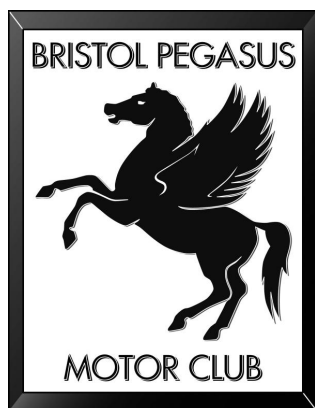


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# Backfire

## November 2004

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The Magazine of the

# Bristol Pegasus Motor Club

Photo : Two Club Sprint 2004 Dave Cutcliffe at turn 7 en route to FTD  
Copyright retained by Steve Wilkinson Photographic

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### **Monday 8<sup>th</sup> November - Club Night - Wheatsheaf Inn - 8:30pm**

Dick Craddy has kindly offered to lend us two films to show at the November Club Night. "La Ronde infernale" - The story of the 1969 Le Mans 24 Hour and "Mountain Legend" which tells the story of the 1965 Targa Florio, There will also be the usual opportunity for a beer and a chat, and if time allows we can also show 10 minutes worth of film of the September Autotest.

### **19<sup>th</sup> November - Navigation Exercise**

Bob Hart organises the December Navigation Exercise which will start from the car park in Charlton Road - Map Reference 653687. The route will all be on OS map 172. The start will be at the normal time of 7:30pm, with the finish at a good pub in time for a beer and a chat.

The Event will finish south of Bath, probably in Norton St Philip, Hinton Charterhouse or Wellow. As always the club Navigation exercises are free to enter, and are an excellent introduction to Navigation events. Plenty of help will be available for beginners - If you intend to enter and have not done before we can send you a beginners guide - contact Andy Moss on 0117 9041841 or email [andy@moss.ndo.co.uk](mailto:andy@moss.ndo.co.uk).

### **Sunday 28<sup>th</sup> November - Bristol Motor Club Allen Classic Trial**

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

### **Friday 3<sup>rd</sup> December - Nav Scatter**

Details of the start place and time will be in next month's Backfire but put it in your diary now as it will come up fast! Note that this is in BMC's calendar also and both MGCC(SW) and Bath MC may send a person or two so it will hopefully be a good turn-out.

### **Monday 13<sup>th</sup> December - AGM**

### **Friday 28<sup>th</sup> January - Navigation Exercise**

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

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](mailto: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](mailto:backfire@bristolpegasus.com) Fax (0870)139-2108 - Club Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)

## A SORT OF OBITUARY

### Last Thursday (7 Oct) my Davrian died

By Richie Devall

I have two sons, Pete and Rob, Pete has been driving the car in sprints with me for the last 3 years but Rob had never driven it. So, being as the car was on the market, I arranged a session at Llandow so that Rob could have a drive.



We had each had two 5 or 6 lap drives and the car was going well. After a 15 minute break Pete went out again and after 2 or 3 quick laps we saw a big cloud of white smoke from the exhaust and the car came to a halt some distance further on. The track marshal, Rob and myself all assumed something nasty had happened within the engine. We watched Pete get out and then saw black smoke and flames coming from the engine bay. Pete had a go with the handheld extinguisher carried in the car but then had to move away. The track marshal dashed over in his van with his fire extinguisher but there was obviously nothing he could do. The car continued to burn with huge clouds of black smoke and plenty of flames until within about 15 minutes the fire brigade arrived and doused the still burning wreck.

Pete believes that the white smoke must have occurred at around the time he changed from 3rd to 4th at about 7000rpm but was not aware of anything unusual with the engine except it starting to cut out. It restarted a couple of times briefly on the overrun and Pete assumed that he had run out of petrol. Luckily he pulled off the 'new' track onto a section of the old. As he got out to wave for a tow he saw the smoke coming out of the engine bay vents so he grabbed the extinguisher and fired in from the rear of the car, but it made no difference.

Once the fire was out the circuit owner (Tony Evans I believe) arrived and after discussion offered to take the remains to the local scrap yard. These were loaded onto a tractor and trailer using a bucket/grab on the front of a second tractor.

We came home all feeling a bit sick.

Later that evening the circuit owner phoned me to say that because of the fibreglass involved (classed as hazardous waste) the scrap yard would not touch the remains and that we had a disposal problem. Next morning I telephoned Tim Duffee (who makes Darrians and supplies parts for Davrians) and he offered to fetch the remains as some of the bits might be reclaimable.

