula One stars to knock off the track!



I did not make it to Combe for the rally day, but I understand that there were some spectacular storms which gave a good wet weather test to the club awnings. At one time we had a crowd of people under the awning and the back of John's Mini Bus was also being used for shelter. Thanks to John Corfield and Ken Robson for organising, those who brought cars for display and Spence who managed to get a replacement car at the last minute after the planned 6R4's owner was away for work.

The following Monday saw Chris Goodchild's Treasure Hunt starting from Chipping Sodbury Common and taking us up towards Leighterton and back to Wickwar for the finish. We had a problem with one of the route instructions, however Spence assured me he knew where we should go – and off we went around the Badminton estate. It was the wrong direction, but to come in handy a few weeks later.

Again the weather was very pleasant and we enjoyed a drink in the Pub garden as Chris' wife explained where all the clues were that we had missed!

On the Friday of that week I went to Silverstone for the first day of the Classic meeting. After spending the morning in the pit lane garages and paddock and looking around the one make club displays (spotted Mike Marsden's Mk IX on the Lotus Historic Register, but didn't spot Mike!), I went out to Club Corner to take some photos. It was another scorching hot day, and with a small crowd, it meant there were only a dozen of us down there. During the practice for the pre-1956 Sports cars, I realised that Sir Stirling Moss was sharing an OSCA, but I had not taken a photo of him.

I was on the exit of Club and there were about four people on the length of banking when Stirling came towards me, as I got him in focus and panned the car, Stirling waved out. I looked up to see if he was slowing down, he was not, there were no other cars around him and the marshals were not waving any flags. Therefore I came to the conclusion that he was waving at me taking his photo!!



I went back to Woodcote Corner for the rest of the day and took shelter from the sun in one of the grandstands there.

The following day it was off to Frenchay for the show in the grounds of the Hospital. Thanks go once again to John Corfield for organising our club stand and to those members who brought along their cars (and bikes!). Special mention must go to Rex Meaden and Andy Moss who managed to bring two cars each. The event had the usual mix of classic bikes and cars and Pete Stowe had put on a display in the Museum on the history of Castle Combe circuit. It was a very pleasant way to spend a Saturday afternoon.



It was then back to Castle Combe for our track day. The ever efficient Tony Smith was laying out his sea of cones when I arrived. You can read Tony's view on the day in his article elsewhere in the magazine. Once again the event was full and everyone had signed on by 10.30. Thanks go to Adrian Fawdington and the rest of the Castle Combe crew for a smooth running event. Adrian also arranged for Rupert Crook to come in as our Instructor when the original guy did not show up. It was very pleasing to see that several people who were new to track days go out with Rupert and he helped build up their confidence. Rupert told me that he was also pleased that people were listening to him and improving their driving. We had a few spills on the day – the driver of a Renault 19 blaming the garage for putting his tyres on the wrong way round causing him to spin and Stuart Pursey visited the Quarry corner tyre barrier when he found his front slick tyres had more grip than his treaded rears. Stuart was OK and over lunch put the Escort's bodywork back in place to come out for another run. Thanks once again to Tony for his excellent work in the Paddock, he ended the day by showing how it should be done in the Mondeo Diesel Estate!



This ramble ends with the final Treasure Hunt of the year. Martin Baker and Lewis Bird had laid on an event which started and finished in the Bird family local. As well as clues on route we had a walk around Sherston to find picture clues and had to collect some treasures from the local hedgerows. As it was going to get dark about 90 minutes into the event, I decided that if we missed a clue we would carry on. To begin with Spence and I seemed to have missed quite a few clues, but then we got into a good run and were driving over the Badminton estate roads we had driven on a few weeks before by mistake. We were first back to the pub, we had plenty of time to find the first two clues we missed on the way out and were surprised to find that we had won when Martin read out the results. Well done Lewis and Martin, a very enjoyable event and I look forward to drinking the winner's prize.

In between all these events I was receiving entries for the Two Club Sprint. We closed with exactly 130 cars for the 130 places available. You will be able to read about the event in next month's magazine.



