
Backfire

February 2005



The Magazine of the

Bristol Pegasus Motor Club

Photo : Two Club Sprint 2004
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Monday 7th February

BPMC Club Night - Wheatsheaf Inn, Winterbourne, 8:30pm

Guest Speaker - Reg Palmer - Racing a Classic Saloon Car



For the past two years, Reg Palmer has been competing in our Sprints with his Maserati Bi-turbo (you can read about his exploits in the December 2004 Backfire). However before this, Reg raced for several years in Classic Saloons. Reg will talk about some of the cars that he has raced (including big American Fords Mr Emsley), some of the other characters racing and some of his escapades. The

talk will be illustrated with some video footage and he will bring along his scrap books containing photos and race reports.

Friday 25th February - Navigation Scatter

The February Navigation Scatter is a joint event with Bristol Motor Club and will be held on Friday 25th. The event will start from Gordano Services off Junction 19 of the M5, and the event will take place entirely on map 172. The finish will be advised in the final instructions, but will be before midnight.

Signing on and scrutineering will be from 18.45. Initial Route information will be handed out at 19.30. The event will take place entirely on map 172. It should be possible to visit 75% of the points without covering more than 40 miles.

Entry forms are available from the club website or from Secretary of the Meeting Paul Parker - 01275 843478 or britishsprint@paulparker.f9.co.uk. There will be no entry fee however cheques will be required if you require insurance cover.

Minimum Equipment needed : Map 172 (latest edition), map-board, torch, pencils, romer.

Saturday 12th March - Marshals Training Day

We will be using our room at the Wheatsheaf to host the training day for Sprint marshals. We will be joined by members of the Bristol Motor Club and MG Car Club, so we would like a good turn out of our club members. The day is designed for experienced marshals, new marshals and people who have never marshalled before, but would like to find out what it is all about.

The day will be run by some familiar faces such as Bob Hart and Martin Baker. The training will be classroom based, so there will be no need to dig out your weather proof clothing.

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

If you would like to attend, please can you contact Bob Hart on tel: 0117 9409772.

Agenda for Sprints and Hill Climb Marshals' Training Day

Basics of Course Marshalling

Start Line and Paddock Marshalling

Event structure - What other people do and who is responsible to whom and for what.

Incidents and incident reporting

A lot of the day will be participatory, with delegates in syndicate groups reviewing and reporting on videos of speed event incidents and the follow-up actions.

Registration & coffee from 0900 for a 0930 start. Coffee lunch and tea provided. Finish about 1530.

Monday 14th March – EGM & Club Night

Notice is hereby given that an Extraordinary General Meeting (EGM) will be held on Monday 14th March at 8.30 pm at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will be held to give approval to the revised Articles of Association.

Important Date Changes

In the week that Mal Allen was sending out the 2005 club cards and calendars, we were informed of two date changes. The marshals training day planned for the 5th March will now move one week to the 12th March. The second change is for the Test Day at Castle Combe. Due to a change in the Motorcycle racing calendar, Castle Combe have had to bring our Test Day and 60th Anniversary Celebration forward two weeks, it will now be held on Saturday 16th July.



BPMC in the News

*The following report is re-printed from
Motoring News*



News in brief

Bristol Pegasus MC made a special presentation to member Martin Emsley at his end-of-season awards night. During the 2004 season Emsley achieved what is believe to be a first for the club. But he's not put him up with pantheon of greats including the likes of Martin Brundle, Peter Solberg, John Cleland and Colin McRae. BPMC recognised Emsley's fine achievement of winning a class award at the Wessex Sprint at Colerne last May with his Citroën AX GT crossing the finish line on its roof. His award was a scale

diecast model with roofline suitably flattened, fixed upside down, between some chequered finish line markers.

*Download the electronic version of backfire in pdf format at :-
www.bristolpegasus.com/backfire*

MOTORSPORT ARRIVES IN BRISTOL

By Pete Stowe

April 1900 marked the first time a competitive motorsport event was seen in the Bristol area when, on the 23rd of that month, the city was host to the 1000 mile round Britain Reliability Trial at the end of its first day. Indeed, apart from some races on the velodrome at Crystal Palace in 1899, this three-week long event really signalled the beginning of motorsport in the UK.

Back at the dawn of the 20th century motor cars were rare in Britain, these new vehicles being enjoyed by relatively few, well-off, individuals. And a large part of the populace were not too appreciative of these wealthy joyriders speeding around, kicking up great dustclouds and running down livestock. With usual means of travel and transport then being by either horse or railway, those with established interests in bloodstock or the railways were also concerned that this new form of transport, only legalised four years earlier in 1896, would pose a threat to their investments.

To help the fledgling British motor industry publicly demonstrate that motors were desirable and legitimate vehicles, and not just rich boys toys, Claude Johnson, Secretary of the Automobile Club (the forerunner of the RAC), conceived a 1000 mile trial over some of the most demanding roads of England and Scotland, with exhibitions of the competing vehicles in the major towns and cities visited en-route. Such an event would not only demonstrate the reliability and performance of the motors, but also allow people, many of whom would not even have seen a car before, a close-up view of these vehicles. The Trial, from London to Edinburgh and back, was scheduled over three weeks from 23rd April to 12th May.

Motoring enthusiasts and the budding motor industry accepted this challenge, 83 entries being received. A mix of trade entries, with 'professional' drivers, and private individuals, this encompassed a wide variety of vehicles, petrol and steam powered, from one-person motor tricycles to large family wagonettes, and even a Daimler bus; from voituresses to 12 HP giants such as CS Rolls' Panhard, the fastest car in the country at that time. Looking down the entry list only the name of Peugeot remains unchanged today as a car maker, but other names, such as Benz, Napier, Daimler (one such driven by JD Siddeley), and Wolseley (driven by Herbert Austin) are still familiar. There was one lady entrant, Mrs. Bazalgette in a 3HP Benz Ideal, while some Frenchmen added a continental flavour.

While the accent may have been on reliability rather than speed, there was after all a maximum legal limit of 12 mph then in force (and the Trial regulations denied drawing any advantage from exceeding this, or 8 mph through towns and villages) the overall event did include a number of optional timed tests, such as hillclimbs in the Lake District and Scotland, and a 1-mile speed trial (i.e. a sprint) at Welbeck Park in Nottinghamshire - the first outright speed competitions in the UK.

