
Backfire

December 2004



The Magazine of the

Bristol Pegasus Motor Club

Photo : The Westfield SEi of Pegasus Member John Mearns at the 2004 Pegasus Sprint at Castle Combe.

Events

Friday 3rd December - Navigation Exercise

Matt Marples and Mark Astin organise the last Navigation event of 2004. The event will start on the A46 near Leighterton GR 810 906, signing on from 7.15, start 7.45.

The maps used will be 162 and 163 both edition c1.

Monday 13th December - AGM

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2004, at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m. (please note that this is 30 minutes earlier than our usual start date for Club Nights).

Agenda

- Propose Minutes of the 2003 AGM
- Chairman's Report
- Treasurer's Report
- Re-appointment of Auditor
- Nominations for Board of Directors
- AOB

Friday 28th January - Navigation Exercise

The first event of 2005 will be a Nav Ex run by Dick Craddy and Andy Rigler

In the Local Area

Sunday 28th November - Bristol Motor Club Allen Classic Trial

Bristol Motor Club are looking for marshals to help with their Classic Trial, which visits a number of locations to the West and the South of Bristol. This is usually an enjoyable and entertaining event, and if the current wet weather persists the Trial sections could be trickier than ever. If you can help out at the usual Bristol Pegasus section near Clutton in the early afternoon please contact Kieron Winter (01275 373363), or if a different location or time would be more convenient contact Bristol MC's Mark Tooth on 01454 329231.

Details of Events on these Pages are compiled by Competition Secretary John Corfield.

For further information contact John on Telephone 0117 9870763 e-mail john_e_f_corfield@hotmail.com

As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP backfire@bristolpegasus.com Fax (0870)139-2108 - Club Website WWW.BRISTOLPEGASUS.COM

Pegasus Sprint 2004 - Sprinting a Maserati

Richard Bridge reports on fellow club member Reg Palmers exploits at the Castle Combe Pegasus Sprint



As you are aware Reg has been entering into various sprints and hillclimbs over the last year in his Mkl Biturbo Coupe. Well, last Saturday's Pegasus Sprint was the final sprint race of this year. It was a thoroughly miserable day as far as the weather was concerned but this made it a very entertaining day watching the powerful rear wheel drive cars on the wet track!

I went up to 'Combe with Jarle Adolfsen, a Norwegian Maserati 224V owner, and we arrived early after a 5am start from my Devonshire home. After scrutineering, Reg offered to take Jarle and I around the circuit in the convoy lap. Delighted at the prospect of seeing the circuit first hand we hopped into his car. The idea of the convoy lap was to follow the pace car around at a gentle speed to learn the layout and see where the corners are. Reg was first on the grid and as the pace car went off he slowly followed it. Having distanced himself from the pace car he gently accelerated... the back end squirmed in the wet and we soon realised that the choice of tyres would need revisiting. Slowly we made our way around the circuit to Tower, through the chicane and down towards Camp. At this point Reg, seeing the straight ahead of him, floored it. The back end slid to the left, Reg corrected it. It then slid to the right under the sheer acceleration and then, with a twitch on the steering wheel it snapped back into line as the tyres gripped and the car lurched forward. Unimpressed by this display the nearby marshall pointed at Reg vehemently from his station on the left of the track, drew a pen from his pocket and took the Biturbo's number. At the pre-practice briefing Mr. Palmer was summoned forth for his first telling off of the day!

A few coffees later the practice sessions had begun and it was about to be time for the Class 3s to go out on the track. Jarle and I had positioned ourselves at Quarry corner and watched the class 1 and 2s whilst Reg was preparing in the paddock. Already we had watched a Renault 19 hit the tyre wall and several cars enter Quarry hesitantly and then end up on the grass. We were waiting with some anticipation for the Maroon Biturbo to arrive. We heard the unmistakable noise of a twin turbo car approaching and braced ourselves for the worse.. Having seen less powerful cars end up in a spin we thought Reg would have a difficult task ahead on the wet surface, especially when we saw the speed at which he was approaching the entry. At last we were seeing a driver attack the corner like he wanted to win, rather than worrying about being able to drive the car home after the meeting. He entered the corner, got it sliding, snapped it back into line and shot off without event in a display of perfect driving. We watched excitedly as he rocketed, tail twitching, towards the chicanes. Reg has come a cropper and frightened the marshals before at these chicanes with such manoeuvres as his, now infamous, 840 degree spin but today he rounded the bends effortlessly. Things were going well.