# Charity



# Action Day

Saturday 28<sup>th</sup>  
October 2006

STAR 107.2 FM  
road show with  
live broadcasts

full factory support  
providing cars on the day



Track rides include: Race cars  
*Red Bull*

Full Auto test team  
in the paddock

Lunchtime Guest Speaker:  
Bob Dance  
Former Chief Mechanic of Lotus F1

Track rides  
£30-£50

MC:  
Charismatic  
Nick-Agg Manning



## Club Night - Monday 9th October 2006

# CHARITY QUIZ NIGHT

The Quiz at the club night in October will be a charity event in aid of St Peter's Hospice. It will be run on standard pub quiz lines, with teams of up to four people. There will be five rounds on motor sport, five rounds on general trivia and a picture round. The entry fee is £1 per person, with all proceeds going to St Peter's Hospice. The winners will receive very some nice prizes. Organise your own teams or come along on your own and we will make up teams on the night. The evening will be Organised by Tim Murray and Nick Wood.



**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, approximately 400m from the turning.

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## **National & International Motor Sport Dates September and October 2006**

8/10 Sep 2006 - FIA FORMULA ONE WORLD CHAMPIONSHIP - Monza, Italy  
8/10 Sep 2006 - FIM SUPERBIKE WORLD CHAMPIONSHIP: Lausitz, Germany  
8/10 Sep 2006 - FIM MotoGP WORLD CHAMPIONSHIP: Sepang, Malaysia  
8/10 Sep 2006 - Britcar 24Hr Endurance Race: Silverstone Circuit  
9 Sep 2006 - NASCAR Nextel Cup: Richmond Raceway, USA  
9 Sep 2006 - 750 Motor Club Car Races: Oulton Park Circuit  
9 Sep 2006 - BRSCC Car Races: Snetterton Circuit  
**9 Sep 2006 - Eurofest Action Day: Castle Combe Circuit**  
9/10 Sep 2006 - FIM SuperMoto World Championship: Sankt Wendel  
9/10 Sep 2006 - Great & British Dunlop Motorsport Festival: Croft Circuit  
9/10 Sep 2006 - Midland Championship Hillclimb: Shelsley Walsh, near Worcester  
10 Sep 2006 - IRL IndyCar Series: Chicagoland Speedway, Joliet, USA  
10 Sep 2006 - HSCC Historic Car Races: Brands Hatch Circuit  
**10 Sep 2006 - Gates of Brockenhurst Hillclimb: Gurston Down, Wiltshire**  
15/17 Sep 2006 - FIM MotoGP WORLD CHAMPIONSHIP: Phillip Island, Australia  
15/17 Sep 2006 - FIA GT Championship: Mugello, Italy  
**16 Sep 2006 - MG Race Day: Castle Combe Circuit**  
16/17 Sep 2006 - MSA British Sprint Championship: Cadwell Park Circuit  
16/17 Sep 2006 - 750 Motor Club Car Races & Kit Car Show: Donington Park  
17 Sep 2006 - NASCAR Nextel Cup: New Hampshire Speedway, Loudon, USA  
17 Sep 2006 - Northern Karting Federation Super ICC & Junior Gearbox: Llandow  
17 Sep 2006 - Aston Martin Sprint: Curborough Short Circuit  
22/24 Sep 2006 - Rally of Discovery: Falmouth, Cornwall  
**23 Sep 2006 - Modern Invited Clubs Hillclimb: Prescott, Cheltenham**  
23/24 Sep 2006 - British Formula 3 & GT Championships: Silverstone Circuit  
23/24 Sep 2006 - Dunlop MSA British Touring Car Championship: Brands Hatch  
24 Sep 2006 - NASCAR Nextel Cup: Dover Downs, USA.  
24 Sep 2006 - DTM German Touring Car Championship: Barcelona, Spain  
**24 Sep 2006 - Vintage & Classic Season Finale Hillclimb Prescott Cheltenham**  
24 Sep 2006 - Autumn Italian Car Day: Heritage Motor Centre, Gaydon  
29 Sep/1 Oct 2006 - FIA FORMULA ONE WORLD CHAMPIONSHIP Suzuka Japan  
29 Sep/1 Oct 2006 - FIM SUPERBIKE WORLD CHAMPIONSHIP: Imola, Italy  
30 Sep 2006 - Practical Performance Car Hillclimb: Loton Park, Shropshire  
**30 Sep 2006 – Mini World Action Day: Castle Combe Circuit**  
6/8 Oct 2006 - FIA FORMULA ONE WORLD CHAMPIONSHIP: Shanghai, China  
6/8 Oct 2006 - FIM SUPERBIKE WORLD CHAMPIONSHIP: Magny-Cours, France  
**7 Oct 2006 - Melton Concrete Products Formula Ford Carnival: Castle Combe**  
7 Oct 2006 - Practical Performance Car Sprint & BARC Car Races Lydden Hill Kent  
7 Oct 2006 - Midland Championship Sprint: Curborough, near Lichfield  
**7 Oct 2006 - MCC Edinburgh Trial: Tamworth to Buxton, Derbyshire**  
7/8 Oct 2006 - FIA World Touring Car Championship: Valencia, Spain.  
8 Oct 2006 - NASCAR Nextel Cup: Talladega Speedway, USA  
12/15 Oct 2006 - FIA WORLD RALLY CHAMPIONSHIP: Rally of Turkey