We don't know what caused the fire. My guess is that it was something to do with the

white smoke being related to an engine breakage that resulted in a load of oil fumes that ignited within the engine bay. Once the fibreglass was alight there was little chance of extinguishing it with a hand held extinguisher. I do not believe anything could have been done that would have even restricted the damage let alone save the car. Thank goodness Pete was not hurt.

I felt very upset about losing the car and initially assumed that my unhappiness was due to loss of the value of the car (especially as someone who said he would buy it was coming to see it on Friday morning). But after a day or so I realised that the money was more or less irrelevant and that it was the loss of the car that mattered. Most of you will think that I am 'bonkers' but I know a few who will understand.

The car was built originally as a road car in 1984, modified to modsports by the original owner/builder with great care and precision (and expense) in 1994/95. The second owner lavished more care and attention on it including significant aerodynamic modifications and I have tried to similarly take care of it. It was used by the first two owners for hillclimbs and by Pete and myself for sprints. I first saw it at a hillclimb in 1998, was enthralled by it and sold the Marcos specifically so that I could buy it. Ian Hall drove it at Colerne, set a brilliant time and obviously enjoyed the car. Pete and I got a real buzz from driving it and, for a few days after each sprint, I believed that there was no way I could ever bring myself to part with it. This car was my dream car - when I used to watch Steve Roberts racing his Davrian at Castle Combe in the early 1980s I could never have dreamt of owning something similar, or even better. It was on the market because I was finding it increasingly difficult to cope with the work involved with a modsports type car and had decided to switch to a road legal car.

The owner and his wife and their chief marshal at Llandow have been brilliant, they could not have been more helpful and sympathetic. There was not the slightest hint of criticism or complaining about the inconvenience the fire had caused, nothing but sympathy. The owner sang Pete's praises for having the sense to pull off the circuit and he was happy to store the remains on his trailer until Tim Duffee fetched them.

Now that Tim has the remains and together with the V5 logbook I am sending him maybe there will be a reincarnation, but it will not be the same.

Still, life goes on and I am looking for a replacement, this time it will be road legal. But that particular Davrian will always be special to three Devall generations; myself, Pete and my 4 year old grandson.



## MG Car Club/Bristol Pegasus MC - Autotest 26/9/2004 - Results

Class 1		Test 13		Test 2		Test 8		Test 11		Test 5		Test 10		Test 1		Total	Class Pos.	Overall Pos.
Rob Orford	MGB GT	41.9	40.9	36.0	<b>34.0</b>	31.9	30.6	24.7	<b>24.2</b>	37.8	35.3	37.8	<b>37.4</b>	38.6	38.5	489.6	1	1
Neil Lock	MGB GT	39.4	39.7	40.9	44.1	<b>30.3</b>	31.4	26.2	25.3	36.9	<b>34.7</b>	40.5	37.7	39.4	<b>38.2</b>	504.7	2	2
Nigel Stuckey	MGB	39.0	38.3	39.6	38.6	32.0	31.7	24.6	26.3	44.3	36.5	38.4	39.3	40.3	40.0	508.9	3	3
Dave Mothersdill	TA	41.5	37.4	40.7	40.0	33.3	31.6	27.0	27.4	38.4	36.3	38.7	47.8	42.4	39.9	522.4	4	4
Chris Lewis	PB	49.3	47.0	48.6	54.2	34.8	35.2	29.3	27.2	39.4	37.9	44.3	43.7	46.4	43.5	580.8	5	7
<b>Class 2</b>																		
Roger English	Mini	45.4	44.3	43.7	39.7	33.5	32.0	29.2	29.8	37.2	35.6	43.2	41.7	40.7	38.8	534.8	1	5
Alan Spencer	Mini	48.3	40.7	41.3	43.8	32.1	32.9	28.8	25.8	38.2	36.8	52.2	42.3	38.6	39.9	541.7	2	6
Henry Barker	Peugot 205	48.3	<b>37.9</b>	41.8	60.6	<u>57.3</u>	45.5	25.9	25.8	49.7	37.2	38.6	37.7	50.7	39.1	596.1	3	8
Adrian Taylor	Fuego Turb	47.0	<i>55.1</i>	54.6	49.8	47.3	39.1	29.8	28.7			48.4	46.7	48.9	49.1	544.5+	4	9

Scores in bold are the fastest attempts at each test.

Scores in italics include penalties.

Tests 8, 5 and 1 were on the 'remote' test site.

