

# Backfire

September 2009



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

**Cover : 2009 Two Club Sprint at Colerne**

# 2009 BPMC Events Calendar

## Updates in Bold

Month	Date	Day	Event	Venue
Jan	12th	Mon	BPMC Club Night	Almondsbury Sports & Social
Jan	23rd	Fri	Navigation Exercise	Fedw Wood ref, 504.1/2 984
Feb	9th	Mon	Club Night - Vince Woodman	North Bristol RFC Almondsbury
Feb	20th	Fri	Navigation Scatter	Gordano Services M5 J19
Mar	6th	Fri	Navigation Exercise	Fox & Hounds, Map 173, Ref 808/808
Mar	9th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Mar	13th	Fri	Stoneleigh Historic Show	Club Trip
Apr	6th	Mon	Club Night - Tony Castle-Miller	North Bristol RFC Almondsbury
Apr	19th	Sun	PCT	Dundry
May	4th	Mon	Wessex Sprint	Colerne Airfield
May	9th	Sat	Mercedes World/Brooklands Trip	Club Trip
May	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
May	18th	Mon	Treasure Hunt	Announced in time for the event
May	25th	Mon	Llandow Sprint	Llandow (nr Llantwit Major)
Jun	8th	Mon	BPMC Club Night	Bring & Show Your Car
Jun	14th	Sun	ACE Classic Tour	
Jun	20th	Sat	Chepstow Solo	Chepstow Racecourse
Jun	22nd	Mon	Treasure Hunt	Announced in time for the event
Jul	13th	Mon	BPMC Club Night	Bristol Hot Rods Visit
Jul	20th	Mon	Treasure Hunt	Announced in time for the event
Aug	10th	Mon	BPMC Club Night	Chris Hartnell Talk
Aug	15th	Sat	CC Test Day	Castle Combe Race Circuit
Aug	17th	Mon	Treasure Hunt	Announced in time for the event
Aug	31st	Mon	2 Club Sprint	Colerne Airfield
Sep	14th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Sep	19th	Sat	Chepstow Solo	Chepstow Racecourse
Oct	12th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Oct	17th	Sat	Pegasus Sprint	Castle Combe Race Circuit
Oct	30th	Fri	Navigation Scatter	Announced in time for the event
<b>Nov</b>	<b>9th</b>	<b>Mon</b>	<b>BPMC Club Night</b>	<b>An Audience with Whizzo</b>
Nov	19th	Thur	Karting Challenge	Raceway
Nov	27th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	14th	Mon	BPMC AGM	North Bristol RFC Almondsbury
Dec	30th	Wed	Xmas Noggin & Natter	Golden Heart Winterbourne

## This Month

### Monday 14th September - BPMC Club Night

North Bristol RFC Almondsbury - An informal club night in the lounge area. Please arrive anytime from 8pm onwards.

### Saturday 19th September BPMC Chepstow Auto Solo

The Clubsport Autosolo is on Saturday 19th September at Chepstow Race Course, Chepstow, Monmouthshire, NP16 6BE (Map Ref. 162/524947).



**Please get your entry in ASAP to avoid disappointment. Entry fee £25 · regs on website or contact Chris Thompson on 01454 615604. Marshals, time keepers etc also required to help on the day.**

## Forthcoming Events

### Monday 12th October - BPMC Club Night

North Bristol RFC Almondsbury - An informal club night in the lounge area. Please arrive anytime from 8pm onwards.



### Saturday 17th October Pegasus Sprint - Castle Combe

The Regulations for the Pegasus Sprint on 17th October at Castle Combe have now been issued and can be obtained from the club's website or from the Secretary of the Meeting - Chris Thompson on 01454 615604.

### Friday 30th October - Navigational Scatter

More details to follow next month.



## Monday 9th November

### An Audience with Whizzo

Barrie Williams will be talking to us about his life and love of motorsport.



## Sunday 6th Dec

Club visit to Donington Museum. Details to follow.

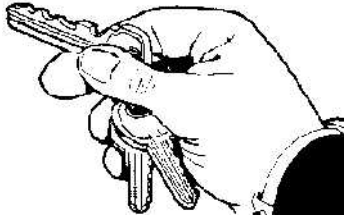
Event details on these pages are updated by Richard Reynolds, who can be contacted by email [webadmin@bristolpegasus.com](mailto:webadmin@bristolpegasus.com) or phone 07866 422138.

**As always, we are looking for contributions for Backfire**

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## Publication deadlines for Backfire

**October – 2nd October    November – 30th October    December – 4th December**



## CHAIRMAN'S CHAT

By Andy Moss

August was another busy month for the club. First we had another excellent club night with Chris Hartnell visiting us with his drag racer. We spent the first part of the evening in the car park looking around the car and asking questions, before retiring to the bar for a drink and a talk from our guest. One thing we have learnt about Chris, in the brief time we have had the pleasure of knowing him, is that he is a real enthusiast and we got a great insight into Chris and the "Wild Bunch" class in which he races, as well as drag racing in general.

Inspired by Chris, several club members visited Shakespeare county raceway later in the month and you can read about their day later in the magazine.



August also saw the final Treasure Hunt of the year and we had a last minute change of organiser with myself taking over as Phil Turner, who was originally planning to do the honours, was upto his neck in rebuilding the 205 rally car following the damage it suffered earlier in the year - you can read more about both the treasure hunt and how Phil got on with the car later in this issue.



Then it was my favourite event of the year, our track day at Castle Combe. I started watching the weather forecast at the beginning of the week and was more than a little happy when we had dry weather for the day. Once again Tony Smith and Phil Harris did a brilliant job of organising everything and the

day ran very smoothly. Without doubt we are very lucky to have our own summer Saturday date at Combe. As usual I had some passengers come around with me and this year I had a few new volunteers. One slightly embarrassing moment came when I offered to take Nick Wood around. Nick had to leave at lunchtime and we queued up just in time for the last



pre-lunch session - then right at the last moment I looked at the fuel gauge which was well into the red - I knew I was low when I finished the previous session, but it went completely out of mind that I had to go and fill up. At least I spotted my mistake before going out on the track, but not in time to be able to get fuel and take Nick out - Sorry! I did however get to take my regular passenger Richard Reynolds out, as well as Mal Allen, who I was surprised to learn had never been out on the track during a test day - I think he enjoyed the ride - not to be out done Donny Allen went out at the same time with Ken Robson and I think she enjoyed it as well.

The other event I have been heavily involved in this month was the Two Club Sprint for which I was entries secretary. Coming up to the event is always a busy time for all involved. I must admit I do wonder why I volunteer to do these things sometimes, but when you see things going well on the day you do get a real sense of achievement of contributing just a little to making it all happen.



The event went well, although early morning fog meant we started slightly later than normal. We had only a few minutes left before our 6pm finish time when the last car in the Top 12 run off completed its final run.



Away from club events I have been making good progress on the Marlin and it has moved under its own power for the first time since 1992. I have re-fitted the bodywork and it is beginning to look like a car again.

There are still a lot of small jobs left to do, but with a little luck I am not too far away from it being back on the road, even if it is not ready to go Classic Trialing just yet.