Bristol, however, was just to be the staging post at the end of the first day's 118.5 mile run along the old coaching road (the A4) from London. By the time cars reached Bath heavy rain had fallen making progress over the greasy tramlines and soaked sett paved streets of the town particularly difficult. Following a stop in Bath for tea, the route led on through Saltford and Keynsham, with cars nominally scheduled to reach Bristol

at 6.40 pm, where the inward control was manned by Messrs. CD Edbrooke and TD Willard. The Bristol organising committee had provided a sting in the tail for the first day however, as before reaching their final stopping place, the Drill Hall on Queens Road, competitors had to tackle the stiff climb up Park Street.

First to arrive in Bristol, just after 4pm, was CS Rolls' Panhard, with other early arrivals including SF Edge in an 8HP Napier and John Scott Montagu in his 12HP Daimler. Many took the hill with ease, in front of large crowds on College Green and Park Street itself, but some of the low-powered single- or twin-cylinder cars just struggled up in first gear, helped by their dismounted passengers pushing at the rear, while a few had to go round by Colston Street and Park Row to avoid the climb.

The Bristol Times & Mirror reporter recorded that "with so many engines driven by petroleum spirit there was a noticeable odour, but it was not strong enough to be entirely disagreeable. The motors generally seemed to be under splendid control, and the ease with which the steering apparatus worked was generally remarked upon by the spectators." One vehicle perhaps not so under control had been the Simms 'Motor Wheel', a front-wheel-drive tricycle, steered through the rear wheel, which, having already skidded and overturned on the tramlines in Bath, repeated that exercise in Brislington, and turned up in a "most dilapidated condition", although the driver was unhurt and finished within his time allowance. The cars had to negotiate some road works at the lower end of Queens Road where the Bristol Tramways Company had their lines up, leaving just enough room to get through and park up in the Drill Hall, where Messrs. W Kemp, J Broadrib, and Dr. ED Bernard were in charge. There they could all be viewed by the public between 6.30 and 11pm (admission 2 shillings), although the stragglers, beset by various difficulties, were still arriving until shortly after midnight.

While a few had dropped out en-route, most had eventually arrived safely, and but for the enforced 12 mph average it was reckoned that three times that speed could have easily been achieved by the more powerful cars. The Bristol Times & Mirror noted: "A trip from London to Bristol in a day demonstrated well the capabilities of motor vehicles to fit between an express train and driving behind relays of good horses."

Next morning, Tuesday, cars were taken out of the hall, to have the dust of the previous days run cleaned off, and "Queens Road, Park Street, and other thoroughfares were full of bustle, the cars were whisking about in all directions" - the first signs of traffic congestion in the city, perhaps?

Back inside the Hall, the cars were once more on display to the public (noon to 6pm, one shilling; 6pm to 10pm, sixpence, with the proceeds going to the Lord Mayors Boer War fund) with a good crowd taking the opportunity to inspect them and listen to explanations from the owners and drivers and, in the evening, also listen to the band of Gloucestershire Regiment 'City of Bristol' Battalion.

On a grey and cold Wednesday morning the cars filed out of the Drill Hall ten minutes before the due start time of 7am for the 92.5-mile run to Birmingham. A large gathering of spectators were on hand to see them off, in order of their arrival on Monday, the route leading up Whiteladies Road, Redland Park Road, Clyde Road, Zetland Road and Gloucester Road to Horfield Barracks and the Bristol outward control. Leaving there at 30 second intervals, they continued via Almondsbury and Thornbury Station (control: Messrs. Stewart Irwin and William Sindry) and onto Gloucester, where the first

car arrived at the breakfast halt shortly after 9am.

Three weeks later, having travelled via Birmingham, Manchester, Carlisle, Edinburgh, Newcastle, Leeds, Sheffield and Nottingham, 49 of the original 65 starters arrived back in London to be officially classified as finishers, with private entrant Charles Stuart Rolls in his Panhard receiving the Gold Medal award. Overall the event was judged to be a great success, putting motoring and the motor industry on the map in the UK.

Following the Trial's visit to Bristol, the Times & Mirror expressed the view that "All new departures are looked upon coldly in this country, but the motor car, nevertheless, is an innovation which is bound to make its way sooner or later, according to the manner in which automobilists conduct themselves. If they are content to move about at a reasonable rate, there is no doubt that the public will gradually become accustomed to the new carriages, and the prejudice existing will in a few years disappear." There are probably a few points there which are still contentious today. However, the 1000 mile Trial effectively initiated motor competitions in this country, and the basis of today's rallies and classic trials, and hillclimbs and sprints, can clearly be seen.

The following years, leading up to World War One, saw the formation of several motor clubs in the Bristol area (the Bristol Bicycle & Motor Club, the Bristol & Gloucester Automobile Club, the Somerset Automobile Club, and the Bristol Motor Cycle & Light Car Club), with public roads at Shipham, Wraxhall near Shepton Mallet, and at Lansdown and Weston in Bath being used as venues for speed hillclimbs.

Motor Sport had truly arrived in Bristol.

Chairman's Report – 2004 – Part 2

By Kieron Winter

***We continue Chairman Kieron Winters
review of club activities in 2004***

Outside Events



Members have been out and about competing in other events.

Ian Hall has been competing in a BARC North West race championship with his Darrian. Ian finished second overall in the Championship, and if there had been a few more entrants in his class, he probably would have won after taking six outright victories.

Dave Cutcliffe did not enter the British Sprint championship this year as his engine was held together with glue and bandages and he was expecting it to blow up at any time. As reported Dave managed to take FTD at three of our Sprints, but at Pembey in September it finally cried enough. I guess we all know what Dave's winter project will be.

In Trials we have had Mal & Donny Allen, Pete & Carlie Hart out competing. As Bill

was not available, this year Spence decided to enter the Exeter on his motorbike. Spence is known for something breaking on his Mini, which he usually manages to fix and carry on. In keeping with his tradition, this year he broke his bike and luckily he came across an Agricultural Engineers, who were able to weld it up and get him on his way.

Other members have been out competing in Sprints and Hillclimbs and other competitive events, I apologise for not knowing details of what everyone has been up to, so why not write an article for Backfire so we can all read about it.

The club has also supplied marshals to events, with a large contingent on the Bristol Sprint at Castle Combe and on their Allen trial.

Competitors – 80 members scored points in the Clubmans championship which is up from 76 in 2003.

Marshals – 39 members (36 in 2003) scored in the Marshals Championship, of which 18 were organisers in one capacity or another.

