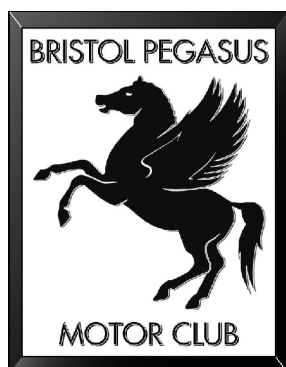


# Backfire

February 2004



## The Magazine of the Bristol Pegasus Motor Club

**Cover** : 2003 Pegasus Sprint Castle Combe  
Pete Goodman in the Subaru Impreza  
Photo : Jerry Ree

## **Events for February 2004**

### **Clubnight - Bugatti Trust Talk**

**Monday 9th February**

We welcome Richard Day, the Curator of the Bugatti Trust at Prescott who will give an illustrated talk on "The cars of Ettore and Jean Bugatti". Richard was our host when we visited the Trust last August. Those who attended, know that Richard has a great depth of knowledge on all things Bugatti and is an excellent speaker.

His talk will concentrate on the road and Competition cars produced by Bugatti. Bugatti were also involved in many other areas of manufacture and design and I am sure that Richard will be able to answer any questions that members have on the subject of Bugatti. The talk will commence at 8.30 pm.

### **Navigation Scatter**

**Friday 27<sup>th</sup> February**

Start: Gordano Services J19 M5.  
Sign on from 18.45 for a 19.30 start with and expected duration 2½ hours.

Navigation will be a mixture of grid references and straightforward navigation with nothing too difficult, the idea being to give those that choose only to plot grid references enough to do for the evening and be able to reach a respectable score, while those that attempt to plot more have the opportunity of greater scores.

Map 172 latest edition will be required.

## **Skittles Evening** **Saturday 13th March**

We have received an invitation from the Bristol Motor Club to join them for a game of skittles. The game will be held in the Hambrook Pavilion on Hambrook Common. If you would like to join in the fun, then please let Kieron Winter on tel: 01275 373363 (h) or 0117 9796515 (w) have your details. More details will be available in next month's Backfire.

### **Invite to a Sprint practice**

**Sunday 14<sup>th</sup> March**

Devon4Motorsport have invited us to their annual Sprint practice day at the Dunkeswell Kart Racing circuit. This year the event will be held on 14<sup>th</sup> March & will start at 12 noon. They are offering drivers the opportunity of a minimum of four runs around the 1.8 lap sprint circuit. The runs can be taken at any time to suit the driver between 12 noon and 17:00hrs, allowing plenty of time for tweaking the car to find that last 100<sup>th</sup> of a second! To assist in this they will be providing their usual array of timing information, launch time, lap split time & total elapsed time. Weather permitting they will also have their speed trap working.

John Corfield has some regs but note that entries must be in by 8<sup>th</sup> March, the maximum number of entries is 60 (min 30) and the entry fee is £40.

### **Navigation Exercise**

**Friday 26<sup>th</sup> March**

Being organised by Tim Murray - more details next time but put the date in your diary!

As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP [backfire@bristolpegasus.co.uk](mailto:backfire@bristolpegasus.co.uk) Fax (0870)139-2108 - Club Website  
WWW.BRISTOLPEGASUS.CO.UK

## **Inter-club Karting Sunday 4<sup>th</sup> April**

Just to give you plenty of warning, and another date to put in your diary, Sunday 4<sup>th</sup> will be our karting challenge to BMC. More details nearer the time.

### **For Sale**

CITROEN AXGT 1990 Graphite metallic, excellent original cond inside and out, 2 prev owners, stereo, new battery, good tyres, lowered and stiffened, full history, no rust, 6 months tax, 12 months MOT. - £850 ono.

Good home sought for this proven little sprint starter car, only weighs 720kg, easy to look after, quick, great fun.

Past Pegasus Sprint class winner, phone for full details; Pete Goodman 0117 9605367 or pete@goodmanbs15.fsnet.co.uk

## **Clubmans Championship**

**up to the Jan Nav Ex**

**Results prepared by John Corfield**

<b>Points</b>	<b>Entrant</b>	<b>Pos</b>	<b>No. Events</b>
5.44	Matt Marples	1	1
5.44	Paul Bird	1	1
4.89	Andy Moss	3	1
4.89	Martin Emsley	3	1
4.06	Chris Goodchild	5	1
4.06	Dave Cutcliffe	5	1
4.06	David Adams	5	1
4.06	Martin Baker	5	1
2.11	Allen Harris	9	1
1.00	James Harris	10	1
1.00	Mark Wright	10	1

## **Dick Mayo - New Honorary Vice President**

Dick Mayo has accepted our invitation to become an Honorary Vice President in recognition of his longstanding and valuable commitment to National, Regional and Local Motor Sport.