**BPMC Tuition and Track  
Day Castle Combe Motor  
Racing Circuit  
August 15th 2009  
By Tony Smith**



I think we can call that a successful day....

*Happy Drivers !*

From the time that Phil Harris and I arrived at the circuit at 7:15 on the day of the event, to the minute we left, I don't think either of us had chance to catch our breath. The revised documentation sent out to all the entrants was re-worded to try to keep the day hic-up free. As a result Phil had a queue of drivers wanting to sign in even before the Tower was unlocked. By 8:00am he had around half the 56 entered cars signed in.



The light turned green for the first session out on the track 8 seconds before 9:00am and we didn't miss a single place throughout the day. I think people have had the wrath of my shouting through the loud-hailer in previous years, and as result it was kept to a minimum.

I say this each year and this year was no exception, we had a good mix of new entrants and returned drivers.

***Is that meant to come off?***

Our friends from the Mini Cooper Register brought their Minis from as far as Penzance, Christchurch, Aylesbury, and Crewe. We also had a Reliant SS1 from Exeter, a BMW Z3M and Opel Manta from Ferndown, a Mitsubishi Evo, a Caterham Road Sport and Mini Cooper S all from across the bridge from as far as Swansea. And not forgetting a Vauxhall VX220 from Salisbury who I think I'm correct in saying was the first car out on the track.

It turned out to be a battle between the Minis and Westfields. While the Minis may have won on numbers (20 of them), the sheer power of the Westfields may have won the battle. Several sessions on the track were purely made up of either Minis or Westfields.



The weather couldn't have been better. There was a lovely breeze which did play around with my lane signs, but left the track dry. The only near-off was when Mike Bell on his Reliant SS1 lost it on Camp Corner and very loudly did a 360 spin and lost around 10,000 miles off the tyres!

David da Costa was also a busy man. With a steady queue of cars parked up awaiting in-car instruction, David spend most of his time out on the track with drivers giving tuition. Each year this included-in-the-price part of the day is getting more popular as is invaluable to the drivers.



*David da Costa & pupil*



We were joined at around 10:00 by Rob Manger. He is the Development Officer for Go Motorsport. Rob not only brought along some freebies but also chatted with and networked the drivers at the event. Go Motorsport is an organisation whose aim is to promote motor sport as a whole, especially to young people. There are loads of ways to get involved in motor sport and it doesn't have to cost a fortune. Go Motorsport is backed by some of the biggest names in British motor sport including Formula 1 drivers Jenson Button and David Coulthard. Some of the different types of motor sport that they promote to young drivers start from as young as 8 years old. More details can be found on their website [www.GoMotorsport.net](http://www.GoMotorsport.net)

*Rob Manger*

At around 11:30 we saw the arrival of some of the Bristol Hot Rods. While Phil Mitchell (Head Rod) was hoping for a bigger turn out, I think I can speak for all of us in saying that the 8 Hot Rods were not just fantastic machines but a great attraction in themselves. I could write and say what each of them were, but to be honest... I haven't a clue. They were all big, shiny (except one which was pre-shinny), immaculate, American beasts, which were all very loud!





I used the 1st Run lane to organise the Hot Rods for their 12:30 cavalcade. Straight away they brought a crowd, and seeing them next to other cars on the paddock was quite strange. The circuit officials led the cavalcade for 4 controlled speed laps of the circuit. Which the marshalls enjoyed as much as the Hot Rod drivers.

But, with only around 10 minutes spare to down a sandwich and try to replace my worn out legs for a newer pair, it was time to change the paddock lane format and get ready for the afternoon session.

The breeze did drop in the afternoon, and in true Combe fashion I ended up getting burnt again. A few of the drivers were taking shade under the row of trees next to the paddock. I don't think anyone complained about the weather especially after the last two years of a complete down pour. However, one odd thing due to the weather was a invasion of wasps, looking around you could see people waving their arms & dancing around. It's nice to see happy people I thought, but no, just the English way of trying to get bit!



*Is that the stig?*



Thanks for all the drivers and especially those who sent me positive comments about the day afterwards. See you again next year.

By the way, more photos can be found on [www.castlecombetrackday.org.uk](http://www.castlecombetrackday.org.uk)

*Not something you see everyday*



Castle Combe Test Day Photos by Tony Smith





## Remember When ?



## Escursioni

By Martin Emsley

Back to Mustangs again, now I like the 'latest' version, but a report I recently read was very positive about the '09 version and the improvements that have been made especially to interior and suspension which have made it a coupe worth considering, so they say. Sounds good to me.

Went to Eastbourne with a friend for a couple of days away, he works there currently and has a lovely flat overlooking the marina. Apart from sleeping most of the way down I spied a red Volvo P1800 and Hillman Minx convertible!! but driving in the sun across the Sussex Downs saw a gorgeous BRG Healey 3000 - perfect. Never been on A42 before but is known as burger



van alley, yes there was one in virtually every lay-by and no we did not try any of them. What did we travel down in? An Audi A3 2.0TDi auto, most comfortable and competent car and whilst my friend says it is a little cramped for his family of four we used to manage in a similar size Mk1/2 Escort in days gone by. Incidentally whilst there I saw an average example of one of these, a Mk1, and a tidy '69 Beetle some other exotics including an Audi A8! No need to be Einstein but I think Water + Boats = money A Bentley Continental with Monaco plates and gold badges kind of supports that theorem. Only interesting local 'spot' lately was a tidy Citroen DS near the M32, see that link again.

Majorca was a great break, expected to see some old vehicles, but didn't, what happens to them all on the island? Our predictions for the hire car were all wide of the mark as we received a rather excellent Polo 1.4 five door with obligatory air-con, we needed it as daytime temperature was over 100°C most of the week. We had a couple of great drives through the mountains, and just loved the place; we were as far away from Palma as you can get! The car was excellent, comfortable and competent, I would certainly consider purchasing one in the future, and returning to Majorca.

Great to get to Castle Combe track day and catch up with a few friends, everyone I spoke to was having a good time except maybe the Paul's for a while as they had car problems, was fun and nice run for the Golf. Nick and Cherry took me to Shakespeare Raceway in August; Chris Hartnell who came to August club night had his car 'Backdraft' to run up there. The 'Woods' also brought along a gent; John Puzey, fine fellow, very interesting; especially concerning Italian cars and with a great sense of humour, he also provided a rather excellent lunch (Definitely a reason to come again). It was a most enjoyable day, very, very relaxed and we got to see some stunning machinery run, in lovely conditions, from various vantage points. Walking around the paddock I think we were all bowled over by the standard of preparation, and attention to detail on top of the noise and speed. The folk were extremely friendly and knowledgeable. Unfortunately Chris did not get to run as his coil went down as he approached the line, he was fairly philosophical about it after, he is an absolute avid enthusiast as well as a damn friendly, hospitable fellow. Some of the cars were producing over 3,000bhp, incredible and whilst a few cars were crossing the quarter mile line in the 190mphs we saw an unbelievable bike run topping out over 200mph. How the bike guys hang on is totally beyond me, their acceleration defies credibility.