It was now quite difficult for us to follow Reg's progress as he had made it to the other side of the circuit some distance away. We saw him round tower, watched him head down past the chicanes towards Camp and then lost sight of him in the distance. Next time we would see him would be as he crossed the finish line so we waited a few seconds for him to reappear, and re-appear he certainly did. Having entered Camp, the final corner, a little fast he had lost it completely. Rather than accelerating down the final few yards of straight towards the finish line, Reg was all in a spin so to speak. As he reached the timing equipment he was clocked at 43.8mph, whereby he then knocked it off its tripod... For Reg was now travelling backwards. The Marshalls ran for cover and thankfully no one, or the Maserati, was hurt. Upon reaching the paddock our intrepid driver was summoned to see the clerk of the course for his second telling off of the day.

Lunch over; we all got ready for the two 'real' races of the day. The rain was still pouring down and the cars were still sliding about on the track. Reg put in two remarkable runs and finished a very respectable second from last, so we all returned to his local public house to celebrate later that evening.

Fundraising should be easier !

by John Corfield

Having sold the Cossie I had no further need of a couple of "brand new, still in the Ford boxes" headlight units compete with bulbs. These had been given to me by a friend at work some time ago and I thought that as they'd cost me nothing I would auction them on Ebay and give the proceeds to St Peter's Hospice (BPMC's adopted charity). Piece of cake I thought, should be dead easy I thought - wrong!

The problem related to postage and before I get the usual expert advice from the know-it-all's let me point out that the package was to end up at 6 cubic feet and 11kg. I contacted AmTrak because their depot is the closest to me and got instructions and a quote for delivery of £23. The auction went well, the winning bid came in at a respectable £41 and the winner paid that plus the postage immediately using PayPal. The only problem was that he turned out to live in Belfast and I'd forgotten to say the £23 was for mainland Britain only - duh!

The immediate next step then was the packaging since the Ford boxes were very sturdy but pretty much devoid of anything other than thin air and headlight units. Off I trolled to a local packaging company and they were so helpful I promised the guy who served me that I would give them a special mention. So, if anyone needs anything in the packaging line (particularly when moving house) then please call at

**THE PACKAGING PEOPLE LIMITED - UNIT 4a CROFTS END INDUSTRIAL
ESTATE, CROFTS END ROAD, ST GEORGE, BRISTOL (9525354)**

A slight problem was the size of the bag of packaging and roll of blister wrap which were not small to say the least. However the total cost was £18 and it would probably last us a year or more (see later). Also taking that out of the £41 would still leave £23 less any extra postage for St Peter's which would still be a darned sight more than

nothing. Incidentally the packaging material is called Renature and is made of vegetable starch! Hence it's both biodegradable and compostable but unfortunately also water soluble so you have to hope that the package doesn't get wet! The guy in Belfast may even now be trying to clean his starch-glue coated headlights.

So I filled and taped the parcel and after work one evening I hurried to the AmTrak depot. I went into the "Collection & Despatch" entrance noting on the way that "All visitors must report to Reception". I waited at Reception until a guy behind the glass panel gesticulated to just go on through which I did and found myself at an unmanned "Collections" counter. So I waited again, convincing myself that I must be in the right place although my confidence ebbed as the minutes rolled by. I plucked up the courage to 'ping' the counter bell and after an exasperating further wait I pinged it again loudly. This time a second man emerged from the back of a large van, saw my parcel and asked me if I had an account. "No" I replied, so he disappeared into the reception office for another 5 minutes eventually returning with a pad of sticky labels. He then disappeared again, returned with a tape, measured the parcel, keyed the data into his machine and stated that postage would be £20. "That sounds cheap!" I said remarking that the destination was Belfast to which he replied "Oh, I didn't look at the address." He then keyed in the data again and announced that the postage would be £40. "Well," he said as I was picking myself up off the floor "it is overnight delivery and it has to go by air." I did a quick mental calculation that St Peter's was about to be left with a fiver but as by then I just wanted to be rid of the parcel I told him to go ahead.

"Right," he said having written out a label and stuck it on the parcel, "I now need verification of the contents." and he followed my "What do you mean by verification?" with "We need some paperwork stating what's in there, for Customs." "Hang on," I blustered, "There's a couple of second hand car headlights in there, so how on earth would I have any paperwork for them?". Just then the first guy walked by, asked him what the problem was and told him that he was wrong "We haven't had to do that for ages; not since the IRA problems finished" which started an argument between them until the second guy gave in. "Ok." he finally said to me "that'll be £40" quickly followed by "We only take cash" when he saw my debit card emerge. "I don't believe this!" I said, doing a proper Victor Meldrew impression, "Why the heck didn't anyone tell me this when I enquired first? OK, just take off your label and I'll have to come back another day with the cash." On the way out I noticed a girl in reception and thought I'd check with her whether there might be any other hurdles to prepare for. However, despite explaining that all I wanted was some help and advice, the only thing she was capable of was waving me back to the counter I had just left. I concluded that Reception training at AmTrak consisted of learning an arm-waving routine whilst refusing to speak to anyone.