Other thoughts

On the publicity front thanks go to Pete Stowe for his help in getting coverage in the local press. Motorsport News introduced a new page called Club Focus, and with Pete being quick off of the mark, we were the first club to feature in it.

Four club members took part in the MSA organised training day for Secretaries of events and other non-licences officials. 2005 will see MSA training days for Clerks of the Course and on Saturday 5th March, there will be a training day for marshals held here at the Wheatsheaf. The Clerks from the Two Clubs Sprint will run the day and it will be good to see support from our club members. As the event will be held indoors, I assume that there will be no fire fighting practice !

Membership

Thanks to Mal Allen for running the membership. The renewal form for 2005 is included in Backfire. If you lose it, it will appear on the Website in the future.

Backfire

Thanks very much to Andy Moss for all his efforts in producing and distributing the monthly magazine. Also thanks to Liz who does a lot of the work in printing and issuing the magazine. Towards the end of the year, Andy has found a new printer who collates and staples the magazine, all for a lower price. Therefore it is proposed that everyone will receive a paper copy, whilst an electronic copy will be posted on the website.

Articles this year have covered many varied topics such as: The Milli-Union 500cc car, Alison Emsley's birthday surprise which included driving a Bus, Tom King's Austin Seven story, reports on Silverstone's Historic race meeting, Martin Emsley's adventures in the in the deep south of the USA where anything of interest had a BPMP sticker stuck on it, an article on engine oil, a visit to the motor museum at Loheac,

Brittany, RAF Hercules aircraft being used to house speed cameras (was this in the April issue ?), Pete Stowe's article on Geoff Brown's Turner, Richie Devall's obituary to his Davrian which was very sadly burnt out at Llandow a few days before the Pegasus Sprint, quickly followed up by a welcome to his new car a Ginetta G27, Mark Elvin's Metro GTi and an article on Trialists.

All of these were also joined by reports on the club events. Andy is trying to bring you a varied Backfire, so please send in articles, details of your cars etc.

The website address changed in 2004 to www.bristolpegasus.com. Andy has done a good job of keeping it up to date, not always easy when he is working away from home. If you have any suggestions for information or links you would like to see, I am sure Andy would welcome your suggestions.

Charity

Once again we have set out to raise some funds for St Peter's Hospice. In fact the fund raising year started on 17th December 2003 when Bob Hart took Martin Emsley, Jerry Bath and myself for a flight from Staverton Airport. The flight was part of Bob's flying club's event to celebrate the 100th Anniversary of the Wright Brothers first flight. Bob very kindly paid for the flight and the three of us made a donation to be passengers.

Last year you will remember Pauline Gullick paid us a visit and she remembered our efforts to raise money for St Peter's. She very kindly got Michelle Mounton to sign a Race of Champions T Shirt and sent it to Martin Emsley. This was then put up for auction on ebay.

Many of you may remember Club member John Wookey who died of cancer a couple of years ago, his wife came along to the Club stand at Frenchay and offered us a couple of helmets and flameproof suit. These have been sold and the proceeds donated to St Peter's. In talking to John Corfield, it became apparent that John's Opel Manta was still in the garage. John and Martin Emsley have agreed to try and sell the car on ebay, with again the proceeds going to St Peter's.

Money was also raised at the track day raffle, auctioning other items on ebay, John Corfield's efforts in selling Sierra headlights (article in current Backfire), commissions received from sales on Amazon via the club's website and tonight's raffle.

Thanks to Martin Emsley for his enthusiasm and effort in fund raising.

Committee

Thanks to all the Committee who have contributed this year to organising and running events. They all give time to the Club, which enables us to run the varied mix of events, both social and sporting.

Sad Event

One sad thing to report was the loss of Dick Mayo to his battle with Cancer in March. Dick was a life long member of Bristol Motor Club and as such was involved with us in

the running of the Two Club Sprint, firstly at Wroughton and then Colerne. Dick was also the Secretary of the ASWMC and served on many MSA Committees. He was a unique character, did not suffer fools gladly, but was always very committed to grass roots motorsport. As a tribute to the work that Dick has done over the years, and the close relationship with our own club, we were very pleased that Dick accepted our offer to become a Vice President of the Club and his wife Ann, an honorary member of the club.

The club was well represented at his Funeral, which also had many other people from the world of motorsport in attendance. My own memory was of Dick, was him sat at the top of the Fuel bunker at the old Colerne course, and when a red flag was shown, running down, jumping into his Alfa and driving to the scene of the incident to sort it out.

Dick will be remembered with the Bristol Motor Club's July Sprint being renamed the Richard Mayo Castle Combe Sprint.

The Future

This year we were approached by Ken Robson to see if the club were interested in an association with the Marlin Racing Club. This was being set up for owner of the Marlin Sportster and 5EXi. It is hoped these owners will want to take part in track days and motorsport events such as Sprints and Hill Climbs. This is where the BPMC comes in, because they can do those things as members of the BPMC. So when they join the MRC, they will also be members of our club. The members of BPMC will be invited to take part in events organised by the MRC – one of these being the Ice Karting last week.

A formal agreement will be drawn up between the two clubs and we will be changing the Articles of Association to accommodate this new type of membership. We will also take the opportunity to tidy up other areas of the Articles; we will do this at an EGM in March 2005. Details will be printed in Backfire magazine.

2005 will see the 60th Anniversary of the club. It seemed like it was only a few years ago that we celebrated the 50th Anniversary with a get together of members and guests at BAWA.

This year we intend to combine the 60th Anniversary celebration with our Track Day at Castle Combe on 30th July. Details of the celebration still have to be finalised, so if you have any thoughts, please let one of the Committee members know. However we want to get as many members together as we can at Castle Combe, again details will be issued in Backfire.

Best wishes to you and your families for the new year, we look forward to seeing you at one of the club events, either sporting or social.

Members Cars - Matthew Searle
BMW CSL 3,500cc 1973



I have owned the car for 3 years, it was bought at Bonham and Brooks Auction at Silverstone Historic Festival on 25 Aug 2001.

The car was bought because it was 70's childhood favourite. It is road legal (just) and is used for hillclimbs and sprints, I won class D11 2 years ago in the ACSMC championship (not a lot of competition).

The car is highly modified, with race engine of 3,500cc, fully adjustable suspension, cage, racing tank etc.

I'm not in the owners club, not really a BMW person.

Before this I had an Iso Lele, not for competition use, would swop for a F355.