Work, at fairly short notice, decided I should return to Mississippi in mid-September, is something of a standard training programme, lot to do before I go. Will be good to get to see some really good friends. I can almost hear the banjo's being twanged on the porches of the houses where the front yard decoration is a couple of old vehicles returning to nature, this is the deep south, Confederate and Redneck country. Will be good to spend time around friends, the jets and I wonder what car adventures there may be ..... bring it on.









# Drag Racing/Cheap Thrills

By John Puzey

In these austere times it is good to find that it is still possible to get a good day of high octane fuelled motorsport, without spending a fortune. Having had my appetite for American V8's whetted by the recent appearance of the Bristol Hot Rods, at the July Club meeting, I thought it would be great to see some more of these cars in action. So on a recent visit for the first time to the Shakespeare County Raceway in Worcestershire, for an event billed as "The Open Sport Nationals", I got to see just how well they performed.

The cars were vaguely familiar as they outwardly resembled many of the old saloon cars I had driven in the past, but as soon as the engines were started you quickly realised that these were just a little bit different. I do not think I have ever seen such quick acceleration come from anything other than a Formula 1 car, the times the cars were doing to cover a quarter of a mile was just amazing. But to add to the spectacle was the noise they made heating the rear tyres up as they approached the start line, the cars became enveloped in clouds of smoke and the smell of burning rubber wafted across the grandstands, which all added to the feeling that one was about to watch something special happen.

There were several different classes as in all motor sport, but the fuel altered cars were the most spectacular. They had the typical Dragster looks with the long front bonnet ending on what looked like pram wheels, a huge V8 engine in front of the driver, and massively wide tyres at the rear. To hear these things waiting for the lights to change to green, made the ground vibrate beneath your feet even from 50 yards away, and when they finally released all that power the ¼ mile was covered in less than 8 seconds! I like my motorsport to be loud, and up until now have got my "noise & speed fix" by watching F1 cars at close quarters on many of the circuits around the world; but as my business like many others has been affected by this recession, it is something I have not been able to do this year. I can thoroughly recommend this form of motor sport as a very cheap substitute, and well worth the £20.00 entry fee.

My thanks to Nick Wood & Cherry for inviting me to join them, and also to Martin Emsley for his company, & very knowledgeable comments on how the event was organised.

## Club visit to Donington on December 6th.

Price and further details to be announced next month.

The Donington Grand Prix Exhibition is, quite simply, the largest collection of Grand Prix racing cars in the world. Five halls, with over 130 exhibits, illustrate the history of motor sport from the turn of the 20th Century. Cars include examples driven by such famous names as Nuvolari, Mansell, Prost, Moss, Senna, Fangio, Clark and Stewart.

The Donington Grand Prix Exhibition houses the largest collection of McLaren racing cars in the world, and the only complete collection of Vanwalls. Notable exhibits include the 1936 twin engined 500 bhp Alfa Romeo Bimotore which has a top speed of 200mph, Jim Clark's World Championship winning Lotus 25, the 'howling' flat 12 Ferrari 312B, and Stirling Moss's Lotus, in which he defeated the might of the Ferrari works team in the 1961 Monaco Grand Prix.

The Collection also features the World's largest collection of Driver's Helmets. A Collection as special and impressive as the Donington Grand Prix Collection needs a very special person behind it. That person is Tom Wheatcroft. As a schoolboy enthusiast, Tom Wheatcroft was present at the Donington Grands Prix of 1937 and 1938, which were won by Bernd Rosemeyer and Tazio Nuvolari respectively, both in works Auto Unions. It was from these early days that his passion for motor sport was born.

In the early 1970's Donington Park was still in a dilapidated and neglected state following its use as a military vehicle depot during the war. Tom, by now a successful builder, was in a position to buy the land upon which the circuit stood.

With amazing enterprise, he upgraded and re-routed the circuit, to accommodate the required safety legislation, and a large number of hospitality suites were incorporated, to enhance the circuit's facilities for an ever growing leisure market. Racing eventually returned to Donington Park in 1977.

Tom also placed on display a number of racing cars which he had acquired over the years. This was the beginning of the Donington Grand Prix Exhibition, which first opened to the public in March 1973. Since that time, Tom continues his world-wide search for cars to display in the ever expanding collection, and many of the comments in the Exhibition's visitors' book are testimony to his efforts.

In 2010 Donington Park will once again become the new home of the British Grand Prix.

# The Wugging Stages Rally 2009

by Phil Turner

Saturday the 15th of August saw David and Lewis back at Colerne for the Wugging Stages Rally, the first event with the new car since they destroyed the last one.

After several weeks of hard work we finally finished the new Peugeot 205, this time with an M16 engine which put David and Lewis in the 1601 to 2000cc class, a difficult class with lots of high powered engines but we thought we would give it a go before we changed to the original 1600cc engine from the wreck.

We arrived at Colerne in plenty of time having got the MSA log book for the car just days before and flew through scrutineering and noise test with no problems and then set up camp, as you know by now Bacon Butties and tea followed. David and Lewis were running at no 62,



last but one and so had some time to reflect on the last event, something I was keen for them to do before they set off. My only comments were concentrate, watch out for tractor tyres and this is the last car you are having.

They were soon away with eight stages to complete and the car performed well until the fourth stage when an injector connection came loose and caused a loss in power for half the stage but we soon had it fixed and stage five went well, on stage six they struck something hard and lost some time finishing the stage with a puncture on the n/s front. Stages seven and eight were completed with no further problems and they finished 26th overall and 8th in class.

We all had a great day out and what really pleased me was the car was still STRAIGHT so nothing to repair before the next event which is the Patriot stages at Caerwent on the 27th of September, as you may remember I trashed my Escort on this event two years ago so I think it will be an challenge for David and Lewis to finish unscathed, we will see!



# Web Watch

<http://www.donington-park.co.uk/grand-prix-collection-museum>

## Ecurie Shoestring Quiz

**Answers later in Backfire**

1. What size and type of engine did J G Parry-Thomas use in his car 'Babs'?
2. Which driver won the first Can-Am championship in 1966?
3. When and where did Lewis Hamilton win his first Formula One race?
4. Which driver, after winning the 1936 event, inspired the tradition of Indy 500 winners drinking milk in Victory Lane?
5. In what year did Colin McRae win the World Rally Championship?
6. Which corner leads on to the Mulsanne Straight at Le Mans?
7. In what town were Peerless cars built?

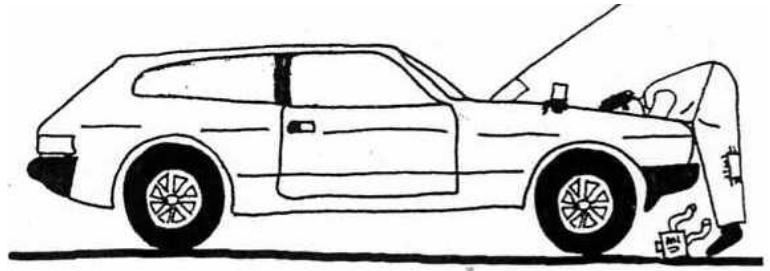
## A Spin Around Donnington

**Below : Litchfield Member Steve McCarthy giving Pete Goodman quite a ride at the chicane of the Donnington GP circuit**



## REX'S RAMBLINGS

by Rex Meaden



**Being an occasional series of motoring thoughts and experiences, mostly with a classical edge, but also trying to get to grips with the trials and tribulations we all face in pursuing the hobby we love.**

This time, a Lotus Elite, and a VW advert.