To cut the next 30 minutes short, I found my way to Interlink Express (Mead Steet in Templegate) where I was helped by a very nice man who let me pay by debit card over his phone to a central office and who charged me only £20. No guesses as to where I shall be taking future parcels. So if any of you have things that we can auction on Ebay to raise funds for St Peter's then please let us have them in the sure knowledge that I have plenty of packaging material and I know how to send them off!

A Sort of Obituary - Postscript ***Richie Devall follows up the story of his*** ***Davrian fire with some happier news***

I quickly decided that I needed another car and had already been thinking about a Ginetta of some sort to replace the Davrian when it was sold. I found an advert for an ex-race G27R on the web which the owner claimed could easily be made road legal, which turned out to be a bit of a white lie. However during various email conversations about road legality it turned out that the Ginetta factory had a similar car for which they could provide a log book and were prepared to get it an MOT. The car was originally a Ginetta 'celebrity car' and had been driven by loads of 'celebs', it was then raced for a season by Shane Lynch (I did not know who he was until the man at Ginettas explained that he was ex – Boyzonne). Apparently he has turned into a good racing driver and has been racing TVRs in a GT series. The last owner had used it in the Ginetta race series during 2003 but because of a change in the series rules had part exchanged for a race G20 earlier this year. I phoned him and he spoke highly of the car.

Pete and I went to see the car in Sheffield on 14th Oct and I agreed to buy it. It is well used but seems right, it has 1800 Zetec of about 145 bhp and Tranx gearbox and LSD. It needs a bit of modifying to get Pete in, and requires a passenger seat but otherwise should be ready to go next season. I will need to buy some road legal tyres for the sprints, so will be asking around for advice on the best to get.

Hopefully it will on the road in a few weeks although as you can see from the photo it will be a bit of a spectacle.



Pegasus & MG Car Club Autotest 26th September 2004 - By Alan Spencer



This years Autotest was run on the same venue as usual, the car park at Rolls-Royce with the usual left parked cars etc.

Seven test were set with three runs at each - the two best scores to count.

I was drafted in to be the scrutineer but fancied a go so entered on the day with the Mini 25. Kieron was present as Club Steward and John Corfield assisted the marshaling and also laying out the test.

Nine competitors signed on and I was the only Pegasus member to enter. The day went well with some good fast flowing tests, but my exuberance overcame my autotesting experience and I manged one wrong test and hit three bollards putting up some very high finishing times.

Second in class was all I could manage and was pipped at the post by Roger English from Bristol MC also in a Mini. Overall winner was Rob Oxford in a rather rapid MGB GT who didn't put a foot wrong all day.

We thank John Delafield from MG car club for organising this event.

It's good club motor sport.



BPMC in the News

Ian sets the pace

The following report is re-printed from the Bristol Evening Post following the Pegasus Sprint

Ian Hall, from North Wraxall, mastered treacherous conditions at a rain-sodden Castle Combe to guide his 5.2-litre V8 Darran to the fastest time of the day at the Bristol Pegasus MC sprint. Despite the conditions, Hall averaged 70mph from a standing start over the 1.85-mile course to finish two seconds clear of nearest challenger, Tavistock-based Paul Bishop (Mitsubishi Evo V).

Also among the awards were local drivers Mark Elvin, from Stoke Gifford, in his Rover Metro GTi, Tony Michael, from Frampton Cotterell, and Thornbury's John Mearns in Westfield SEs, plus the diesel-powered Seat Cupra of Martin Baker, from Downend.



The Bristol Pegasus Motor Club is based in North Bristol and runs competitions and social events for all motor sport enthusiasts. For details of future events visit www.bristolpegasus.com

Catch me if you can : Ian Hall in action

Club Members in the (old) News

By Pete Stowe

A picture on the front page of a recent issue of Motorsport News, of Colin McRae testing a Skoda World Rally Car, reminded me of a much earlier issue featuring a 'works' Skoda rally car. Back in 1962 Club Chairman Norman Kell's Skoda Octavia featured on the front page of Motoring News (as it was then called), pictured on the Exeter Trial in the car he had driven as part of the official Skoda team on the previous years RAC Rally.

2 STYLES of Britax CAR SAFETY BELTS
100% "THERLENE"
DIAGONAL 5-point anchorage. RALLY (top and diagonal) 3-point anchorage.