My favourite thing is the noise, violence, go. Annoyed by 1" ground clearance, noise, violence, range on 20L tank.

I use Bayford Motors of Wincanton to keep it running. MOTs care of Chalks in Wincanton, they don't like 032 tyres. Not been to a repair shop yet, but thinking of adding arches to cover a set of 9" rims on the back and 8" on the front, currently 7" all round.

Performance parts, v. expensive AP clutch found by AC Services of Bridgewater, Andy is great at finding parts.



Market Place
Free Adverts for Motoring related items



BOOKSHELF CLEAROUT

HAYNES MANUALS (£3 each)

Austin MG & Vanden Plas Metro. 1980 to 1987

Saab 90, 99 and 900. 1979 to 1987

VW Golf & Vento. Feb 1992 to 1996.

VW Golf & Jetta. 1984 to 1992

Hillman/Chrysler Imp. 1963 to 1976

Range Rover (Petrol) 1970 to 1992.

HAYNES PURCHASE & RESTORATION GUIDES (£3 each)

Land-Rover Series I, II & III

Range Rover.

OTHERS

The Car Bodywork Repair Manual. Lindsay Porter. (£3)

How to Modify Ford SOHC engines. David Vizard. (£3)

Repair Operation Manual. 1970 to 1985. Range Rover Publication. (£10)

Original Rootes Group workshop manual for Imp & Chamois.(probably 1960's) (£10)

Tuning Imps by Willy Griffiths.CCC Speed Sport Motobooks. 1968. 38 pages. (£3)

Hillman Imps. Tuning-Overhaul-Servicing. 1987 reprint of 1969 original. (£5)

SAAB Service Manual for Saab 95, 96 Sport and Monte Carlo 1965 to 1968 (2 stroke), 1967 on (V4). Published by Saab Aktiebolag, Sweden. (£20)

Saab 99 Service Manual 1975 – 1980. Published by Saab Aktiebolag, Sweden. (£15)

Prices or best offer - **All proceeds to St Peter's Hospice.**

Richie Devall. 01454 260538.

Must be Sold!

The following bits all for sale at rock bottom prices. All and any offers seriously considered!

To suit Subaru Impreza WRX, MY 2001, New shape.

Will probably fit others!

Set of Four genuine Minilite wheels 17inch dia X 8 inch c/w nuts and centre caps and fitted with Yokohama AO48R,s, about three quarters worn. £250.00 the lot.

Front strut brace £25.00

Three point full harness safety belt £20.00

Induction Kit c/w K&N filter (Cost 200) Home made air box & ram-air induction kit £75.00 the lot

Intercooler waterspray kit. Manual. Very cheap and very effective! £20.00

All must go as car now sold.

Phone Ian Cameron on 01935 413840



A STEEP LEARNING CURVE



A day at the Prescott Hillclimb School By Martin Baker

It was early on a rather blustery Wednesday last July that Pete Goodman and I found ourselves arriving at Prescott for one of their famed Hillclimb Schools. Yours truly was already a bit “under the weather” due to a sleepless night and a bout of sinusitis (that’s the excuse out of the way) but still looking forward to tackling one of the premier climbs in the country. This would also be only the second time that the “Spanish Tractor” had been at a competition venue of any kind.

The day started with signing on in the paddock office, where all participants (over 20 of us) were allocated our running number for the day and our “pit”. A quick survey of the other entrants revealed a diverse selection of cars – some Morgans, a BMW 1502, an Audi RS6 estate, the obligatory Golfs and Peugeots and Pete’s Saxo, substituting for the Scooby-Doo which had been taken poorly at the Wessex Sprint. There was even another Leon Cupra, but merely a petrol version!

We then made our way up to the restaurant for coffee, biscuits and a bit of blackboard instruction on how the various corners on the hill should (or should not) be approached. One of the instructors was of course our old friend Russ Ward, probably the lead contender for the title of “Mr. Prescott”, having been up the hill more times than he would care to remember. I should also point out that the Hillclimb School uses the full Prescott course including the hairpin at Ettore’s bend.

The next step (literally) was for us to brave the gale and walk the hill from bottom to top. With the aid of sketch maps and some audience participation, Russ outlined the tricks of a successful climb. The done thing at the start is to be on the left hand side of the track but pointing to the right in order to clip an almost-imperceptible apex and then hold a line just right of centre before taking the apex at the end of the gentle left hand bend at Orchard. The right-hander at Ettore’s itself should be taken wide, again near the middle of the road, the critical point of this corner not coming until the very end – and clipped with the inside rear wheel! (This concept was actually easier to put into practice than understand in theory!) The course then eases downhill then starts climbing again at the left-hand Pardon Hairpin, another “in wide, out tight” arrangement. Russ explained the alternative theories of how this corner gained its name – it’s either a Siamese swearword utilised by Prince Bira on crashing there, or is connected with a local religious order who granted pardons to the sinners of the district...

On the walk up to the next feature – the Esses – Russ pointed out the tree that alleged TV personality Mike Smith tried to land his helicopter in a few years back. As if in sympathy, there was immediately a loud crack and a substantial piece of wind-blown branch was deposited on the track a few yards ahead of us. There then followed five minutes of course clearing, accompanied by much lifting and grunting. As to the Esses themselves (a short left-right-tight left combination), the ideal line is to run over the rumble strip for the first two bits, then take the last section well towards the outside.

Prescott's final bend is the Semi-Circle, a long(ish) right-hander which, surprise, surprise, is best dealt with centrally, the transition to the inside of the bend coming right at the end and just before the finish line. We were warned off trying to take this one too far to the outside by being shown the interesting drop on the left hand side.