# BPMC Karting Endurance Challenge

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 23<sup>rd</sup> November 2006

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

**Format:** Endurance Race over 2.5 hours

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

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



Pictures : Last years event – Photo Allen Harris

This is your chance to be at the sharp end of your own Grand Prix Team, 15 minutes of qualifying will determine the grid for the start of the race with the best lap time taking pole position. Since last year all of the karts have been replaced so lap times should be faster. As with F1 there are a few rule changes for this year: -

- Each driver must drive a minimum of 2 stints.
- Driver changes will be every 15 mins + or – 2 mins.
- The Raceway timing system will be the official clock.
- Most driving penalties will be a 30 second stop/go penalty.
- Driver change outside the pit window, 1 min stop/go penalty.
- T-Bone another driver, 1 min stop/go penalty.
- Missing a driver change completely – **DISQUALIFICATION**

Please organise your team of 5 drivers and come up with a suitable team name. If you would like to enter but don't have enough people for a team of 5 contact Ken who can match up with other people to form a team. 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  
p. 07753 987028 e.  
[kenrobson@btinternet.com](mailto:kenrobson@btinternet.com)

**This event will raise around £1000 which will be donated to the chosen charity of BPMC - St. Peters Hospice, Bristol.**



# Treasure Hunt Report by Chris Goodchild

## 'Deer Park Drive' July 24th 2006

With a start time of 7.30 pm, I was feeling quite anxious when 7.20pm passed and not one crew had arrived! Thankfully the organisational work did not go to waste as within the space of a few minutes four crews had arrived and after setting them all on their way a silver Mini came screeching up to the start point at around 7.38 with Spence and Kieron on board making a total of five crews.

The format took the shape of 50 route based questions with a further 15 picture clues to be identified randomly along the 23 mile course. The cars set off from Chipping Sodbury Common and went through Horton, Hawkesbury, Badminton (where you drive round the perimeter of the Deer Park and we saw loads of deer when setting the course!), Luckington, Sopworth and Didmarton before turning back towards Hillesley and finishing at the Buthay in Wickwar.

Fiona and I set off to the Buthay and when we arrived we were faced with a Pub covered in Scaffolding and started to panic that it was closed. However the renovation work was being carried out while the pub remained open and we ordered a meal and sat out in the garden on a lovely 28 deg C evening before preparing ourselves for the onslaught of the returning crews.

Once again our nerves were tested as the finish time of 9.30 passed with not one crew arriving back despite there being penalties for late arrival. However, in the end all crews returned between 9.35 and 9.39 with the stragglers (Michelle and Anne) taking their time to enjoy the view, nosing into peoples gardens etc. and weren't going to let any deadlines get in the way of an enjoyable drive in the country! After the obligatory complaining from the crews about questions that were too hard and directions that were too difficult to follow, the overall consensus seemed to be that they had all had an enjoyable evening and the prizes for first, second and third place were awarded. Thanks to all who took part.

The results were as follows:

Team	Names	Finish Time	Time penalty minus 1 per min	Route Questions 2pts per (-1 if wrong)	Picture Questions 5 pts per (-1 if wrong)	Total	Position
1	Michelle Rogers & Anne Palmer	9.39	-9	33	30	54	5th
2	Martin Baker & Lewis Bird	9.36	-6	66	55	115	1st
3	Paul & Judith Bird	9.34	-4	67	40	103	2nd
4	Brad Snow & E Osborn	9.35	-5	52	40	87	4th
5	Spence & Kieron	9.35	-5	55	40	90	3rd