A SPLENDID BRITISH SPORTS CAR—SEE PAGES 6 & 7

Motoring News

THE WEEKLY MOTORING NEWSPAPER

No. 253 Thursday, January 11, 1962 Price 6d.

DELUGE CURTAILS N.Z. G.P.

Stirling Moss leads Surtees and McLaren home

A TREMENDOUS storm assailed the Ardmore circuit when the ninth New Zealand Grand Prix for Formula Libre racing cars took place last Saturday. So bad were conditions that the organisers decided to stop the race after an hour and a half's running, when 100 of the 150 miles had been covered.

Stirling Moss, the veteran driver in what he himself described as the worst Grand Prix conditions he had ever experienced, was in masterly style in Rob Walker's 2.5-litre Lotus-Climax, leading John Surtees' 2.7 Bownmaker-Yeoman Cooper by half a lap. Bruce McLaren in Tony Aron's Cooper, also fitted with a 2.5-litre Climax motor, took third place, two laps behind Moss.

Black flags brought torrential rain before the start of the race, and already by lap 1 Ron Flockhart had to retire his 2.5 Lotus with a waterlogged engine. The tremendous columns of spray being set by the leaders blotted those behind and retirements were numerous. By about lap 4 the deluge intensified, but drivers blundered on, miserably wiping their visors and goggles with one hand in an effort to see their way round.

But the remarkable Stirling Moss, who was the 1961 Trials Rally in a privately-entered

When the officials finally decided to stop the race and give him the first quarter of an hour, Moss was 38.5 laps ahead of Surtees, and had lapped the rest of the field at least twice. He averaged 72.2 m.p.h., also making the fastest lap at 78.2 m.p.h.

Jack Brabham (Cooper) retired with a broken gear lever after the first quarter of an hour. Roy Salvadori was fourth, and Lorenzo Bandini fifth, in his Centro-Sud Cooper-Maserati.

We hope to have more news of the New Zealand G.P. next week.

EXETER CLASSIC
The annual Exeter Trial took place last week-end, and is reported on page 6. Here is Norman Kell steering his Skoda up Simons Hill.

Mabbs with Aaltonen
GEOFF MABBS of Bristol, who won the 1961 Trials Rally in a privately-entered



Market Place

Motoring related items advertised free for club members Send to Backfire Address



For Sale

Prodrive Subaru Impreza Turbo WRX (Silver metallic)

UK Main Dealer supplied car, purchased new by me in April 2001. All usual Impreza toys including climate control, CD/Entertainment centre, 6 airbags etc.

Factory fitted Prodrive Engine Enhancement Package including Engine Management and Exhaust. K and N induction kit and airbox. Intercooler waterspray. Approx 250 BHP. Leda adjustable suspension, fitted and set up at their works. Strut brace. Gp N discs. Driver's Full Harness. 44,000 Miles, Full service history. Run on Mobil One oil, changed every 5000 miles. Garaged from new, absolutely 100 reliable so far.

Complete with original wheels and road tyres, plus set of genuine Minilites fitted with Yokohama AO48R's. Occasionally Sprinted and Hillclimbed over the last three years with several wins and places.

Price £11,500 ono. Possible PX. Phone Ian Cameron on Yeovil (01935) 413840

Pair Weber 48 DCO SP Carburettors

Pair 2 year old DCO SP's. With 42 mm chokes, bottom mounted linkage and trumpets. £350

Peugeot Mi 16 Manifold for Weber / Jenvey bodies. £175

Paul Perkin 01626 888077 / 07861 384167 or paul.perkin@tiscali.co.uk



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. Enclose a stamped, self addressed envelope for the badge to be posted in

International Historic Motorsport Show

25/27th February 2005 at Stoneleigh Park, Coventry

Many club members visited this new winter show for historic motorsport which will take place again this year. There will be a full weekend of interest and activities, where historic motorsport enthusiasts, competitors, event organisers and supporting trade come together under one roof in a relaxed atmosphere, to discuss plans and promote their events and services.

Newcomers to the sport will find everything they need to get started. The event will showcase all historic disciplines and display racing, rallying, hillclimb and trials cars dating from 1927 to 1997, all currently in use for historic motorsport.

The 2005 event is expanding to 20,000 square metres in five halls, including a brand new International Hall. Last year, the show attracted 16,000 enthusiasts, competitors and newcomers, with exhibitors from the USA, France, Germany, Switzerland, Italy, Holland and Ireland.