Picture the scene, dear Reader. I'm on holiday, in Cornwall, hired a cottage for the week. Rained all week, but then, that's a common enough story this summer, isn't it! Went to the local supermarket to buy the provisions for the week and decided to pick up a motoring mag to provide some light reading on the grounds that I knew the weather forecast wasn't great. Saw one with an article featuring a MG Magnette like mine, but with what appeared to be a number of sensible modifications and upgrades, a MGB engine, disc brakes, seat belts etc – just the ticket, into the trolley with it. Now, where are the baked beans?

You can imagine my surprise when I sat down to read the aforesaid magazine, to see the smiling face of our very own Gerry Bath looking out at me! This was a 4-page colour article about his Lotus Elite, 636 TKK (registered in Kent in April 1962), and describes how this car, lying in bits 20 years ago was put back on the road. It narrates the story of the restoration that Gerry undertook of this car and some of the trials and tribulations that he faced along the way.

Asked if he was a member of any clubs, the answer reads “Yes, Club Lotus (I go to their local monthly meetings), and Club Elite”. But no mention of the BPMC – I'm sure this is a case of the Editorial Pen cutting out anything non-Lotus related! Anyway, great article, good read, get in touch if you would like to see it.

Have you seen the VW Golf advert? The one where everyone likens their car and its performance to that of a Golf, the message being; why buy something that isn't a Golf when you can have the real thing. The advert includes a sychophantic car salesman carefully clunking the door of his product and saying, ‘sounds just like Golf’. The punters were understandably not impressed.

This advert reminded me of the occasion some years ago when it was time for my mother to



buy a new Metro to replace her 3-year-old example. My 1938 Riley had just come out of its 7-year restoration, so it seemed the natural conveyance in which to drive to Hartwells in Clifton (its all gone now of course) the Riley being a car with BMC association, even though there had been nothing produced with a Riley badge on it for 25 years at that time.

As we arrived at the garage so a car that was parked on the roadside in front of the large plate-glass showroom window obligingly drove away, leaving me a prime spot to reverse into, which I duly did. Having locked up I then escorted my mum into the showroom. Trouble was there was no-one there. This was a Saturday afternoon yet the place was deserted.

‘Hello, anyone there? Hello, we want to buy a car! Ok, not an expensive one, but we’d still like to buy one, hello!’ No response whatsoever, and a look outside showed why. While we’d been entering via one door into the showroom, the sales staff had exited via the other door and were all crowded round the Riley! Who says that car salesmen don’t have souls!

The only way to get any attention for ourselves was to go out to the Riley and show them round. And what were they most impressed with? – the smooth running of the engine, the high-lustre paint finish, or the leather interior? Nope, none of those, it was the shutting of the doors, closing with a real coachwork clunk, and saying ‘they don’t make them like that anymore’. Of course they were right, and a real role-reversal to the Golf advert referred to above. And eventually we got our Metro.

All for now, and keep enjoying your cars!



# Treasure Hunt - Monday the 17th of August 2009

By Andy Moss

The August Treasure Hunt started from Rudgeway and had a decent turn out of crews, considering we were right in the middle of the holiday season.



I managed to make the mistake of not realising the event clashed with the date we had arranged for the final Two Club sprint planning

meeting ! In the end this actually worked quite well as I set the crews off from the start, before making my way to Dick Craddy's house for the sprint meeting and returning to the pub in time for the finish, a good job the start and finish were local to the meeting !

The crews had a number of challenges. As well as the normal questions to be answered, there were photos with blanks to be completed and treasure to collect. Chris and Michelle had an excellent score to win the event and there were a pleasing spread of scores. Everyone seemed to enjoy the event and a few were disappointed that they would have to wait until next year before being able to have another go - perhaps a winter Sunday Treasure hunt might be popular - let me know if you want to organise one !

Team	Treasure	Pictures	Questions	No in Crew	Total	Pos
Liz Moss and Cherry Robinson	5	42	62	0	109	5
Chris Goodchild and Michelle Rogers	25	66	122	0	213	1
Dave Bence, Ken and Joe Robson	20	57	92	-20	149	3
Alan Dillamore & Family	15	36	62	0	113	4
Nick Wood and Simon Moss	20	48	82	0	150	2



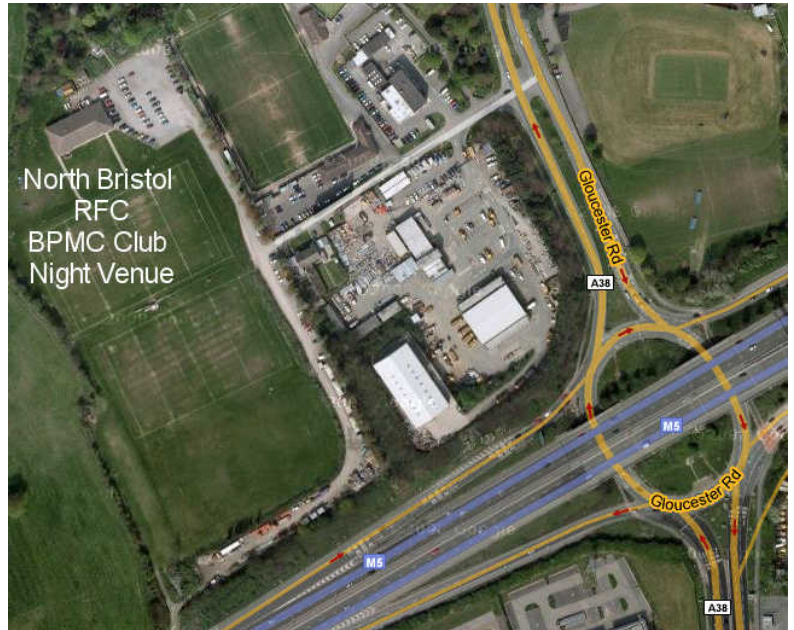
# Club Night - Directions

## North Bristol RFC - Almonsbury Bristol

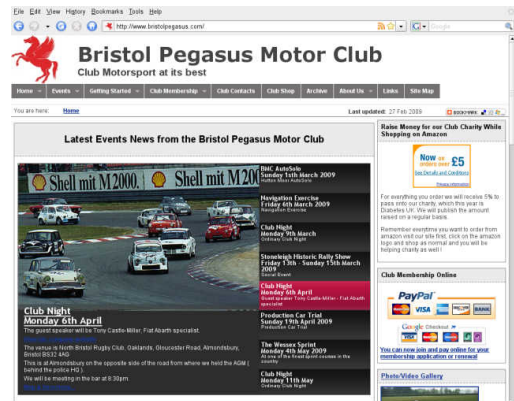
Exit M5 at Junction 16. Arriving from the south, take the left exit lane. Turn left at lights and venue is 150 metres on left-hand side. Arriving from east, take right-hand lane on slip road.