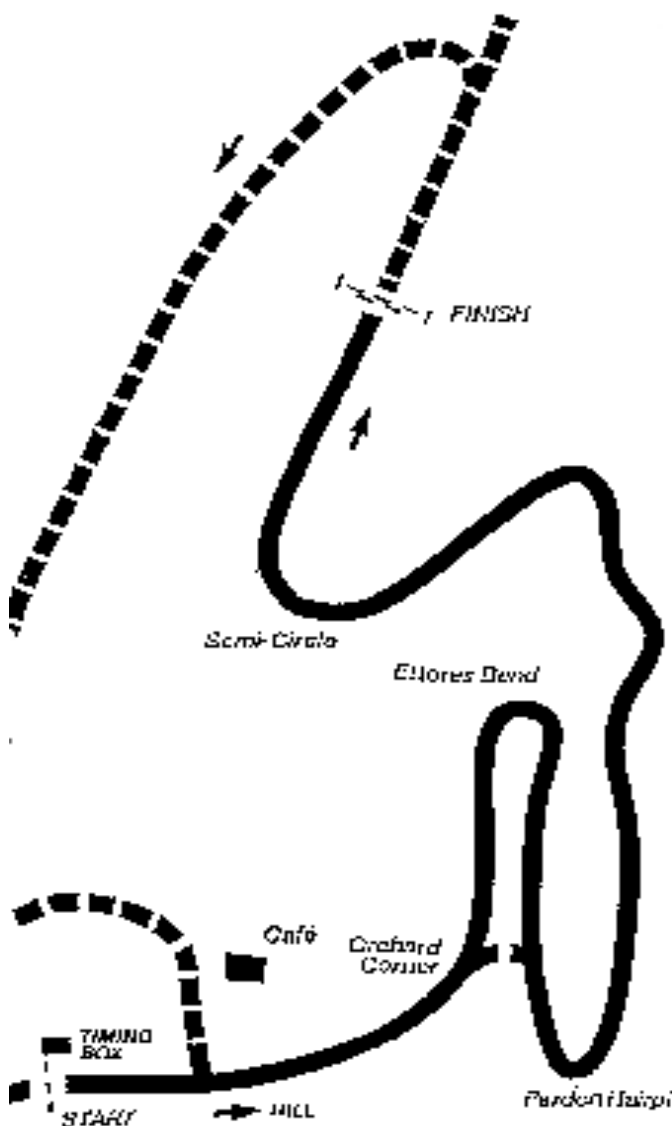
After the rare luxury of a convoy run we were let loose to have a run up the hill at "competitive" speeds. Although we weren't being timed at all during the day we were being observed (and indeed video taped) by at least three instructors who would be awarding marks at the end of the day, mainly for being on the right line. After the first run we were all told that we had made a promising start – probably because nobody was really trying too hard yet! We had another three or four climbs in the next hour before lunch, and were then treated to a video dissection of our efforts.

It is always true that the camera will be pointing at the corner where you made your only bog-up of the run. It is also true that nobody will believe that it was the only bog-up of the run! My own particular aberrations were a variable ability to find the braking point for Pardon, and some occasional general untidiness through the Esses.

After lunch, more of the same, as many attempts as you could squeeze in, although I think most of us learnt that practice doesn't necessarily make perfect! Russ was also giving demonstration rides in his (t)rusty Cavalier, and in between discussing the various successes he had enjoyed at Colerne, we discovered that his favoured method of driving this particular car up the hill was to take advantage of its tendency to understeer. Most interesting! The day closed with the showing of yet more video nasties, and then a presentation of certificates of attendance with marks awarded. Although marks were not disclosed and certificates were handed out in random order, the instructors pointed out that the last few to be distributed were in ascending order of merit. So I hope that it was meaningful that I was third from last to get mine! Star pupil? Need you ask, you'll find his name in the first line of this article.

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All in all a fun and educational way to spend a day, although the weather could have been kinder. As for the course video, well, I bought a copy and one day I may be persuaded to bring it to a club night.



Motor Cycle Carburetors

The covering picture and the following text is from an article entitled "The Boggs' Standard" published in the December issue of Retro Cars. Our sincere thanks go to the author of the text, Mr Simon Charlesworth, who very kindly gave us his permission to reproduce his words in our club magazine and to Mr Gerard Hughes who very kindly gave us his permission to reproduce his photograph.



The transformation is barely believable. Mention the letters CVH and most of us will think back to that smokey old death rattling MkIII Escort, which heartily consumed OPEC's annual production in an attempt to stave off the inevitable. Yet here and now I'm riding shotgun in a CVH-powered Westfield which is hurtling through the roads near East Luton at truly terrifying speeds and I have to say, this old Compound Valve Head sucker is sounding great. No rattles, no missing and no pursuing blue fog in the rear-view mirror - just a demonic ability to rev, rev and rev...

Back at Bogg Brothers' HQ - Steve and myself are met by Pete and dad, David Bogg. The Westfield's bonnet is removed and a few questions are answered because aside from a lumpy camshaft, the reason this CVH goes so well is a quartet of carbs from a superbike.

"We started off as a small village repair garage which was established by my grandfather, who started mending bicycles and tractors, but Dad had an interest in performance tuning and he built up a good name in rallycross and grasstrack racing," says Steve. "A while ago, he wondered why nobody tried to do something with bike carbs. Anyway, a friend of ours had a hillclimb Metro, we got a manifold made for the K-series and it worked absolutely brilliantly - so it caught on from there..."

"We've always had quite a good name for rolling-road tuning and we've been involved with motorsport through myself and Pete competing. I rallycrossed from '89 to '93 and Pete's been grasstracking from '95 to the present day. So we meet a lot of people and if you can make your car go well it's not a bad little advert," says Steve. "Of course my Dad's been tuning on the rolling road for around 20 years now and he's dealt with a lot of people. So now people come from all over through word of mouth." Do bike carbs appeal to any specific type of punter? "At the moment, it is the kit-car boys who are getting wise to the benefits of using bike carbs, but they are getting popular with the rally crowd, too. It's not like we're trying to reinvent the wheel, it's just an alternative

way of fuelling your car. Rather than buy a second-hand pair of knackered Webers - you can buy a set of these which haven't done many miles. At the moment, supply is very good, they're cheap - typically around £30 per set - and they're in almost brand-new condition too," says Steve. "Yeah it's going quite well for us because it's growing all the time... Running bike carbs is also a bit more exclusive too, which is part of the appeal for the kit car lads who are into one upmanship. They don't all want to be like sheep and have the exactly same thing." Dave adds: "Though, by the time you've bought the carburettors, fabricated and fitted the manifold, fitted an airbox and tuned it on the rolling road - the cost is nearer £500 - but that is still significantly cheaper than fitting a set of twin-choke... The rolling road tune is absolutely essential - it's no good people thinking you can just bolt some on and that they're going to be alright because with the smaller engines they'll struggle to get the thing even started. "I've had people come up here who've unsuccessfully attempted to set up these things on their local rolling road... I'll say it, and I don't want to embarrass these fellas, that without the setting up ability of knowing how to make car engines run on these carbs - it doesn't really work. When they're set up though, they're unbeatable - there is a knack to it."