Highlights of the 2005 Show

- 600 stands, in five main halls, themed as: Race/Speed; Rallying, Trials, Oval Racing and Nostalgia Dragsters; International; Memorabilia/Art/Models; and Motorsport Autojumble.
- Over 150 competition cars on display.
- Organisers of 75 race, speed, rally, trials and other events or series, including 25 showcased on Speed Street.
- 200 car preparation, engineering and accessory companies.
- New International Hall for Continental race and rally organisers.
- Rally Hall, with feature stands for famous cars and drivers from the "Golden Age of Rallying".
- Motorsport memorabilia, art and models hall with 120 stands.
- Historic Motorsport Autojumble with 200 stands.
- H&H Classic Auctions, sale of classic and competition cars and memorabilia.
- Virtual Competition Car Showroom - find the historic car you want!
- Annual Historic Motorsport Awards Charity Dinner.

Live events in Stoneleigh Park

- Rally Supercar Special Stage Demonstration by the world-renowned Slowly Sideways team, including many famous Group B rally cars.
- Championship-level Autotest Feature Event, organised by the British Trials & Rally Drivers Association.
- Winter Challenge to Monte Carlo. This classic rally starts from the show, with a competitive test within Stoneleigh Showground. The 100 starters will be flagged away by Timo Makinen and Rauno Aaltonen.

Members Cars - Mark Elvin - Rover Metro GTi

Rover Metro GTi MPi, bought in April 2004 from a dodgy geezer in Swindon for £500.

I bought the car as the GTi model is fairly rapid to start with, can with a little work/ingenuity be made to handle pretty well & has the cracking K Series engine that offers a revvy, powerfull powerplant in basic form. The 1400 can be taken up to 170bhp on the standard bottom end.

It is used for very occasional road use, although prodominently intended to be used for sprints & track days. I competed in three events in 2004, these being Llandow, The 2 Club Sprint at Colerne & The Pegasus Sprint at Castle Combe, obtaining 2nd in class at Colerne & a 1st in class at Castle Combe.

Modifications To Date

Suspension

Lowered the suspension

Added front camber, increased caster & altered front wheel alignment

Fitted AVO 22 position adjustable dampers to the front

Increased front hydrogas pressure by 33% & rear by 50%

Fabricated larger rear droop stops to help with weight transfer

Polyurethane suspension bushes to replace all rubbers

Solid mounted font subframe

Brakes

Mintex 1144 pads

Grooved front discs

Castrol SRF fluid

Engine/Gearbox

Fitted GE quickshift

Home made induction kit

Cold air feed pipes

Janspeed backbox

Safety

Safety Devices cage with harness bar
& crossed diagonal

Sparco Sprint bucket seats

Sparco Pro Racer saloon harnesses

Miscellaneous

Carpets & sound insulation removed

Yokohama A032R's - soft compound



Planned Modifications Before 2005 Season

Suspension

Solid mount rear subframe
Stiffer bump stops front & rear

Brakes

Fit braided hoses
New rear drums & shoes

Engine & Gearbox

Replace 3.7:1 final drive with 4.2:1 final drive
Fit limited slip differential
New clutch

Bodywork

Various tidying up. e.g. new rear arches a old ones are crusty
Glassfibre bonnet

Miscellaneous

Get some wet tyres!!!!!!!!!!!!

The car is good fun to drive & the developments over 2004 have made a huge difference, the largest improvement being the suspension mods. Insted of being boat like around the corners, it corners fairly flat & is reponsive to throttle changes mid corner.

Having said that, in the quest to cure the Metro's understeering handling, it does tend to bite in the wet, massive unprovoked oversteer being the order of the day,as well as being impossible to get any power down when wet. Perhaps running the Yoko's at Castle Combe in the rain was pushing my luck a bit.

www.turbobits.co.uk

TURBOBITS was created by club member Richard Bridge in February 2004 with the aim of providing specialist parts to the turbocharged car owner. Richard found that it was necessary to source parts from around the world for his own car, a modified Maserati Biturbo 425, and thought that if he had to shop around the world for parts that it would be a great business opportunity to open a UK shop for others.



MCC TRIALS – 2004 EXETER – LANDSEND – EDINBURGH



The Order of the 7th Day Trialists By Alan Spencer

Many of you will know that Bill and I have a religious bent - we are both 7th day Trialists. Three weekends of the year are given to the MCC's Long Distance Trials, with one of my fleet of Competition Minis.

Exeter January 2004

This year started with Bill informing me that he could not come out to play due to previously arranged commitment. So I started this year and entered on a Motorcycle (yes I also ride a motorbike) an XT 250 Yamaha Trial bike in class B. Three weeks before the event Bill tells me his dates are mixed up and he was available after all. OK so as I have already booked a twin room and the MCC supper I managed to get another room and Bill was told he must come to cheer me on and buy the beer after in his Morgan.