## Clubmans Championship 2006 up to July Treasure Hunt

### Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
24.70	Alan Spencer	1	7	Yes
23.96	Martin Baker	2	6	Yes
21.68	Andy Moss	3	6	Yes
20.10	Paul Bird	4	6	No
17.64	Chris Goodchild	5	5	Yes
16.62	Kieron Winter	6	5	Yes
15.02	Dave Cutcliffe	7	3	Yes
12.39	Lewis Bird	8	4	No
11.74	Mark Astin	9	4	No
10.07	Matt Marples	10	3	No
9.29	Martin Emsley	11	2	Yes
9.00	Howard Johnstone	12	2	No
7.86	Michelle Rogers	13	3	No
7.60	Pete Devall	14	2	No
7.43	Judith Bird	15	3	No
6.44	Paul Draper	16	2	No
6.14	Brad Snow	17	3	No
5.75	Paul Perkin	18	2	No
5.72	Pete Goodman	19	1	No
5.67	John Corfield	20	2	No

## Marshals Championship 2006 up to July Treasure Hunt

### Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
4	Andy Moss	1	2
4	Mal Allen	1	2
4	Martin Emsley	1	2
3	Donny Allen	4	2
2	Andy Rigler	5	1
2	Chris Goodchild	5	1
2	Dick Craddy	5	1
2	Ian Hall	5	1
2	John Corfield	5	1
2	Kieron Winter	5	2
2	Martin Baker	5	1
2	Tim Murray	5	1



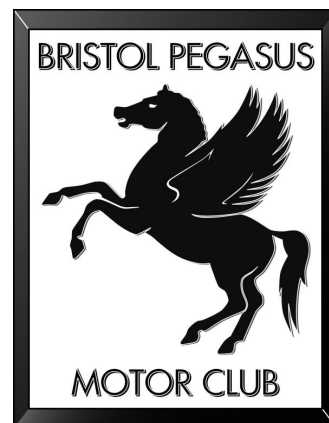
## New Members

A warm welcome to the following new members who have recently joined the club – many have already entered events or attended club nights.

A warm welcome to the club – we hope you all enjoy your membership.

Martyin Mees  
Merlin Wigley  
Anthony Soper  
Gavin Allard  
Ed Oborn  
John Brophy  
Richard Grayling  
John Clarke  
Richard Thwaites  
Michelle Rogers  
George Collins  
Lee Pursey

Melksham  
Leigh Woods  
Newport Pagnell  
Henbury  
Clifton  
Clifton  
Yate  
Kingswood  
Bradley Stoke  
Yate  
Speedwell  
Yate



**Club Night - Monday 13th November 2006**

# CAN-AM NIGHT



Club night Monday 13th November is CAN-AM themed.  
Bring your books, pictures, models, memorabilia, etc

Some great DVD's direct from California showing and  
hopefully a guest speaker  
who has raced one of these great cars.

For more details: Martin Emsley 01454 250067  
8.30 at The Wheatsheaf, Winterbourne.

**Saturday 16<sup>th</sup> September**

# **Ariel Cars and Haynes Visit**



**We have arranged a club visit to Ariel cars – manufacturers of the Ariel Atom, followed by a trip to the Haynes Motor Museum ( no doubt with a visit to a good pub for lunch between the two ).**

**The Ariel visit is free, entrance to Haynes will be at the discounted rate of £5.50.**

**For more information contact Ken Robson on 07753 987028 or email [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com) Remember not to leave it until the last minute as you will almost certainly lose out.**

The Ariel Atom is a high performance sports car made by the Ariel Motor Company based in Somerset. It is unusual in the respect that the chassis is the body, and therefore lacks a roof, windows and other features commonly found on road cars. It is available with a range of engines; the top of the range being a supercharged Honda Civic Type-R K20 engine and can reach speeds rivalling those of much more expensive cars. Although the top speed of approximately 140 mph is relatively tame compared to more exotic sports cars, the high power-to-weight ratio (approximately 500 bhp/ton) affords it incredible acceleration and control through corners.

The Ariel Atom has received great media interest, most recently when Jeremy Clarkson tested the Atom 2 on BBC motoring television programme Top Gear, where it lapped their test track faster than a Porsche Carrera GT, and also creatively re-arranged Jeremy's face because of the open canopy's lack of wind protection.

- 0-60 mph : 3.5 sec. (2.9 Supercharged)
- Top Speed: 140 mph (155 mph Supercharged)
- Power: 220 bhp (300 bhp Supercharged)
- Weight: 456 kg (1,003 lbs)
- Transmission: 6-Speed Close Ratio Manual w/ Reverse

The Atom features both front and rear double unequal length wishbones and inboard, pushrod operated dampers. The front and rear Bilstein dampers are also adjustable. Stacked light and heavy coil springs impose a low spring rate for minor deflections with higher rate for large deflections.