Apart from a knack - what's involved with fitting motorcycle carbs to your car? Well, it's so simple it's ingenious. The carbs are sourced from a breaker's yard, because plenty of two-wheeled Jap road-rockets come to a sticky end in this part of the world. Just think, fat old fella reclaiming his youth and then discovering that his Fireblade is a bit quicker than his old 50cc BSA... Anyway, Steve - who fabricates the aluminium manifolds - sends off a bike manifold gasket to a local laser cutter who in turn makes up a blank and this is what Steve works from.

"Really, we use any superbike carburettor and then we make up the manifolds to suit," says Steve. "There are two ways to do it: you can make four straight stubs and separate the carbs to the stubs or you can do what we do 99 per cent of the time which is to leave them as a bank, make the manifold up to suit the bank and fit them like that. It's a lot easier to do it that way because the linkage is still on and it's easier to set the balances up." The main thing Steve has to bear in mind when he's making a manifold, is the application - ie what car it's going to be bolted on to - because each car has a different amount of bulkhead clearance.

"On kit-cars like Westfields you can even fit a Pipercross filter without a problem because there's plenty of room if you cut a hole in the bonnet..." Another consideration if you're thinking about fitting a set of motorcycle carbs to your car is access. Again sportscars and kit-cars tend to offer more room, so when it comes to setting them up, it's a lot easier than a front-wheel-drive car with a transverse engine. This is because the carbs are, as we've just mentioned, up against the bulkhead so it's a lot harder to get underneath the carburettors for adjustment. "Here we usually run a car up on the dyno, see what's happening, take the carbs off and adjust the jets," says Steve.

"Having said that, once they're set up they very rarely go out of tune - unlike Webers which will fart and cough... That's it - it does take a bit of time though sometimes. "The carbs we use the most are from the Yammy R1, the Honda superbike range and the Suzuki GSXR750," says Steve. Dave adds: "They're all 38-42mm choke size as well and you don't have detached chokes like you do in Webers to impede the airflow - so once they're open it's a straight flow into the engine." "You need to fit a pressure regulator though because you only need 2-3psi otherwise they can start to flood. On bikes they're either gravity fed or fed by a really small electric pump. Then, when

they're fitted, they often sound pretty good - but when you get them on the rollers, that often isn't the case," says Steve.

What's the most common application at the moment? "It's mainly Pintos because they're in many kit-cars, but we've done all sorts. 1600cc and 2000cc twin-cam Vauxhalls, 1300cc Micras - anybody who's got a competition or road car really," says Steve. "I'd love to have a crack at a Rover V8 mind you..." "We've just worked on a Triumph TR6, we took all the Lucas mechanical fuel injection off and put a set of six carbs on," says Pete with a smile. "I wouldn't have thought that there's an engine you can't have put bike carbs on," says Steve. Aside from being able to scare the beejesus out of me, what benefits do bike carbs offer? Typically, you're looking at a 30bhp gain over a factory-fitted fuel-injection system. "A modern engine is all about controlling emissions, reasonable economy and a certain amount of power.

Perhaps bike carbs aren't so clever on the emissions side, but they are an improvement on power and economy..." says David. "Take that 1000cc Micra which we had up from South Wales, when we had it on the rollers, we had to pull back from 10,000rpm because we daren't take it any further." Peter adds: "Yeah and that Micra over there, when it had standard injection, it was a Challenge-spec car and the chap who had it says that he was struggling to get more than 6500rpm on the fastest straights, but now it revs around to 8000rpm just like a bullet. It opens them up so much, it's just amazing." "I mean, if you've got Webers on a car, you won't gain 30bhp, but you will gain drivability. The response is just fantastic - they're like a cheap throttle body but obviously without a laptop..." says Steve. "When you think about the rev-range a bike has you never really hear them missing do you..." It sounds like you've got this market nicely covered then? "I wouldn't say we've got a patent on it but with what we can do here under the one roof - making the manifolds, setting it up and sending it out more or less turn-key - I would say that we have pretty much cornered it," says Steve. "Yeah, we've had people from Somerset, Scotland, London, South Wales - all over," says David.



DEVON4MOTORSPORT SPRINT PRACTICE DAY 2005

We are pleased to once again invite your members to our annual Sprint practice day at the Dunkeswell Kart Racing circuit.

This year the event will be held on 13th March & will start at 12 noon. We are offering drivers the opportunity of a minimum of four runs around our 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 10th of a second! To assist in this we will be providing our usual array of timing information - launch time, lap split time & total elapsed time. Weather permitting we will also have our speed trap working.

We enclose some sets of Regulations for the event - please feel free to copy more if you need to - but note that entries must be in by 7th March.

So come & join us & ensure that you are fully "prepared" for the 2005 season !

Yours sincerely
Peter Locke (Secretary of the Meeting)



“The Spencer and Farrow Trilogy”

The last in the series – 2004 Trial Saga – we end with the 7th day Trialist Pilgrimage to the Peak District October's Edinburgh Trial 2004, 1st–2nd October.

Let me just explain the “Edinburgh Trial” - it used to go to Edinburgh from London before the war - “its a long way” the first event for motorcycles in Edwardian times took place in May 1904 – roads? what roads most

people were using dog carts and horses (on surfaced gravel and mud roads) – Motor vehicles were owned by people with money. In 1904 from 70 entries 46 made it to Edinburgh within the time limit.

Today's Edinburgh is a far cry from those days and runs in the Peak District using many of the hills used in the MCC's High Peak Trial run before the war.

However, in 2004 The Edinburgh Centenary Trial took place this being the anniversary saw 80 competitors, bikes, cars, 3 wheelers tackle a 1,100 mile road regularity run from North London to Edinburgh visiting many old hills that are now tarmacked.

Our 2004 Edinburgh trial pilgrimage started from Tamworth where all competitors make their way from their homes - no regularity road run on this event. We had elected to run in class “O” yet again its become very satisfying to finish these events in this class. (It is easier on the car). 1-56 am start off we go the route takes us through Lichfield-Ashbourne into the Peaks to the first hill Agnes Meadow an easy climb in the past but this year, with the previous weather, you did not mess about as it was very loose and muddy a certain fail was on the cards for many competitors.