Take 3rd exit.

After approx 150 metres, turn left before Police HQ. Continue past the Gloucester Football Association building. At T junction, turn right into North Bristol RFC.



Why not visit our website  
[www.bristolpegasus.com](http://www.bristolpegasus.com)



## Ecurie Shoestring Answers

1. 27-litre Liberty aero engine
2. John Surtees
3. 2007 Canadian GP
4. Louis Meyer
5. 1995
6. Tertre Rouge
7. Slough



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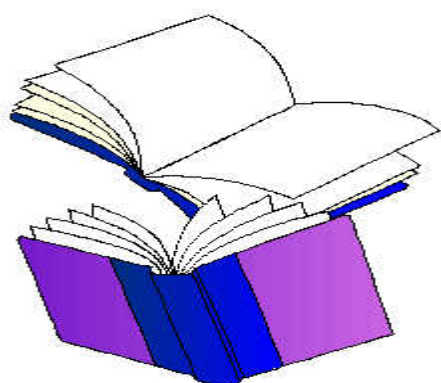


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The Amazon site sells books, videos, CDs, DVDs etc



## Two Club Sprint - 31st August 2009 - Colerne

### Pegasus Club Results & Award Summary - Report Next Month

No.	Forename	Surname	Club	Champ	Make	Model	Run 1	Run 2	Pos
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#### Class A1 - Series Production Cars up to 1400cc

90	Lewis	Bird	Pegasus		Ford	Fiesta	95.46	94.47	1
94	Glenn	Alexander	Pegasus		Escort	1300GT	109.81	109.14	6

#### Class A2 - Series Production Road Cars over 1400cc up to 1800cc

806	Richie	Devall	Pegasus	ASWMC	Lotus	Elise	89.88	90.39	8
807	Martin	Corfield	Pegasus		Ford	XR2	89.87	90.85	7
100	Pete	Goodman	Pegasus	ASWMC	Lotus	Elise	84.13	82.71	2
101	Jonathan	Prestidge	Pegasus	ASWMC	Lotus	Elise	90.75	90.46	9
106	Pete	Devall	Pegasus	ASWMC	Lotus	Elise	84.05	87.20	4
107	John	Corfield	Pegasus		Ford	XR2	91.09	91.43	11

#### Class A3 - Series Production Road Cars over 1800cc up to 2600cc

830	Toby	Harris	Pegasus	ASWMC	Ford	Puma	82.92	82.40	1
127	Matthew	Johnson	Pegasus	ASWMC	Toyota	MR2	94.22	93.12	9
130	Lisa	Selby	Pegasus	ASWMC	Ford	Puma	85.01	83.67	2
736	Nick	Wood	Pegasus		Mazda	MX5	96.05	95.84	11
36	Cherry	Robinson	Pegasus		Mazda	MX5	104.81	102.40	13

#### Class A4 - Series Road Production Cars over 2600cc

131	Martin	Mees	Pegasus		Mitsubishi	EVO 2	81.52	82.36	1
136	Greg	Parnell	Pegasus		Morgan	Plus 8	93.12	90.18	14

#### Class A4 - Series Road Production Cars over 2600cc ( continued )

138	Tim	Ayres	Pegasus		Morgan	Plus 8	84.52	84.55	5
146	Trevor	Hartland	Pegasus	ASWMC	Mitsubishi	Evo VI	85.25	120.41	6
147	Mike	McBraid	Pegasus	ASWMC	Mitsubishi	Evo 6 GSR	88.85	85.95	9

#### Class B3 - Limited Production Road cars over 1800cc

154	Tony	Thorp	Pegasus		Caterham	7	80.79	80.47	2
155	John	Mearns	Pegasus		Westfield	SEI	83.35	82.44	5
156	Kevin	Jones	Pegasus	ASWMC	Noble	M12	79.59	78.11	1
159	Julian	West	Pegasus		Ford	GT40	83.67	83.72	7
160	Alan	Dillamore	Pegasus		Hawk	Stratos	92.59	96.44	10
161	Roger	Brunt	Pegasus		Caterham	7 CSR	84.00	84.30	9
162	Mike	Williams	Pegasus		Westfield	SEiW	84.03	83.32	6

#### Class C1 - Modified Production Saloon & Sports Cars up to 1400cc

727	Richard	Neate	Pegasus		Peugeot	106	116.23	109.30	7
25	Brian	Davage	Pegasus	ASWMC	Rover	Cooper	89.51	88.22	3

26	Stephen	Dummett	Pegasus	ASWMC	Austin	Mini	89.72	88.57	4
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**Class C2 - Modified Production Saloon & Sports Cars over 1400cc up to 1800cc**

735	Paul	Draper	Pegasus	ASWMC	Citroen	Saxo	90.86	89.30	4
33	Andrew	Thompson	Pegasus		Honda	CRX	89.86	89.59	5
35	Paul	Bird	Pegasus	ASWMC	Citroen	Saxo	86.03	86.28	1
52	Jonathon	Milne	Pegasus		Honda	CRX	88.45	87.45	2

**Class C3 - Modified Production Saloon & Sports Cars over 1800cc up to 2600cc**

743	Bradley	Hobday	Pegasus		Renault	Clio	87.12	85.46	1
40	Steve	Small	Pegasus		Triumph	TR7	100.80	88.58	3
42	Steve	Courts	Pegasus		Peugeot	205 GTi	90.73	90.02	4
43	Brian	Hobday	Pegasus		Renault	Clio	88.00	89.76	2

**Class C6 - Modified Production Kit Cars over 1400cc up to 1800cc & M/C Engines over 875cc upto 1125cc**

49	Grahame	Harden	Pegasus	ASWMC	Westfield	Mega	77.69	74.79	1
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**Class C7 - Modified Production Kit Cars over 1800cc & M/C Engines over 1125cc**

753	Joanne	Richardson	Pegasus		Westfield	XTR2	100.80	94.36	3
53	Chris	Baker	Pegasus		Westfield	XTR2	91.43	89.74	2

**Class D1 - Sports Libre Cars up to 1400cc**

55	Ian	Cameron	Pegasus	ASWMC	Mallock	MK18	75.05	74.39	1
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**Class D3 - Sports Libre Cars over 1800cc**

117	Ian	Hall	Pegasus		Darrian	T98	72.16	71.64	1
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**Club Awards (on index)**

Bristol Motor Club - Watkins Nash Trophy - 18 Kevin Lealan

Bristol Pegasus Motor Club - Bristol Trophy - 830 Toby Harris

**Special Awards**

ABTD Pubs and Clubs Trophy - No. 3 - Nick Algar - 62.55

**British Sprint Championship Top 12 Run-Off**

16	Brian	Woffenden	BMSA	Ralt	RT30	77.45	77.79	10
20	Bill	Gouldthorpe	BARC	Van Diemen	RF96M	75.77	75.08	9
11	Steve	Miles	BMSA	Van Diemen	RF96M	70.44	69.60	7
716	Peter	Howgate	BMSA	Ralt	RT30	75.30	74.23	8
10	Graham	Porret	Bognor Regis	Lola	Tegra T90	69.63	67.16	5
76	Jonathan	Toulmin	Midland	Marengo	2	69.26	-	6
18	Kevin	Lealan	BMC	Pilbeam	MP62	66.63	66.10	3
19	Steve	Broughton	HSA	SBD OMS	CF08	65.50	64.61	2
3	Nick	Algar	BMSA	Gould	GR55	64.68	62.55	1
6	Terry	Holmes	Bognor Regis	Lola	Tegra T90	66.51	66.80	4



# Two Club Sprint - Colerne - 31st August 2009

Photos By Andy Moss



## **MEMBERS' ADS**

### **For Sale/Part Ownership**

I am reluctantly offering for sale my Peugeot 205 GTI (MI16). It is basically a very sound, reliable car, but could do with a bit of love and affection and further development.