The Sunday Times measured its average acceleration from 0 to 60 at 2.91 seconds, making it the world's 3rd fastest accelerating production car available today after the \$1.3 million Bugatti Veyron which reaches 0 to 60 in 2.9 seconds and the Ultima GTR, which reaches 0-60mph time in 2.6 seconds.





## British Diesel Land Speed Record Update

On the 22<sup>nd</sup> of August the JCB Dieselmax became the world's fastest diesel-powered car, as Andy Green set a new FIA international record of 328.767 mph (529.099 kph) on the Bonneville Salt Flats, Utah and beat the existing record by more than 100 mph. The following day the team beat their own record with a speed of 350.092mph (563.418kph) after two passes in opposite directions, within one hour.

Running soon after day break Andy Green recorded 365.779mph (588.664kph) on his first run and 335.695mph (540.248kph) on his return, giving the average of 350.092mph (563.418kph).

Green said: "I am so pleased that we have got the car to 350mph which was always our ultimate goal and that was with a slow start to the second run. There is so much more to come as the car is pulling like a train and we still haven't used sixth gear!"

"Today's record proves the potential we have always believed JCB Dieselmax to possess. This is another great result for a wonderful team and a testament to British engineering."

"350mph is a fantastic speed for a diesel-powered car. To have built the world's fastest diesel in such a short timescale is a wonderful achievement for the JCB Dieselmax team," said Dr Tim Leverton, Project Director. "What is even more impressive is to set three records – 317.021mph, 328.767mph (526.027 kph) and 350.092mph (563.418kph) in only six days.

"Once again we have demonstrated the engineering and team effort that has gone into creating this extraordinary car."

After watching today's runs JCB Chairman Sir Anthony Bamford's said: "Yesterday's triumph was thrilling, and better than I had expected. Today's surpasses even that. We have proved that we can do it, and we have the world's fastest diesel car and engine. The Dieselmax team has worked at times in adversity and faced numerous heartaches with fortitude. These record-breaking successes prove to the world the excellence of British engineering and teamwork."

Andy Green said that the Dieselmax felt capable of 400mph, but the tyres would not be up to the job, so the team was unlikely to do any more runs. "We've achieved our maximum aspirations for this car - and we've still not been in sixth gear. There's so much more it can do."

More information on can be seen on the web site [www.jcbdieselmax.com](http://www.jcbdieselmax.com)





## **Bristol Owners Club Annual Concours Competition By Kieron Winter**



Club member Steve Andrews sent me an email a few weeks ago to let me know that the Bristol Owners Club were to hold their annual Concours at Blaise Castle Estate on 20<sup>th</sup> August. It was appropriate that on the 60<sup>th</sup> Anniversary of Bristol Cars, the Owners Club should meet in Bristol.

I popped over to Blaise to find the cars and a marquee laid out in front of Blaise House, a very nice setting. There were about 25 cars taking part in the Concours competition and twice as many as that brought along by their owners.

I bumped in Rex and Caroline Meaden who introduced me to one Bristol owner who had driven his car over from central Sweden. His car had come the furthest to the show, and when I met him his car was about to be scrutinized by the judges. There were cars from all the Bristol model ranges apart from the very latest cars. Rex pointed out to me the car that had come from Bristol Industrial Museum and another car that appeared in the TV show "Salvage Squad" a few years ago.

I could not stay to find out which cars had won the fine line up of trophies on offer, but one thing I noted was that none of the cars seemed to have been over restored. They all looked like they were driven on the road, rather than cosseted away in a garage, you could actually see grime under the bonnets and that the interiors looked like people actually travelled around in them.

It was a very pleasant way to spend a Sunday morning.



## A CUT ABOVE THE REST

**S**ome of the race-organising clubs must be looking uneasily over their shoulders at the moment. Why? Because a club which has recently returned to the MSA-affiliated fold brings a fresh approach to racing which could change many people's thinking.

For instance, it has only four main groups of vehicles which all have to be standard and use standard fuel. The regulations are blindingly simple and say in bold type 'If it doesn't say you can do it, you can't do it'. Entry fees average £10 plus £5.50 insurance for a whole afternoon's racing (you can pay online); transponders are mandatory and can be hired from the club if necessary.