I started from Cirencester on the bike and we all rode through the night to the 1st stop at Haynes Motor Museum. Although it did not rain it was a little cold on the bike but we had a bit of rain during the previous week, that would make the hill slippy and it did.

I spent most of the day and night on my back in the mud, the bad weather always shows off the good and bad riders – good riders have low scores and bad riders have high scores and fails and fall off many times. Everything went rather well until “Tillerton” - just after Exeter where I went down on a rather slippy-greasy stone slab, and broke the foot peg. What do you do? The pegs are needed to enable the rider to stand up assisting balance. My trial is over, so the next hill is Fingles Bridge on the edge of Dartmoor, I have arranged to see Bill at this hill (with the Whisky) so off I go to Fingles (I will end the Trial there). On the way there I happen to spot this handy Agriculture Engineers who kindly weld the peg together for me, great now I can carry on. Meet Bill clear hill, along with the very next steep Clifords You, look back over the hill and can't believe how steep this one is.

On to Torquay and a finish – stopped on 2 hills – foot down on 1 – fell off on 2 not too bad, no award but have a finish.

I have not had so much fun and excitement in a long time even though I spent most of my time on my back in the mud.

The supper and the social meeting in the evening was the icing on the cake – great – so all you religious people out there we have discovered a new movement. The 7th Day Trialists.



Bristol Pegasus Motor Club and The Marlin Racing Club ***By Kieron Winter***

Members may be familiar with the Marlin Roadster kit car and may well have seen Mal Allen and Pete Hart out competing in events such as Classic Trials with their cars. Marlin Cars are now moving into a new market with their Sportster (front-engined roadster with room for a straight 6 or V8 engine) and the 5EXi (mid-engined K-series, Lotus Elise competitor).

To support the owners and enthusiasts of these cars, the Marlin Racing Club (MRC) has been launched. The Club is so named because the 5EXi will be raced in the 750 MC kit car series. It is likely that owners of these cars will want to compete in events such as track days, where the performance of the new cars can be appreciated. It is hoped that owners may also be interested in entering their cars in motorsport events. This is where the Bristol Pegasus Motor Club and Marlin Racing Club will link together.

The MRC co-ordinator is Ken Robson who lives in Bristol. Ken has previously been the local area organiser of the Westfield Sports Car Club. The MRC are not yet in the position to become a MSA recognised club, but wanting the opportunity for their members to get out and compete, they have approached us with a proposal that they join our club.

As part of the membership of the MRC, they will also become members of the Bristol Pegasus Motor Club. This means they will be able to enter the competitive events that we run as well as attending club nights. Likewise members of the Bristol Pegasus Motor Club will be invited to attend events that are organised by the MRC. It is hoped that both parties will benefit from this co-operation; in fact it has already started. The 5EXi attended the Track Day at Castle Combe in July and Ken is organising the Ice Karting evening in December.

A formal agreement will be drawn up and agreed by both parties and we will need to make an amendment to our Articles of Association to introduce an Associate Membership for those joining via the MRC. We will also take the opportunity to tidy up other areas of the Articles, which we propose to take at an EGM in March 2005. Details of the changes will appear in Backfire Magazine, and there will be an opportunity to discuss the MRC at the AGM.

We look forward to welcoming the MRC and hope that their members enjoy the events that our club has to offer.



October Club Night Report

Guest Speaker - Paul Weise

Report by Andy Moss

We were lucky enough to have the last minute opportunity for club Member Paul Weise to come to the October Club night to give us a talk.

Paul brought along the video "Aiming High" which was made by HTV a couple of years ago in which Paul, his son Jonathon and their Lotus Cortina featured.

The programme featured three competitors at a Prescott hillclimb event. As well as Paul and Jonathon, the film followed Russ Ward with his 5000cc V8 Chevron B42 and John Watts with his 500cc Jedi.

Paul gave us a fascinating insight into the making of the programme - a brief section featuring Paul and Jonathon working on the car took a day to film, and lasted for just a couple of minutes on screen. Although the programme appeared to feature a single meeting at Prescott it actually was shot at several events - an interview with Murray Walker at Prescott being filmed at a completely different meeting and edited to make it appear he was at the event being featured !

Paul explained that although they had asked HTV for a copy of the finished film several times he had to tape it off the TV as they never sent him one !

After a short break the evening continued with Paul telling us about some of his other cars, these included an early Marcos racer, which Paul rebuilt, and a Lotus Elan.