As a lifelong member of the Bristol Motor Club, Dick has been an integral part of the Colerne Sprints joint team since before the first event in 1976. Throughout that time these and other events have strongly benefited from Dicks influence, wide experience, challenge and an undiminished expectation of high standards. Via this link our own events have also benefited.

Dick has also been a strong influence in ensuring the current excellent relationship between the BPMC and BMC.

Dick is a past Director of the Motor Sports Association, has been the General Secretary of the ASWMC since the 1970's and has chaired the MSA Speed Events and Regional committees.

We must not forget that this extensive involvement in Motor Sport could not have been possible without the support of his wife Ann who we also welcome as an Honorary Member.

We hope Dick and Ann enjoy their closer relationship with the BPMC.

They are both most welcome.

## Navigation Exercise Friday 30<sup>th</sup> January

Being the first of the joint BPMC and BMC Navigation events for 2004 the starting point for this exercise was Great Barnets Wood on the B4235 to the west of Chepstow.

Ten crews signed on with three claiming novice status. While the route definition for both experts and novices was essentially straightforward the organisers attempted to put some challenge into the navigation within the herringbone/straightleg section. Regrettably the illustration of white roads on an 'only where needed for clarity' basis caused confusion for some. However with a little organisers help all crews left the start with adequate time for a quick run to the finish along an interesting route which was at times demanding.

The 26.5 mile route initially lead via Mynyddbach to Shirenewton then on through Trewen, Llanvaches, Parc Seymour before turning north into Wentwood and onto Gaer. Here it headed east via Gaerllwyd, Bullyhole, Kilgwrrwg Common and Nex Common before turning south passing to the north of Glyn and through Itton Common prior to

finishing at The Huntsman at Mynyddbach. The isolated nature of some parts of the route would not have been fully obvious at night.

Regrettably the Hopkins/Palmer Seat Ibiza, having started, retired when one of the crew received a mobile call that resulted in a need for him to return to work! The nominal finishing time was 10.10pm and all crews finished within the limit bar one that just nudged into the penalty period.

While the organisers had prepared a ten question motoring quiz as a first place tie decider this was not used because Matt Marples and Paul Bird scored a commendable 185 points out of a possible 235. A survey of the answers once again shows that all questions were answered by one crew or another.

In summary, therefore, unintentional delays at the start did at least stretch navigators skills and consequently provide the crew with a challenging drive to the finish where the rather cold atmosphere of the Huntsman provided the opportunity for sharing of experiences and views..

Thanks for entering.  
Andy Rigler – Clerk of the Course  
Dick Craddy - Secretary

1	Marples/Bird	Peugeot 205	185 points - 1 <sup>st</sup> BPMC
2	Moss/Emsley	Peugeot 106	175 points
3 =	Adams/Goodchild	Land Rover	155 points
3 =	Cutcliffe/Baker	Peugeot 306 Gti	155 points
5	Sissons/Burrows	Honda Accord	100 points - 1 <sup>st</sup> BMC
6	Brophy/Brophy	Peugeot 206	95 points - 1 <sup>st</sup> Novice
7	Harris/Rainbow	BMW 328i	90 points
8	Freelove/Gough	Honda S2000	71 points
9	Wright/Harris	Vauxhall Calibra	30 points
10	Hopkins/Palmer	Seat Ibiza	Withdrew

# **The Bristol Pegasus 'Flying Club' by Martin Emsley**

26<sup>th</sup> November 2003 was a sad but historic day in flying history; when Concorde returned to Bristol, much has been written and shown on film about this occasion and I have no intention to add to that except for these few lines to fill space.

December 2003 was also momentous firstly because I had my first flight in a light aircraft and secondly because it was part of the celebrations marking the centenary of the Wright brother's first flight. Once again much has been recorded of their first flight so I will instead concentrate on the slightly less important one.

It started at the club AGM when Bob Hart, who holds a private pilots licence suggested to me that he was intending to fly on 17<sup>th</sup> December to support the required hours on his

licence and to take part in his flying clubs aim of getting 100 people in the air that day to mark flights centenary.

As he had 3 spare seats would I be interested in filling them in return for a donation from the occupants to St Peter's Hospice? A very generous and thoughtful offer which was gratefully accepted.

Thus on a beautiful, clear Wednesday afternoon Kieron Winter, Gerry Bath, Bob and myself motored up to Staverton in Kieron's new Vauxhall Astra Coupe. Very impressive too, I sat in the back and there was plenty of room for my 6ft 1 frame and it was very comfortable.

We intended to lunch en-route but being Xmas season the pubs we passed were heaving. The cup of tea and 'home made' cake we had at the flying club were a mighty fine alternative to a smoky atmosphere and false loviness induced by alcohol.

**Martin  
Emsley  
beside the 4  
seater  
Cherokee  
Arrow**



Although arrangements and people at the club appeared a little chaotic, Bob soon got us organised and registered before we walked out to our mount, a four seater Cherokee Arrow of 1973 vintage I believe.