And there's no shortage of marshals – teams have to supply them for long distance events, while after any meeting *everyone* has to get stuck in to clean up the track and put away equipment, in fact prize-givings don't start until that has been done.

But, I hear you cry, there must be a downside. Well, if you're besotted with speed I suppose there is because race averages are usually only around 45-50 mph because – and perhaps I should have mentioned this earlier – I'm talking about racing organised by the British Lawn Mower Racing Association (motto *Per herbam ad astra*). The Association – see [www.blmra.co.uk](http://www.blmra.co.uk) – which is over 30 years old, was formed in a pub (why am I not surprised?)

by a bunch of enthusiasts concerned about ever-increasing costs in motorsport; it aims to provide inexpensive racing, usually between May and October. There are no cash prizes (any money generated is given to charity) and commercialism is discouraged.

Eccentric? Of course. And why not? But that doesn't mean safety is neglected. Helmets have to be worn; no bare arms or legs are allowed, and stout footwear and protective clothing is strongly recommended. Cut-outs are mandatory, to kick in if you lose contact with your machine. And, quote, 'Novices will remain such until told otherwise.' Quite right too.

Boadicea, perhaps the best known woman driver in the sport, wouldn't approve because it would mean modifying her chariots but, sorry Bo, cutting blades have to be removed to stop involuntary pedicures while you're racing.

Like many sports, ours is sometimes in danger of suffocating on its own self-importance so anything helping to keep feet on the ground (literally in the case of Group 1 mowers because you run behind them) and as oddball as this racing is to be applauded.

Stirling Moss has won a couple of their 12 hour races, while enthusiasts still get moist eyed remembering the time the greatest all-rounder our sport has ever seen, Edgar Jessop, went off at the first corner in a long distance

race, created a crop circle in the shape of an MSA logo in an adjacent field, and *still* managed to win by three grassbox lengths. Rivals, aware of his dietary fads, claimed the win was wind assisted but I think we can discount that. We shall not see his like again.

Hub of the sport is in Wisborough Green so inevitably that is known as the UK's Mowtown (you didn't think I'd get through this without puns, did you?). They don't hang out pit signals saying 'Last Lap' but 'One Mow Time'. The famous painting in the Louvre is actually of one of the early women racers – Mona Lisa; other drivers have included the Lawn Ranger and Geronimo. Personally, I hope Stirling competes again, with a Group 2 roller-driven machine this time, and that the organisers carefully clear the track of all pebbles so that we can demonstrate that 'a rolling Moss gathers no stone'.

Please yourself.

*Stuart Turner.*



### COD FILLET QUIZ

1. For which racing series was the Johnsons Wax Company trophy awarded?
2. In 1992 the British Women Racing Driver's Club was founded...who by?
3. In which race did the Jaguar D Type give the marque its first victory?
4. What size engine was fitted to the original Austin Healey 100 BN1?

**ANSWERS ON PAGE iv**



## Merged classes

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A number of speed event organisers are merging roadgoing production car classes (*MSA Competitors' Yearbook regulation L 11.*) with modified production car classes (L 12.). Where there are only a few entries in a class, this saves the cost of presenting an award.

However, where classes are merged in this way, the regulations applicable to *all* cars are those set out in L 12. The better solution, when entries in a particular class are low, is for organising clubs to state in the event regulations that awards will not be presented unless there are a specified minimum number of starters in the class.

## Too few officials?

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The MSA has written to all MSA Stewards offering advice to assist them in the implementation of the existing regulations when insufficient levels of officials or marshals are available at events.

## Youthful officials – a reminder

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Young people aged 16 or 17 can sign on and work as officials but their signature must be countersigned by parent or guardian.

Those under 16 years can

officiate – again, a parent or guardian must countersign the signature. However, no official under the age of 16 can go trackside.

An experienced adult must supervise all officials under 18 years old.

## Child Protection Policy

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The MSA has formulated a Child Protection Policy for the guidance of motor clubs. This will be distributed to club contacts shortly, with details of the implementation procedure. The Child Protection Policy is also available for downloading from the MSA website: [www.msauk.org](http://www.msauk.org)

## Wales Rally GB 2007

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The Wales Rally GB has been confirmed by the FIA as a qualifying round of the FIA World Rally Championship in 2007. It will start on 30 November 2007 and, as this year, will be the final round of the WRC.

## Marshalling resources

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Volunteers in Motorsport (ViM) was set up to address the issues of recruitment, retention, training and development among the motor sport volunteer community (marshals).