Scores in italics and underlined are wrong tests

Awards

FTD & Fastest MG - Rob Orford

1st in Class 1 - Neil Lock

1st in Class 2 - Roger English



Photos : Chris Goodchild

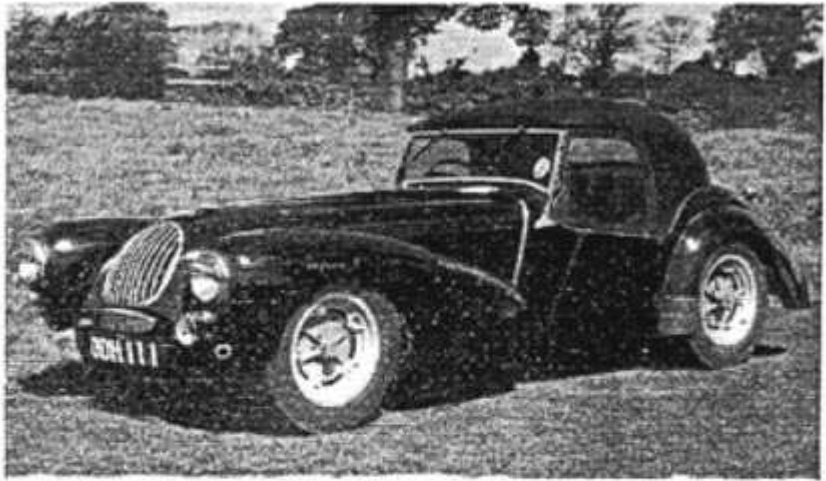
Many thanks to John Corfield, Jim Lott, Sam Brown and John Bird for marshalling

Thanks also to Kieron Winter (club steward).

Secretary of the Meeting: John Delafield

## Members Cars Geoff Brown - Turner By Pete Stowe

Having recently been asked by the Turner Registrar to look through the Club archives for the event results of Turner ODH 111 over its 20 year competition history in Geoff Brown's hands, it occurred to me that there are other Club members who have competed with, and possibly developed, a particular car over many years. A brief outline of the history of Geoff's Turner follows; perhaps others would like to pen a few details and provide photos of their machines for future editions of Backfire?



**1951 2½-LITRE TURNER 2-SEATER.** The up-to-date design of the Turner, a sports car hand-built in strictly limited numbers, embodies a light tubular chassis with independent front and rear suspension, light alloy wheels, a close-ratio 4-speed gearbox, etc. The dry weight is rather less than 14½ cwt. and even the existing lightly stressed Vauxhall Velox engine provides a power/weight ratio sufficiently high to give both a vivid performance and surprisingly good petrol consumption figures. Roadholding, steering, cornering and braking are all of an exceptionally high standard. A detachable "hard top" is fitted and the car is entirely suitable for everyday use, Rally work or more strenuous forms of competition ...

ODH 111 - actually Turner chassis no. 002 - dates from 1951, and was acquired by Geoff around 1958, still fitted with the original 2.25 litre Vauxhall engine. An advert from 1953 stated that the car was "entirely suitable for everyday use, rally work, or more strenuous forms of competition" and Geoff certainly took them at their word. Over the next 20 years it frequently appeared in rallies, autotests, trials, sprints and hillclimbs. In the 1960's Geoff shortened the wheelbase and fitted a fibreglass body and 6-cylinder Ford Zephyr engine. By the 1970's, now just being used for speed events, Geoff had fitted a 4.7 litre Ford V8. The car is now in Brittany, where the current owner has plans for a future restoration.

The pictures, showing the car in its original form and in it's final 1970's form, are reproduced from [www.turnersportscars.com](http://www.turnersportscars.com) courtesy of the Turner Registrar Russell Filby.

Chassis No. 002, owned by Geoff Brown. The left photo was at the Colerne Sprint sometime in the late 70's. The right photo was taken at the Gurston Down Hillclimb.





# St. Peter's Hospice

Fundraising Office  
58 Royal York Crescent  
Clifton  
Bristol, BS8 4JP  
Telephone: 0117 915 9300  
Fax: 0117 973 0737  
[www.stpetershospice.org](http://www.stpetershospice.org)

Mr Martin Baker  
The Pegasus Motor Club

25<sup>th</sup> August 2004

Dear Martin,

I am writing on behalf of St. Peter's Hospice to thank you for the wonderful donation of £314.00 raised as a result of your recent Castle Combe day raffle. Please could you pass on our sincere thanks to everyone who supported and assure them that the money will be put to very good use.