Bob carried out pre flight checks, then all aboard, Kieron – tail gunner, Gerry – navigator, Bob- pilot and myself bomb aimer and nose gunner, ready to take off and bomb the enemy, or am I getting just a little carried away.

Bob explained some of the instruments and being up front with him I admit I struggled to prevent my limbs fouling the stick and pedals. We taxied out, then down the seemingly vast runway before soaring up into the blue, cloudless sky.

We had approximately 40 minutes in the air, I managed to shoot some quite nice photos, I believe we were at about 2,000 feet and flew up towards Evesham before turning and

returning. We got some superb views including the Cotswolds and Malvern Hills I think. I am sure Bob will correct me if I am wrong. The flight was so interesting, comfortable and smooth, very different from the large passenger jets usually flown in.

Coming back to the airfield we overshot and did a circuit, this gave a great view of the facility and M5, how often I have looked up and wondered who is in the little planes whilst motoring up or down.

In we came, a nice landing then taxi back in, it was all over much too fast. A bonus was being presented with a certificate and commemorative thimble marking the occasion which was a nice touch. We stayed a while to see a stunt plane trying to 'write' 100 in smoke, not wholly successfully then motored home, elated. What an experience, yes would love to do something similar again, very many thanks to Bob for making it happen, much appreciated.



**Coming in  
over  
Staverton  
Airfield at  
Gloucester.**



## Autosport Show 2004

By Andy Moss

Having just returned to work after Christmas and new year what better excuse to take a day off than a visit to Autosport international at the NEC, Birmingham. For the past few years we have gone on the Friday "trade" day, which anyone with a MSA competition license can get tickets for. I am told the public days on Saturday and Sunday are much busier, as well as having the disadvantage that the interesting Autosport Engineering exhibition is replaced with somewhat less interesting hot dog stands.



So it was an early start for the five of us who set out in the luxurious surroundings of John Corefield's Toyota people carrier in order to get to the NEC in time for a coffee before the doors opened at 9am.

This year the Karting area had been moved to a larger hall, to be joined by a pair of Caterham Sevens giving rides to anyone who wished to pay

for a spin around the slippery surface - much more entertaining than the wheel changing competitions, that they have been used for in past shows. The karts however did not look as good as the gas powered ones we tried out last year, and the decision was made to give them a miss.

The Formula one scene was represented by a recreation of a typical Grand Prix starting grid, with the cars arranged in last years championship finishing order.

A special display of eighteen of the most sought-after Ferraris worth more than £25million, was brought by Galleria Ferrari, the official museum in Maranello. The display celebrated the history of the company from 1947 through to the present day. Amongst those displayed were five World Championship winning cars, three belonging to Michael Schumacher.

Other cars on display included a 250 GTO driven by Graham Hill. Also on show was the F50 created to celebrate Ferrari's 50th anniversary in 1995 - the cars 4.7 litre engine was derived directly from the Formula One unit used on the 1989 F1-89.

Club level motorsport was represented in the "National Motorsport Area" which was specifically aimed at club competitors and those keen to understand the various forms of affordable and entry level motorsport.

The Motor Sports Association had their usual prime position at the

entrance to the show offering information on how you can become involved circuit racing, rallying, hill climbing and sprints, trials and Autotests.

As always there was a large area devoted to Karting - 50 stands including Kart manufacturers, teams, championship organisers, circuits and accessories.

Autosport seems to get bigger and better each year, and is definitely well worth the trip to the NEC. At the end of a hard days exploring we stopped at the Swan in Tytherington on the way home for a well earned beer and an excellent meal.



## **Bristol Classic Car Show 2004** **By Andy Moss**

2004 marked the 25th Bristol Classic Car Show. Many club members will remember the early events held at the Bristol Exhibition Centre in Cannon marsh, now the home of many bars and restaurants.

In the absence of a exhibition centre in Bristol itself, the event is now held in Shepton Mallet - more like the Yeovil Classic Car show, and certainly a fair old journey for those of us on the North side of the city. The journey down to the Bath and West Show ground took about 1 hour 15 minutes, via an extremely wet and windy M5 and A371, with the return journey via the A37 taking just over an hour.

The three main halls hosted around

200 vehicles, from seventy different clubs.

Prize for the most imaginative stand must go to the Morris Minor Club, who featured the Wallace and Grommit "Restore-o-matic" - rusty Morris in one end, select Concours, Modified or Custom and out pops the completed car at the other end ....

In common with many classic car shows these days some of the stands had more than just polishing going on - notable examples included a Morgan under going major work on the front suspension, as well as a Citroen 2CV which was in the process of having its rusty chassis swapped for a new one.

As always the trade and auto jumble area is one of the main attractions of the show, with the largest exhibition hall filled with 200 stalls selling parts, tools, books and memorabilia.

An excellent alternative to watching the wind and rain on a truly horrible winters day, however I am sure the show would be even more popular with both exhibitors and visitors if a suitable venue could be found in Bristol.