Following the completion of the first 12-month phase, the project has put in place many recruitment, grading, qualifications and training initiatives – primarily focused on marshals. The problem of

retaining marshals is also currently being addressed by looking at better communication, greater encouragement, more rewards and enhanced recognition.

Initial reports indicate that the ViM project is already having a positive impact.

More information at [www.volunteersinmotorsport.co.uk](http://www.volunteersinmotorsport.co.uk)

## Old autocrossers

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To celebrate 40 years since the first Players No6 autocross, a reunion dinner is being held on 21 October at Retford, Nottinghamshire.

Contact Jeff Williamson, tel: 01777 702642, email: [promotorsport1@supanet.com](mailto:promotorsport1@supanet.com)

## Do you know the towing laws?

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The driving licensing requirements for towing trailers in Great Britain are complicated! Simplistically, all drivers who passed a car test before 1 January 1997 retain their existing entitlement to tow trailers until their licence expires. However, since 1 January 1997, all drivers who hold category C or D entitlement have been limited to trailers up to 750kg MAM (Maximum Authorised Mass). Fortunately, Driver and Vehicle Licensing Agency leaflet INF30 (downloadable from [www.dvla.gov.uk/forms/online\\_leaflets.htm](http://www.dvla.gov.uk/forms/online_leaflets.htm)) explains all. There is also information at [www.direct.gov.uk/motoring](http://www.direct.gov.uk/motoring)

# KARTING

## Fuel Testing

The MSA recently advised that fuel testing at events will be more actively carried out in the future.

All major kart championships and the majority of lesser series already use fuel testing as a standard routine activity. This is principally because they operate on control fuels to help level the playing field and 'control' costs rather than the inevitable free for all with spiralling budgets. Typically this means that pre-nominated and random samples are taken during each event for either trackside testing or at an approved laboratory. In the case of trackside tests a sample is requested from the nominated competitors and subjected to gas chromatography tests or acceptable alternative methods often referred to a fingerprint test. This sample test result is compared to the reference control fuel previously sampled and if this shows contamination by anything other than kart engine lubricating oil the fuel will be deemed illegal and reported to the Clerk of the Course for action.

Should there be grounds for doubt further samples can be requested to be taken from the kart tank and these will be sent away for laboratory tests; the kart having been held in parc ferme whilst the tests are conducted.

It is worth noting that any contamination will affect the fingerprint and all fuel lines and the tank should be cleaned through before using control fuels.

# AUTOSCENE



REVIEWS FROM



## POCKET GUIDES

**Triumph TR6, MGB/MGBGT** both by Roger Williams – and **Jaguar E-Type 3.8 and 4.2 litre** by Peter Crespín are the latest subjects in Veloce's excellent *The Essential Buyers Guide* series £9.99 each. These handy A5 60-pagers could help prevent you buying a dog, so are a good investment, but more specialists could be listed. See [www.velocebooks.com](http://www.velocebooks.com) or call 01305 268864.

## MEMORIES OF JAMES HUNT

**ISBN 1 84425 215 9**  
**Christopher Hilton,**  
**Haynes Publishing, £19.99**

Everyone in motor racing it seems has a James Hunt story, and the prolific F1 reporter Christopher Hilton came up with the inspired idea of a book featuring the strongest of these anecdotes. The result is a hugely enjoyable read covering all aspects of Hunt's complex character and wild life. As well as his legendary rise to F1 glory, the book highlights his hell-raising antics, problems with drink and drugs, breeding budgies, sex life, TV work and bravery. A compulsive read.

## HEROES OF BROOKLANDS

**ISBN 1 84425 315 5**  
First published in the early '90s as two books, *Brooklands Giants* and *Aero-Engined Racing Cars at Brooklands* have been reissued by Haynes as one essential 318-page volume. No one knows more about these

wonderful racing leviathans than Bill Boddy, and his fastidious research on these brave drivers and monster cars makes an engrossing read. Great value at £35.