East out of Ashbourne and on to Wigber Low, another hill usually quite reasonable but again weather had given it that competitive edge, cleared this one, a good start to this event. On through Matlock Bath – a place for motorcycles and bikers on sundays great day out this if you are interested and into the petrol station at Darley Dale on the A6, very low on petrol , only to find it closed thats odd, usually this is open and always specially arranged for the trial, have they got the wrong day? or is the attendant still in bed? This is a real problem for the motorcycles and car drivers relying on it. We struggle on hoping the fuel will last. To Bakewell and follow the B5057-A619 Sheffield and after a mile we approach (Coast Down Hill) the next hill “Deep Rake” again a steep stoney climb but when wet difficult, so we just fly up this hill must be the lack of weight in the petrol tank? on towards Asbourne and the day light has come at 6.30am. The next hill is called Calton just 3 miles from Buxton, very low on fuel by now so drive onto Buxton, and find Sainsburys petrol station just opening and 22 cars and motorcycles lining up for fuel with a very surprised attendant (Sainsburys points as well).

Back to Calton a very glassy hill but when wet very difficult. Bill shouts “take no prisoners” and off we go – flat out and just climb it cleanly, only just, large chunks of mud and grass in the tyres – a nice scenic part of the route follows Tideswell, Millers Dale and Wormhill, onto Peak forest and Sparrowpit and Down Wimats pass to Castletown to the rest halt and meal stop at 8.30 am. One hour spent here.

A little Education on Geology here. The peaks are on "Grit stone" which is a bit like gravel, the north is the dark peak – granite based grit, the south is white peak – sandstone grit. If you cycle here off-road make sure you take brake blocks - the grit and wet will wear them out in just one day.

The A6187 main road ran around the north peak side through Castletown to the A623 at Sparrowpit. A local term "Shivering Stone". This is the name they give this area "Shivering Mountain". This road has moved and slipped in to many steps of about 6-7 feet drops, making it unusable, its interesting (honest) - if you go there take a cycle and visit it or jump the drops it can be fun!

Bamford Clough is the next hill but not for class "O" its very steep and we have always battled on this hill and only managed $\frac{3}{4}$ up, to the seat that the MCC erected to commemerate the death of one of our members some 4-5 years ago, who had a fatal heart attack on his bike on this spot, still, he did go doing what he liked doing – another 7th day trialist.

Stone slabbs continue to the top of the hill and the only way to climb this to chuck the car at this at full tilt, it can break so for class "O" its missed out on our route. Shame its a classic hill and if you get to the seat its quite an achievement.

Littan Slack is another classic hill quiet steep and looks easy on grass - very difficult for class "O" we use a hill alongside it not so steep. Last year we cleared it to make it more competitive, a tyre pressure limit and a restart is imposed – bugger - 1st fail can't get off the restart and may fail this restart loosing a medal.

Next hill is Old Long Hill. It's the old A5004 (the Whaley Bridge – Burton Main Road) this bit has been bypassed by the tarmac road and is a very grassey road not too steep but competitive with tyre pressure limits, in the road book instructions written "(CARE RAISED MAN HOLE COVERS)" - clean hill and approach covers, the weather had taken its toll, and raised? they were like towers, carefully drive over them then bang down goes the car on the new exhaust pipe, and suddenly loud exhaust noise we get out onto the road to find the bell on the manifold cleanly snapped off still attached to the exhaust down pipe.

Road side repairs are then undertaken with clamps and emergency repair pipes etc it takes over an hour to complete but the exhaust is still too noisy to continue but we have solved the fume problem and the car can still be comfortably driven. Only two more hills to do so we call it a day and drive to the finish, record a finish and then off to the overnight stay and the Bristol areas evening meal at Hartington, a very pleasant village in the peaks where Peak Practice was filmed, worth a visit if you get there.

We managed to survive the Peak Pilgrimage and drove back to Bristol the next day with the Exhaust pipe holding out.

If you fancy becoming a 7th day Trialist we can help in the conversation, just ask, I am sure we could tell even more stories after some 10-12 years of Pilgramages.

Drive carefully.

Spence – Bill.

We have just finished the 2005 Exeter trial, and have done rather well with only one fail. The pilgrimages carry on.

Ramblings (or gone to my head) by Martin Emsley

Now many of you may not know Pete Stowe, let alone know what he does for the Club. One of the things he does is to publicise The Bristol Pegasus Motor Club in both the local papers and in National publications such as Motorsport News. He managed to get a piece in the first edition of the New Year all about the special presentation made to me at the AGM of a model car crossing the finish line on it's roof. Now the question I have is has this ever occurred before? Not just at one of our events but at any motoring event at all, where the driver got an award? What do you know? The other thing was it generated a lot of interest, I had many phone call some offering jobs: stunt man, crash test dummy etc, and at the Autosport show of course being besieged for interviews and autographs.



Martin (left) receives his award from vice president Dick Craddy (right)

I know I say it every time, but if you've never been to Autosport International you really have missed a treat. I love it, always find something interesting and we always seem to come home with many bags of 'must have' stuff, most of which gets bined the following year. The layout was better, meaning we just took in the bits of interest, most of it, and the 'new' Historic hall was the favourite bit. Meeting friends is another bonus, some members of other clubs, our very own 'Elvis' Elvin, write in if you would like me to script that tale for Backfire. Say Howard Strawford, he of Castle Combe on the BRDC stand, walked over shook his hand, wished him a Happy New year, had a brief chat but was a bit perturbed to hear him say to a colleague, as I walked off 'Who the _ _ _ _ was that? I couldn't understand why he had not asked for my autograph.

There were more scantily clad 'girls' on the stands this year, we laughed at a bunch of guys, maybe 16 or so years old rushing to a stand en-mass for autographs and pictures. On one stand there were two girls signing posters so I drew out my pen and very generously signed one for them. There was not the spontaneous outpouring of gratitude I expected. I remonstrated with the Autoglym rep; we normally collect enough

samples to keep us in polish until the next year, it was costing them too much, having to pay Jenson's retainer too. I told him we would switch allegiance to another supplier.

How could I do it? In the historic hall I was so focused on the Ferrari 512 on the motor Sport stand I walked straight past a Shelby 350 H, a rare car, it was lovely so I had a drool. We also took the opportunity to admire the very superb workmanship in an ERA close up. They don't make 'em like that anymore, superb.

Another little foray to the Rally Wales GB stand or whatever the hell it is called this week, they were giving away a rather nice poster, I took one then offered to autograph one for them, the gent caught my eye and smirk, however the lady was looking quizzically at me, the poster, me, the poster etc and was still doing it as I walked off.