As you are aware, St Peter's, Bristol's only Hospice exists to improve the quality of life of thousands of local people with incurable illnesses, usually cancer, by providing **free** specialised care and support for them and their relatives. We help people to feel better for longer, enabling them to live with the disease they have and then to die with dignity where and how they want to. The service now costs £4 million every year to run and we need your support more now than ever before. **Every penny really does make a difference!**

I have enclosed information about a new fundraising initiative for Christmas which your club members may be interested in. Instead of sending Christmas cards to each other at work why not encourage colleagues to write a Christmas greeting on one of our 'Christmas baubles' and donate the money saved on Christmas cards to St Peter's. The bauble can be attached to your workplace Christmas tree or notice board for everyone to read your festive message. We will provide the baubles, promotional material and a collecting tin. Please telephone the fundraising office on 0117 915 9300 and we will register your interest.

Thank you again for your continued support which is so very much appreciated.

With best wishes

Yours sincerely

A handwritten signature in black ink that reads "Sian".

Sian Rees  
Corporate Fundraiser

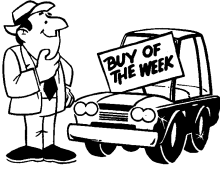
## Fantasy Formula 1 2004

### Prepared by Tim Murray - Upto Japanese GP

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Martyn Davies	Alonso	Button	Renault	BAR	1146
2	Martin Baker	Massa	da Matta	Ferrari	BAR	1124
3	Simon Tidmus	Barrichello	Alonso	Renault	Sauber	1102
4	Donny Allen	Heidfeld	Baumgartner	Ferrari	Renault	1096
5	Paul Wiese	Panis	Pantano	Ferrari	BAR	1065
6	Andy Moss	Barrichello	Baumgartner	Williams	BAR	990
7	Tim Murray	Alonso	da Matta	Ferrari	Minardi	984
8	Chris Lewis	Raikkonen	Trulli	Renault	BAR	979
9	Tom King	Barrichello	Raikkonen	BAR	Jaguar	960
10	Caroline Meaden	Barrichello	da Matta	McLaren	BAR	959
11	Dick Craddy	Barrichello	Pantano	Williams	BAR	950
12	Elisabeth Lewis	Coulthard	Alonso	Renault	BAR	949
13	Mal Allen	Pantano	Bruni	Ferrari	McLaren	934
14	Mark Elvin	Button	da Matta	Williams	BAR	858
15	Rex Meaden	Button	da Matta	McLaren	Renault	837
16	Martin Emsley	Montoya	da Matta	Renault	BAR	831
17	Alison Emsley	Alonso	Heidfeld	Williams	BAR	811
18	Liz Moss	da Matta	Panis	Ferrari	Jordan	807
19	Mary Craddy	Alonso	Button	McLaren	Jaguar	803
20	John Page	Raikkonen	Alonso	BAR	Jaguar	786
21=	Anne Draper	Trulli	Webber	Williams	BAR	774
21=	Kieron Winter	Trulli	Webber	Williams	BAR	774
23	Jonathan Prestidge	Trulli	Button	Williams	Jordan	752
24	Chris Goodchild	Raikkonen	da Matta	McLaren	BAR	730
25	Paul Draper	Fisichella	da Matta	Williams	BAR	706
26	Arthur Tankins	Raikkonen	Trulli	McLaren	Jordan	624
27	Andy Laurence	Montoya	Raikkonen	Sauber	Minardi	586
28	Alison, Josh, Dominic Bennett	Montoya	Panis	Renault	Jordan	584
29	Helen Davies	Raikkonen	Sato	McLaren	Jaguar	568
30	Louella Holsman	Coulthard	Trulli	Williams	Jordan	555
31	Chris & Sam Bennett	Massa	Pantano	Williams	McLaren	537
32	Mark Williams	Montoya	Heidfeld	McLaren	Jordan	508
33	Pete Stowe	Klien	da Matta	Williams	McLaren	490

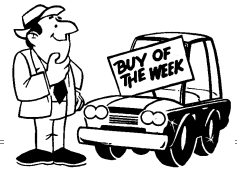






## Market Place

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



### For Sale

## Prodrive Subaru Impreza Turbo WRX ( Silver metallic )

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

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

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

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

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## Pair Weber 48 DCO SP Carburettors

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

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

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



## Bristol Pegasus Cloth Badges

High quality embroidered badges, Red Pegasus on a white background, with club name and border in blue. Ideal for adding to Coats, Overalls etc. Size Approx 3" X 4" ( 10cm X 7.5cm )

Cost £5 - Send a cheque payable to Bristol Pegasus Motor Club to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH. Enclose a stamped, self addressed envelope for the badge to be posted in

## BPMC in the News

The following is reprinted from the Bristol Evening Post on Friday the 15th October - the eve of the Pegasus Sprint.