**THE CLASSIC CAR BOOK**  
**The Essential Guide to**  
**Buying, Owning, Enjoying**  
**and Maintaining a Classic**  
**Car ISBN 1 84425 231 0**  
**Andrew Noakes, Haynes**  
**Publishing, £17.99**

If you're keen on getting your first classic car, but have no knowledge of how to go about it, this will provide the basics. The chapters are laid out logically to take any novice through the initial buying process and right up to what clubs to join and which events to participate in. Pictures are colour throughout, and sharp close-ups major on teaching the reader how to scrutinise those all-important details. Chapters cover Buying, Care, Repair, Improvement, Driving, Breakdowns and Enjoyment with a final consideration of 50 classics you might want to bear in mind as potential first classics. It's nearly all in there, though why no explanation of the differences between imperial and metric fasteners, or how to enlarge a garage to work on your classic rather than assume all newcomers want to repair everything on the cars themselves? Even so, this is a handy adjunct and first reference for any newcomer to the world of classic motoring and useful information to have all in one book.

# MARSHALS POST

by the BMMC |



Time was when it seemed that there were one set of marshals who did rallies and another who did circuits – or “roundy-roundy” as rally marshals disparagingly knew it.

The “great divide” always was narrower than some people liked to think and has been narrowing.

And, there’s one branch of the sport – speed events, or hillclimbing and sprinting – which has always attracted marshals from both disciplines.

Speed events are invariably run on sealed surfaces – but so are some rallies – and competing vehicles range from cars that you might see on a rally to the mighty Pilbeams and Goulds – the Speed Event equivalent of Formula 1 cars.

Watching slick tyred single seaters with big wings, often fuelled by methanol, running on what are effectively narrow farm tracks – sometimes between stone-built farm buildings – is an awesome sight.

So too are the rally and other saloon cars, not to mention the smaller bike engined single seaters and other speed event specials.

If you are wondering what it’s like to marshal – be it on rallies or circuits – then speed events are an excellent taster.

There’s not as much pressure – there may be several cars on the course at the same time, but, unless things have gone disastrously wrong, you will only have one car to deal with at a time as competition stops until each incident is dealt with.

As with other forms of marshalling, you have to keep your wits about you, but the pace isn’t as frenetic.

If you’ve not marshalled before or you’ve only done circuits or rallies then it’s well worth giving a speed event a try.

You are also guaranteed a warm welcome and plenty of people who will be pleased to show you the ropes. You’ll be surprised how many experienced marshals turn up at speed events for a bit of rest and relaxation and lots of fun.

Both circuit racing and local motor clubs run events, and you can find details of events in your area in the motoring press or from the sport’s governing body, the MSA – look at the events page on the [www.msauk.org](http://www.msauk.org) website, or go to [www.racedates.net](http://www.racedates.net)

## QUIZ ANSWERS

1. The Can-Am (USA)
2. Mary Wheeler
3. Rheims 12 hour 1954 (OKV 3)
4. 4 cyl 2660cc



# 1–3 December 2006

## Interested in Marshalling?

Great Opportunity to watch the Top International and National Competitors on the final round of the World and British Rally championship

For more information on marshalling opportunities for Clubs and individuals please contact the Staffing Officers:

**Marie Du Croq-Slip**

02920 22 99 02

[marie\\_walesrallygb@hotmail.com](mailto:marie_walesrallygb@hotmail.com)

**Peter Whiting**

01297 444 174

[peterroywhiting@aol.com](mailto:peterroywhiting@aol.com)

**<http://staffing.walesrallygb.com>**

For more information on the event or training events, please visit the website

# **Bristol Pegasus Motor Club**

## **2006 EVENTS CALENDAR**

Note : Recent changes are shown Bold

September	Monday	11th	Club Night – <b>Play Night</b>
	<b>Saturday</b>	<b>16th</b>	<b>Ariel Cars and Haynes Visit</b>
	Sunday	24th	Autotest
October	Monday	9th	Club Night – <b>Quiz Night</b>
	Friday	13th	Nav Scatter
	Saturday	21st	The Pegasus Sprint
	Saturday	28th	Stroke Association Day
November	Monday	13th	Club Night – <b>Can Am Night</b>
	Friday	17th	Nav Ex
	Thursday	23rd	Karting Endurance Challenge
December	Friday	1st	Nav Ex
	Monday	11th	AGM

### **Club Night - Monday 11<sup>th</sup> September 2006**

# **PLAY NIGHT**

Club night Monday 11th September is play night.

We hope to have a slot racing event so bring your track and cars.

Bring your radio or remote controlled vehicles and try the autotest. and hopefully we will have a computer driving game set up.

We will also have a Playstation game featuring Castle Combe Circuit – get some practice in before the Pegasus Sprint !

If you can help contact  
Martin Emsley 01454 250067

Venue :

The Wheatsheaf Winterbourne from 8.30pm  
Come along for a beer and a chat