Whilst I would consider offers for an outright sale, I would be particularly interested to hear from anyone with a bit more mechanical ability than me who might be interested in making an offer for part ownership. If a garaging or storage facility was available then even better.

It has had very little use since I bought it in Sept 2006, although I did the Castle Combe track day in the rain last year. Very hairy!

Basic spec as follows: Black with white wheels, Cat 1 alarm & immobiliser, MI16 1.9 Alloy block engine 160 BHP, Group N engine mounts, 1.9 GTI front hubs, front brakes, driveshafts, ITG induction kit, 1600cc gearbox (quicker acceleration), New clutch (approx 500 miles ago), 1.9 GTI wheels, with toyo proxies & Uniroyal Rainsports (on rear), Avo springs on front with torsion on rear adjusted to match, 340mm seat Mountney suede wheel, Boos kit, OMS HTS drivers seat FIA approved, OMS RS PT passenger FIA approved, OMP HC733 FIA approved seat mounts, Sparco 4 point harnesses FIA approved, OMP AB105 FIA approved cage, professionally installed, Rear strut bar/Harness loop, Roll cage padded, Stripped interior  
Photos of the car at last year's Castle Combe track day can be seen on the website. Please call  
*Clive Pinnell 01179 827166.*

### **FOR SALE**

Mazda MX5 Steel Wheels 4-Stud New Four £85

Vauxhall 16" Alloys With Tyres Four £95

Vauxhall Steel + 195-60-14 new £25

Mini Cosmic Alloys 5x10 Pair £45

#### **Citroen AX GT 1360 1990**

OMP 8 Point Roll Cage, Motordrive Seats, 3 Point Harnesses, Lower Susp Brace.

Head Gasket+Decoke, Cam Belt Kit, Brakes, Service MOT+TAX

A Simple, Easy To Drive, Competitive Little Car. Owned 5 Years.

Class Win / 5th O/A Last Time Out. £1550

*Andy Baverstock. Tewkesbury*

*01684 299062 07952 202170*

#### **Peugeot 205 16v Sprint / Hill climb car**

Conforms to Class 3B ( ASWMC C3)

Engine:

Peugeot Mi 16 Alloy block. Stroked to 1993 cc with Farndon Steel Crank and rods and rod



bolts, 45mm big ends ( BMW size ) + lightweight Steel flywheel, JE forged H/C Pistons, Big valve SP Performance head, Kent Cams, additional oil drains + modified oil pump. Peugeot baffled sump. 48mm Jenvey throttle bodies on OMEX ECU. Tuned by Ratt racing dyno sheets to prove power and torque (177 lb-foot ) Strong revving engine.

Janspeed 16v for 205 exhaust manifold. Heavy duty solid engine mounts

Clutch + Gearbox:

7 1/4 " twin paddle clutch and cover, BE3 box on MI16 ratios and 4.44 Tranex LSD.

Chassis:

Satchell suspension, Front fully adjustable quality rose jointed wishbones, Peugeot tarmac spec inserts on Bilstein struts. (new in 2006), 300lb Springs. Racing 4 calipers with green stuff pads. 290 mm Peugeot 406 discs. 8" racelines on front with 8.7 x 21.5 x 15 Avon Slicks.

Rear Satchell mod prod legal turreted adjustable rear shocks ( new 2006 ) on 175 lb springs. lightened 205 discs on green stuff pads.

7" Compomotive wheels with 8 x 21.5 x 15 Avon slicks.

Rain tyres included ( same size ) but no rims for front tyres.

General:

Satchell quickshift rose jointed gearshift. 205 Challenge spec roll cage. Peugeot sport adjustable pedal box. Carbon fibre instrument cluster, single skinned doors. Polycarb windows, Fibre tailgate, Fully stripped shell. Extra wide wheel arches for front and matching rears. Weighs in at approx 690 Kg. Silicon hoses. 7.5 litre alloy tank with integral pump. internal lines, aeroquip brake hoses. Lowered steering column and Sparco Rev seat, Willans 6 point harness. Re packable Pre fab silencer.



In all as most of you know, one very quick car. MSA Log booked. Class record holder at: Llandow, Castle Combe, Cadwell Park , Colerne, Chivenor, Merryfield, Barkston Heath, 3 Sisters, Anglesey, Pembrey and others.

Honours:

2007 2nd o/l Toyota Tyres Midland Speed Championship + Class 2007 Welsh Trident Championship Class win 2006 9th overall Toyota Tyres Midland Speed + Class win 2006 Trident Championship Class win 2006 SWMC 4th o/l Sprint Championship 2005 ASWMC 4th

o/l Sprint Championship 2004 ASWMC 7th o/l Sprint Championship, numerous class wins.

There's not much more to add and genuine interest parties can view it any time. There are some spares to be included. Photographs upon request as I have none readily available in digital format.

At present it is awaiting some paint I anticipate this will be completed in October. At present I am preparing for a house move. If anybody wants to make me a fair offer before I go through the pain of shipping the car off to a workshop for the paint, then it'll do me a favour otherwise when painted I'll be looking in the order of £8000.

Also a 2 year old Fountain Trailer with accessories is available under separate negotiation.

Paul Perkin 01626 888077, 07807 003058 or [paul.perkin10@btinternet.com](mailto:paul.perkin10@btinternet.com)

### **Also Garage Clearout:**

Set Peugeot 1.9 Mi 16 Pistons and conrods for XU9 £20

1 brand new 205 nearside GTI driveshaft £30

1 good second hand nearside GTI drivshaft £18

1 Peugeot XU 8 valve block converted to 16v ( bare no liners ) £30

1 peugeot 205 GTI Radiator brand new £20

4 of 205 GTI 1.9 15" wheels reasonable £30 set

3 TSW Alloys 7 x 15" Peugeot / ford centres £30

Front 19mm anti roll bar £5

14mm Rear 205 Anti roll bar £20

16mm Rear 205 Anti roll bar £20

19mm Rear 205 Anti roll bar £20

One bare 1.9 Mi 16 head Offers

1 Nearside rear glass £5

Set 4 20mm wheel spacers for Ford /Peugeot £20

2 of K&N 1/2" crankcase breathers (new) £10

I bag various Pirtek BSP and metric hose fittings and made up 1/2" and 3/4" hoses metric and bsp ends 18" approx length Offers

I have a number of bonnets and tailgates and plastic trim for 205 GTI Please enquire

Renault Clio 1200 ( 1996) Exhaust manifold gasket, Front Wheel Bearing and Fuel filter. All brand new in packging Offers

Pair Brand new Faulkener 200 lb 2 1/4" 8" free lenth coil springs £30

Most of these items are also about to go on E bay too.