I really, really, let myself down only a bit later, the car I wanted to see, having looked at a new Ford GT, personally I like it a lot. The one car I wanted to examine in the 'metal'; the 2005 Mustang, I walked straight past, my excuse was it was overshadowed by some big American pickups. Well I finally got to examine it and even sit in. What are my first impressions? I am going to tell you whether you want me to or not. It is great, the lines are super, they have got the retro thing just right, fine if you like that kind of thing, and lets face it most of the 'modern' designs are pretty bad or boring. It looks good from any angle and the interior is just as good. It is, though, strictly a two seater, very overpriced in this country compared to what they cost in the States, a veritable bargain. I will do my damdest to get a test drive if I visit the USA later in the year.

Finally in closing I do appeal to you to try to procure 'raffle' prizes for us, preferably motoring related. YES, I DO MEAN YOU, the person reading this. Every little helps in supporting St Peter's Hospice, and sadly you never know when YOU are going to need them.



This year is the 60th anniversary of The Bristol Pegasus Motor Club, or BACMC, as it used to be. If you can think of any particular way to mark

this, and would like to be involved how about contacting the Chairman; Kieron Winter.

Must go and order some Mustang parts, next adventure will be the International Historic Motorsport Show, I suspect I will get asked to give a keypoint lecture on Motorsport safety at a minimum and appear on a couple of stands. I do not need to be scantily clad to attract the punters, quite the opposite. See you there, please say 'hi' it does my ego a power of good to meet my fans.



ORGANISERS OF THE



BRITISH SPRINT
CHAMPIONSHIP

2005 British Sprint Championship - Update **Steve Wilkinson**

After 12 months without a sponsor the organisers of the British Sprint Championship (British Motor Sprint Association) are pleased to announce the signing of a sponsor for 2005. The engine tuning/management company SBD Motorsport have stepped up their involvement in the sport by signing up for an initial one year deal, with a rolling option for a further three years.

Steve Broughton, the Managing Director, said 'it is the ideal vehicle for the company to increase its profile especially with the MSA License Holders'. Championship Co-ordinator Paul Parker is delighted that the financial worries are now lifted saying 'this means we can now reduce the Registration Fee which had had to go up when we lost our previous sponsor'. Work is still continuing to complete the Calendar of Events which should be finalised within the next few weeks.



The Value of Publicity **By Dick Craddy**

I met Stuart Turner at the Racing Car show. We began to talk about one of the topics he is passionate about namely attracting young members into motor sport. When the mention of the Bristol Pegasus Motor Club arose he instantaneously said 'Was the Pegasus Club recently featured in Motorsport News?'

Interesting, because that type of publicity is very important. You never know who will read it or remember it. Our thanks to Pete Stowe of course.

P.S.

For those who are not sure Stuart Turner co-drove Erik Carlsson when they won the RAC Rally in the early 1960's at the time when he was also the original Verglas rallies editor for Motoring News, he then became the Competitions manager of BMC when the Minis won the the Monte Carlo Rally and others. A brief period as Publicity Manager at Castrol, when he conceived the 'Castrol quizzes' for grass roots Motor Clubs, was followed by his appointment as Competitions Director for Ford of Europe.

Stuart is now a Member of the Motor Sports Council, writes the Wheels insert MSA's for Club magazines and runs the Motorsports Safety Fund.

2004 Bristol Pegasus Motor Club AGM and Prize Giving



2005 International Historic Motorsport Show

This year's International Historic Motorsport Show, Europe's premier winter show for historic motorsport, which takes place at Stoneleigh Park, near Coventry, on 25-26-27 February.

Offering as it does over 500 exhibitors, numerous live action events, and both automobilia and vehicle auctions, the International Historic Motorsport Show celebrates the combination of enthusiasm, nostalgia and affordability which has created a significant historic motorsport industry.



The show organisers have identified more than 5,000 companies involved in this industry, together with at least 75 historic motorsport series and event organisers.



All these organisations actively encourage the use of older vehicles in racing, rallying, hillclimb & sprint events, classic & sporting trials, autotests, autograce racing, dragsters and oval racing.

Classic competition motorcycles have been introduced for the 2005 Show, with machines used in historic racing, sprints, classic scrambling and pre-'65 trials.

For the first time ever, therefore, all sectors of historic motorsport will come together under one roof, where everyone involved can get together to do business and discuss their plans with competitors, enthusiasts and the media.

FEATURES OF THE 2005 SHOW

- Main exhibition halls cover race/speed, trials, ovals & short-circuit racing, nostalgia dragsters, classic competition motorcycles, memorabilia, art & models and a historic motorsport autojumble.
- Over genuine 200 competition cars and bikes on display.
- Some 75 sporting motor clubs and event or series organisers, representing race, speed, rally and trials events.
- 200 engineering and preparation companies.
- H&H Classic Auctions sale of classic and competition cars, plus memorabilia.
- Virtual competition car showroom - find the car you want!

LIVE EVENTS AT THE SHOW

- Rally supercar special stage demonstration.
- Championship-level autotest display.
- The Winter Challenge Rally to Monte Carlo – the start and first competitive test are on site.

Tickets for the Show itself are on sale from the Ticket Hotline - 08450 706870.

For further information, please contact: International Historic Motorsport Services Limited Tel: 01367 250001 or 250006 Fax: 01367 250008

Email: info@ihmsl.com Website: www.historicmotorsportshow.com



Two Great Events for February

Monday 7th February

BPMC Club Night - Wheatsheaf Inn, Winterbourne, 8:30pm

**Guest Speaker
Reg Palmer**

**Racing a Classic
Saloon Car**



For the past two years, Reg Palmer has been competing in our Sprints with his Maserati Bi-turbo - However before this, Reg raced for several years in Classic Saloons.

Reg will talk about some of the cars that he has raced, some of the other characters racing and some of his escapades. The talk will be illustrated with some video footage and he will bring along his scrap books containing photos and race reports.

Friday 25th February Navigation Scatter

The February Navigation Scatter is a joint event with Bristol Motor Club and will be held on Friday 25th. The event will start from Gordano Services off Junction 19 of the M5, and the event will take place entirely on map 172. The finish will be advised in the final instructions, but will be before midnight.

Signing on and scrutineering will be from 18.45. Initial Route information will be handed out at 19.30. The event will take place entirely on map 172. It should be possible to visit 75% of the points without covering more than 40 miles.

And don't forget

Saturday 12th March - Marshals Training Day

We will be using our room at the Wheatsheaf to host the training day for Sprint marshals.