An excellent evening which was enjoyed by a very good turn out of club members.

Many thanks to Paul for taking the time to come and talk to us.



October Navigation Scatter

Report By Andy Moss

The October Navigation Scatter was a shared event with Bristol Motor Club (BMC) - we decided a couple of years ago to try to join forces on some of our Navigation events. This normally takes the form of one of the our three events at the beginning and the end of the year being BMC organised with us as an invited club and us returning the complement.

There were a couple of hiccups before the event - the dates on the two clubs calenders had somehow ended up different - with BMC having a 22nd of October date and ourselves having the event down for the 29th - hence some rapid communication of the correct date was required after we had sent out the Backfire. Unusually this event was planned by BMC member Paul Monis who unfortunately found at the last minute he was unavailable on the actual night to run proceedings. Fortunately BMC chairman Paul Parker stepped forward to oversee things on the evening and so we had an event.

Five crews signed on at the start at the Severn View service station - four Bristol Pegasus crews along with Allen Harris and Nick Rainbow from BMC. When the route instructions were issue we were presented with straight forward map reference plots, with a few more challenging bits of Navigation. Most crews seemed to cope with the plotting with few problems before trying to work out the best route to pick up maximum points.

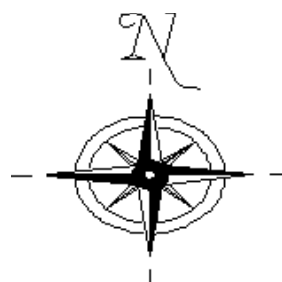
When the crews gathered at the finish point, it was clear that finding the answers to the route checks had not been as straightforward as plotting them on the map, and there was a wide spread of scores when the points were totaled up. In first place were Martin Emsley and Andy Moss, closely followed by Dick Craddy and Andy Rigler. Dick and Andy had managed to do very well - especially considering they had started the event in Andy's MGB, which had developed electrical problems, and been forced to make a detour to swap cars, finishing the event in his Golf.

The Renault of Howard Johnston and Paul Bird was just in front of the Land Rover of David Adams and Chris Goodchild, with Allen Harris and Nick Rainbow completing the results.

Thanks must go to Paul Monis and Paul Parker for their efforts in organising.

Results.

1. Andy Moss/Martin Emsley - 110 points
2. Andy Rigler/Dick Craddy - 90 points
3. Paul Bird/Howard Johnston - 70 points
4. David Adams/Chris Goodchld - 62 points
5. Allen Harris/Nick Rainbow - 50 points



Behind the Scenes at the Sprints

By Kieron Winter

Now that the season is drawing to a close, it is time to say a "Thank You" to those who gave help at the Sprints.

Colerne is a particular challenge for us as we arrive at an airfield and have to turn it into a Sprint course in a few hours. Therefore on the Sunday afternoon a now well-drilled procedure takes place. A hardy band of people get all the equipment needed out of the two stores and this year load it onto a 7 1/2 tonne truck hired by Martin Baker. As well as having a tail lift to play with, it enabled a team to drive around the circuit sorting out cones, signs etc in the back of the truck and dropping them off at the appropriate place. This is an improvement over the several trips that had to be made in Transit size van. I am sure given a bit more practice they will be able to do it Motorway Cone style without stopping!

We also need to set up the Paddock, put up awnings and put out signs. Therefore as well as the Clerk of the Course team, it is great that other club members come along and offer to help. In the past one well-known member was very handy with a brush to make sure that the course was swept clear of stones (well at least the bits of the course that he planned to use).

Another vital job on set up day is the collection of straw bales. This job has been done by another competitor; Jonathan Milne. His faithful truck (how does it get a MOT?) had to make several journeys to the Farm, but now only one is needed, as we have to rely on the Farmer bringing over the large round bales used to protect the fence. However the truck now has a starring role as the stage for the Clerks briefing.

At Castle Combe these set up chores are not required, as the circuit comes ready equipped. However there are other jobs required, thanks go to Martin Baker and Lewis Bird for preparing the Marshals Goody bags. Ian Hall arranges all the glassware trophies that are presented at the end of the event, and his wife Jenny sorts it all out in the Tavern and makes sure the right trophies go to the correct people (as well as taking their box). Using the full course of Castle Combe requires many marshals, and it is great that we are helped out by several single-seater drivers who come to help marshal their road car brethren. In the past others drivers who had entered, but had to withdraw have also been kind enough to come and help marshal, another who did the same this year was Pete Devall. He should have been driving the Davrian, but as described in last month's Backfire, he and his Dad Richie were cruelly robbed of the opportunity.