**Paul Perkin 01626 888077 or 07807 003058**

[paul.perkin10@btinternet.com](mailto:paul.perkin10@btinternet.com)



# BPMC Karting Endurance Challenge

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

**Date:** Thursday 19th November 2009

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

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

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

**Cost:** £175 per team = £35 per driver

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

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

Please organise your team of 5 drivers and come up with a suitable team name. If you can not raise a team of 5 but would still like to drive there will be a team called “The Mad Misfits” to accommodate smaller numbers. Send all of your team details along with a cheque for £175 made payable to **Bristol Pegasus Motor Club** to: -

Ken Robson  
201 Juniper Way  
Bradley Stoke  
Bristol  
BS32 0DP

p. 07900 007747  
e. [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com)



**This event will raise around £1200**

**which will be donated to the chosen charity of BPMC – Wiltshire Air Ambulance.**

# BRISTOL PEGASUS FANTASY F1 2009

## Positions after European Grand Prix

Updated By Tim Murray



Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Toby Harris	Button	Hamilton	Ferrari	Brawn	Mercedes 3	947
2	Jonathan Prestidge	Button	Barrichello	Ferrari	Brawn	Ferrari	939
3	Andy McBride-Coogan	Button	Massa	Brawn	Red Bull	Ferrari	931
4	Juliet Child	Button	Rosberg	Brawn	Williams	Mercedes 3	924
5	Martin Baker	Button	Trulli	Brawn	McLaren	Ferrari	857
6	Paul Bird	Button	Raikkonen	Ferrari	Brawn	Ferrari	851
7	Ken Robson	Button	Vettel	BMW	Brawn	Ferrari	840
8=	Richard Ibrahim	Alonso	Button	Ferrari	Brawn	Mercedes	834
8=	Tony Sighe	Alonso	Button	Ferrari	Brawn	Mercedes	834
10=	Alyson Marsden	Button	Massa	Ferrari	Brawn	Renault	832
10=	Chris Lewis	Button	Massa	Ferrari	Brawn	Renault	832
10=	David Garnett	Button	Massa	Ferrari	Brawn	Renault	832
13	Joe Robson	Raikkonen	Vettel	Ferrari	Brawn	Mercedes 3	821
14	Bill Farrow	Barrichello	Webber	Ferrari	Red Bull	Ferrari	796
15	Joanna Prestidge	Button	Heidfeld	Brawn	McLaren	Ferrari	789
16	Victoria Phillips	Button	Hamilton	BMW	Brawn	Mercedes	787
17	Andrew Moss	Button	Hamilton	Ferrari	Williams	Mercedes 3	781
18	Gary Tanner	Hamilton	Massa	Brawn	Williams	Mercedes 3	761
19	John Page	Alonso	Vettel	Ferrari	Brawn	Ferrari	752
20	Judith Bird	Button	Massa	BMW	Red Bull	Ferrari	719
21	Simon Moss	Massa	Vettel	Ferrari	Brawn	Ferrari 2	717.5
22=	Jane Tanner	Hamilton	Massa	BMW	Brawn	Mercedes 3	715
22=	Manisha Thorp	Raikkonen	Vettel	Ferrari	Brawn	BMW	715
24	Rex Meaden	Alonso	Rosberg	Ferrari	Brawn	Mercedes	708
25	Mike Marsden	Kubica	Raikkonen	Ferrari	Brawn	Mercedes 3	699
26	Caroline Meaden	Raikkonen	Webber	Brawn	McLaren	Ferrari 2	695.5
27	Rob Crossland	Glock	Heidfeld	Ferrari	Brawn	Mercedes	684
28=	Ross Willing	Alonso	Hamilton	Brawn	Renault	Ferrari	656
28=	Stuart Morgan-Nash	Alonso	Heidfeld	Ferrari	Red Bull	Mercedes 3	656
30	Sharon Reynolds	Button	Hamilton	Force India	Williams	Renault 2	642
31=	Elisabeth Lewis	Alonso	Massa	Brawn	Renault	Ferrari	637
31=	Richard Reynolds	Alonso	Kovalainen	Ferrari	Brawn	Toyota 2	637
33	Liz Ibrahim	Hamilton	Raikkonen	Brawn	Renault	BMW	619



34	Dick Craddy	Alonso	Kubica	Ferrari	Brawn	Toyota 2	614
35	Alex Wooldridge Smith	Hamilton	Raikkonen	Brawn	Toro Rosso	Mercedes	608
36	Bennett A	Massa	Rosberg	Ferrari	Williams	Renault 2	604
37=	Bradley Hobday	Alonso	Kovalainen	Brawn	Renault	Ferrari	595
37=	Lisa Selby	Button	Hamilton	Renault	Toro Rosso	Ferrari	595
39	Peter Farrow	Glock	Raikkonen	BMW	Red Bull	Ferrari	589
40	Mal Allen	Hamilton	Massa	Red Bull	Williams	Ferrari 2	583.5
41	Donny Allen	Alonso	Kovalainen	Ferrari	Williams	Mercedes 3	554
42	James Page	Alonso	Vettel	Ferrari	Williams	BMW	547
43	Audrey King	Button	Kubica	Renault	Williams	BMW	533
44	Martin Emsley	Alonso	Vettel	Force India	McLaren	Renault 2	516
45	Mary Craddy	Hamilton	Raikkonen	BMW	Williams	Renault 2	507
46	Julie Farrow	Hamilton	Vettel	BMW	Renault	Toyota 2	497
47	Tim Murray	Kubica	Vettel	Ferrari	Williams	BMW	494
48=	Kate Umfreville	Kubica	Massa	Red Bull	Toro Rosso	Ferrari	485
48=	Pete Stowe	Rosberg	Sutil	BMW	McLaren	Mercedes 3	485
50	Tom King	Hamilton	Kovalainen	Red Bull	Toro Rosso	Ferrari 2	480.5
51	Simon Child	Heidfeld	Kubica	Red Bull	Renault	Ferrari	478
52	Ann Farrow	Barrichello	Kubica	Ferrari	Toro Rosso	BMW	454
53	Liz Moss	Massa	Trulli	BMW	Renault	Toyota 2	447
54	Andy Baverstock	Hamilton	Kubica	Toro Rosso	Toyota	Ferrari 2	409.5
55=	Bennett B	Alonso	Kubica	BMW	Renault	BMW	321
55=	Tony Thorp	Alonso	Kubica	BMW	Renault	BMW	321
57	Charlie Emsley	Kubica	Piquet	BMW	Toro Rosso	Ferrari	257

## Nominations for the Board of Directors

It will soon be time for our AGM. If any of you are interested in joining the committee please complete the form below and send it to the editor by the end of November - Contact details are on page 3 of Backfire.