Thanks to all the members who have helped in events during 2004, it shows the spirit of a members club, that so many are prepared to do their bit, so that we can put on events at Colerne, Llandow and Castle Combe.



Bristol Pegasus Motor Club - 2004 AGM

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2004, at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m. (please note that this is 30 minutes earlier than our usual start date for Club Nights).

Agenda

Propose Minutes of the 2003 AGM	Chairman's Report
Treasurer's Report	Re-appointment of Auditor
Nominations for Board of Directors	AOB

Following the AGM, there will be a presentation to the 2004 Award Winners (see list). There will also be a complimentary buffet served during the evening. The night will end with the charity raffle.

Nominations for Board of Directors

It is proposed that the Board of Directors be increased from 11 to 12 positions. The following names have been nominated:

Mal Allen	Martin Baker	John Corfield	Martin Emsley
Chris Goodchild	Ian Hall	Phil Harris	Andy Moss
Tim Murray	Ken Robson	Alan Spencer	Kieron Winter

For those not able to attend the AGM, the following Proxy Vote form is attached. This should be returned to the Secretary no later than 12th December 2004.

2004 Award Winners

The following club members have won awards that will be presented at the AGM:

Paul Bird	Matt Marples	Howard Johnston	Martin Emsley
Andy Moss	Mal Allen	Alan Spencer	Steven Spencer
Martin Baker	Mark Roberts	Jonathan Milne	Jeff Bruce-Southern
Pete Goodman	Tony Thorp	Peter Williams	Pete Crudington
Nick Wood	Paul Perkin	Dave Cutcliffe	Mark Elvin
Kevin Jones	Mike McBraida	Simon Tidmus	Richard Gambling
Pete Devall	Ian Hall	Ross Browne	Paul Bishop

Winners of the November Nav Ex

Winners of the December Nav Scatter

Winner of the Marshals Award

Winner of the Committee Rose Bowl

1st, 2nd & 3rd places in the Clubmans Championship

Nomination for Board of Directors

Name of Nominee: Signature of Nominee:

Membership Number:

Proposed By:

Signature:

Membership Number:

Membership Renewal

Included with this months newsletter is your 2005 membership renewal.

Please complete and return to Membership Secretary Mal Allen ASAP.

If you have recently joined and have membership through next year you can of course ignore the form, as of course, can honorary members.

We have decided that from January all members will receive a printed newsletter. The electronic version will be available from the club website for members to download - details of how to get the newsletter from the website will be published in the January edition.

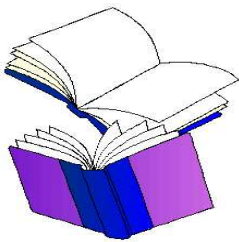
While the electronic format has been quite successful many members have found it quite a large file to download and have missed being able to share the paper copy with family and friends. We have also changed our printing arrangements, which means the printers are doing more of the work in folding and stapling the newsletter, while at the same time offering us a very low cost per newsletter. We hope by making the electronic version available via the website members can enjoy the best of both worlds.

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

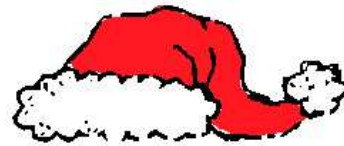
Visit www.bristolpegasus.com

Click on bookshop & then click the Amazon image at the top of the page -

Anything you then buy on the Amazon site will earn 5% commission which the club will pass on to St Peter Hospice.



The amazon site sells books, videos, CD's, DVD's etc etc ideal for Xmas Shopping !



**A Merry
Christmas and a
Happy New Year
to all Club
Members**



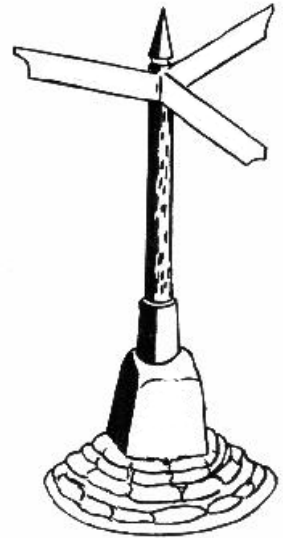
Two Great Events for December 2004

Friday 3rd December - Nav Scatter

Matt Marples and Mark Astin organise the last Navigation event of 2004.

The event will start on the A46 near Leighterton GR 810 906, signing on from 7.15, start 7.45.

The maps used will be 162 and 163 both edition c1.



Monday 13th December - AGM Buffet & Prize Giving

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2004, at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m. (please note that this is 30 minutes earlier than our usual start date for Club Nights). A free buffet and awards presentation will follow the AGM.



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.