### Nomination Form

Position	Name	Signature
Proposer	Name	Signature
Seconder	Name	Signature

# ***Prima Motorsport***

20 Abingdon Road, Nuffield Industrial Estate, Poole.

Tel: 01202 661034 Fax: 01202 661078

[www.primamotorsport.com](http://www.primamotorsport.com)

[sales@primamotorsport.com](mailto:sales@primamotorsport.com)

## **These are discounted prices for members**

### **TITON FIA Approved Rally / Race Harnesses**

Manufactured here in Poole by Prima

3" Shoulder and 3" Lap straps

Available in Red Blue or Black

4 Point £86.00

5 Point £90.00

6 Point £95.00



### **Prima Motorsport Seats**

We can supply a full range of FIA homologated seats, in GRP, Kevlar and Carbon starting from only £224



### **STILO Helmets & HANS**

We sell the entire range of Stilo helmets for Rally/ Race use. Please call for your requirements, and obtain a quote. HANS devices available from £585.



### **Tarpaulins / Ground Sheets**

Woven Polypropylene Laminated c/w Stitched edges and Eye Holes

3.6mtr x 5.4mtr £7.50

4.5mtr x 6mtr £10.00

5.4mtr x 7mtr £14.00

### **Car Tie Downs / Trailer Straps / Tow Strap**

Ratchet Tie Downs c/w Soft Chokers

50mm x 3mtr with Claw Hook £10.00 / complete

High Visibility Orange Tow Strap—EVERY CAR SHOULD HAVE ONE!

50mm x 4mtr c/w Snap Hooks each end (5 Tonne MBL webbing) £7.50

*ALL PRICES INC VAT @ 15%*

*We also have available quality FIA approved underwear, and gloves.*

*GOOD LUCK TO ALL COMPETITORS*

*Carriage is charged at cost based on weight—Please give us a call to discuss your requirements*





# *e-Wheels*

Issued 7th August 2009

[adean.lewis@msauk.org](mailto:adean.lewis@msauk.org)

## **NMW awards – hurry!**

With the National Motorsport Week underway as this issue was being prepared, the MSA is pleased to announce that the Motorsport Industry Association (MIA) is to offer awards each year to motor clubs taking part in NMW.

This year, a £500 prize will be awarded to an MSA affiliated club which organises the event which best captures the spirit of NMW. In future years, there will be additional prizes.

To be considered for the award this year, send any marketing and supporting material about your NMW event to Charlotte Austin at the MIA by Friday 21 August.

Her contact details are: Charlotte Austin, Motorsport Industry Association, telephone 02476 692600, email [charlotte.austin@the-mia.com](mailto:charlotte.austin@the-mia.com)

For the latest news about NMW go to: [www.nationalmotorsportweek.co.uk](http://www.nationalmotorsportweek.co.uk)

## **MSA Academy launched**

The MSA has created the MSA Academy – a new structure for the MSA's investment in the training and development of young drivers – and a new TEAM UK identity which will encompass the country's best up and coming motor sport talent.

The MSA Academy creates a development pathway which will take competitors from the entry level at just eight years of age, through to Elite and post-Elite levels, with a view to the most promising emerging onto the world stage.

The academy is the brainchild of MSA Performance Director, Robert Reid. The 2001 WRC champion has been working with the MSA for the past four years and is delighted that a recognisable structure has now emerged.

Until the age of 16, all British children must legally remain within the education system, so the academy will ensure that young competitors are supported and encouraged in their mainstream studies. With some 1,600 licence holders under 16 years of age in the UK, the MSA takes its responsibilities to these children and their education extremely seriously.

The MSA is considering the introduction of new regulations to ensure that competitors are fully engaged with their schools and to encourage organisers to provide study facilities for their competitors. It is anticipated that ultimately all drivers under 16 wishing to enter any of the UK's national championships will

be required to enter into a signed 'contract' with their school to keep up to date with their work. The message is simple: no education, no racing.

The MSA has looked carefully at the examples of other sports and has recognised the need to identify the best British talent as a team of individuals under a collective banner.

Consequently, members of the MSA Academy at Elite and post-Elite levels will become known as TEAM UK and will be able to carry this designation to identify them as the best emerging talent in British motor sport.

The final element in the MSA Academy will be the creation of a recognised coaching structure within UK motor sport, although this may take a little longer to deliver.

More information is on the MSA website: [www.msauk.org](http://www.msauk.org)

### **Lydden Hill wins**

Following an open tender process, the MSA awarded the title rights to the MSA British Rallycross Championship and the MSA British Rallycross Grand Prix to Lydden Hill Race Circuit for a period of three years from 1 January 2010.

### **Annual awards reminder**

Nominations for Club of the Year 2009 and Marshal of the Year 2009 must be made by 1 October 2009. See June e-Wheels for more information.

### **RoGB**

The Rally of Great Britain takes place from 22 to 25 October 2009 starting from Cardiff. Full details and ticket information is on [www.rallygb.org](http://www.rallygb.org)

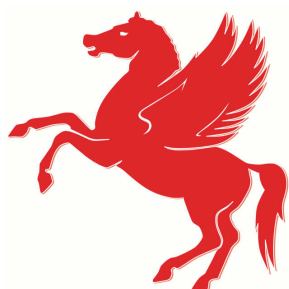
### **MSA Club Officials seminars 2010**

From January to March 2010, the MSA (with the support of the British Motor Sports Training Trust) will be running a series of Club Officials seminars at locations across the UK. Letters asking MSA Registered Clubs to nominate a number of representatives to attend will be issued in September 2009.

The seminars will be targeted at unlicensed officials including, but not limited to, club stewards, those involved in club administration and event organisers.

Workshop groups will cover speed, rally, club sport and permanent fixed venue events (race, kart, drag racing etc).

If you are interested in attending one or more of these seminars, approach your club committee or secretary so that you can be included on the list of nominees.



**Bristol Pegasus  
Motor Club  
Club Motorsport at its Best**

# EVENTS FOR SEPTEMBER 2009

## Monday 14th September - BPMC Club Night

North Bristol RFC Almondsbury

An informal club night in the lounge area

Please arrive anytime around 8.30pm

## Saturday 19th September BPMC

# THE CHEPSTOW SOLO



We are organising a  
Clubsport Autosolo at  
Chepstow Race Course

Entry fee only £25 Any  
road car is suitable

No competition licence,  
overalls or helmet required

An excellent venue and only 20 minutes journey from the Almondsbury interchange junction of the M4/M5. Our September Solo there will make use of a different area than we have used before. The open area of Tarmac will allow us to run a more conventional Solo.

**A timed test around the course, no gearbox crunching  
reversing - great fun**

**Details from Chris Thompson on 01454 615604 or  
e-mail [cmtbristol@tiscali.co.uk](mailto:cmtbristol@tiscali.co.uk)**