### **Sprinters at Combe**

TOMORROW'S Bristol Pegasus Motor Club Sprint at Castle Combe promises to be a record-breaking contest.

Ian Hall, from North Wraxall, fresh from a pair of recent race wins at Oulton Park in his 5.2 litre V8 Darran, will be out to break the record for the standing-start lap of 87.72 mph set by Keith Murray's Audi Quattro in 2002.

But he will face a stiff challenge from former event winners Kevin Salisbury, from Surrey, in a Sierra Cosworth and Northampton's Geoff Kershaw in his 3-litre turbo Ford Sierra TT.

Sprints are a popular form of amateur motorsport, in which driver and car compete against the clock over a single lap, similar to Grand Prix qualifying, with no margin for error.

Among the 105 entries is a strong contingent of drivers from Bristol.

Potential front-runners in the road and production sports car classes are Brendon Jones (Escort turbo), Mike McBride (Mitsubishi Evo VI) and Allen Harris (Lotus Elise), while Martin Baker may spring a few surprises with his diesel powered Seat Leon Cupra. A likely awardwinner in the modified classes is the two-litre Westfield SE of Tom Richardson and Tony Michael.

Practice is from 9.30am and timed runs from 1.30pm. Spectators are admitted free.



Sharing the Caring

## **AGM Raffle - St Peter's Hospice**

**By Martin Emsley**

For the last few years we have had a raffle and autojumble table at the club AGM in December raising funds for St Peter's Hospice. We plan to do it again this year, hopefully with even more success.

We need your support, if you have any items for the raffle or table please could you contact: Martin Emsley 01454 250067.

Thank you for your support.



## Trip to Historic Motorsport & Coventry Motor Museum

25th September - Report by Tim Murray,  
Photos By Martin Emsley

This was an excellent day out, thanks to the superb organisation of the two Martins - Mr Emsley had organised the visits and Mr Baker had chartered the minibus. So, at around 8 am we assembled at Mr B's house, paid our money to Mr E and piled into the minibus. Mr B took the wheel and we set off for Daventry at high speed (well, as high as the bus could manage, which was not a lot).

Pausing only briefly (once at the services and once when we got lost in Leamington Spa) we arrived at the premises of David Sutton's Historic Motorsport organisation only slightly behind schedule, rang the bell and were admitted into their workshop and collection of historic rally cars. Our 'guide' (if he can be called that) was David Holmes, a rally navigator of some distinction. He said to us, "Go anywhere, look at anything, sit in anything, but don't disturb the two blokes working in the workshop", and basically left us to it for much of the time



Well, imagine. Sixteen car fanatics let loose in a room that absolutely encapsulates the history of rallying from the '60s to the '80s. Pride of place in the centre of the hall went to two Lancias, a Stratos in Alitalia colours with Björn Waldegård's name on the side, and a Martini-liveried 037. The Stratos has always been one of my favourite cars – I can still vividly recall standing in a Welsh forest in 1975 listening to this incredible engine noise rising and falling as it approached us through the woods, then Waldegård flashing past with the car's entire rear body section missing – so to be allowed to crawl all over one and even sit in it was mind-blowing. It was pretty cramped inside – how on earth could two burly Swedes have survived being squashed in there for days (and nights – by gum, rallying were different in them days, lad) on end?



The 037 – another of my dream cars – had more room inside but was much more difficult to get into due to the tubes protecting the driver from side impact. This was a feature of quite a few of the cars – once you were actually in, it was OK, but getting in and out could be pretty difficult. There was a lovely little Alpine A110 which Mr E challenged me to get into (having failed himself). I tried for at least five minutes, but couldn't do it. Lewis Bird managed it, but I think he was the only one of us who could. Messrs Thérier, Darniche and co must have been very small persons.

So what else was there? I can't remember them all – various Audi Quattros, a Cooper S, a Volvo PV544, a Ford RS200, a Lancia Delta S4 (Mr E had fun trying to work out

exactly how the air got to the engine via turbocharger, intercooler, supercharger and another intercooler), a Sierra Cosworth in the colours of Russell Brookes (Spence's favourite rally driver – not!), a Lotus Cortina and various Escorts. There was also KKV444V, Henri Toivonen's Talbot Sunbeam, winner of the 1980 RAC Rally, which I sat in and shed a tear thinking of poor old Henri.

One of the Quattros was Stig Blomqvist's 1983 RAC Rally winner, which is shown on the cover of Pete Stowe's excellent history of our club being attended to by several members of this club when we ran the finish control on the last stage of that event. Naturally, we had to relive the moment with another photo of club members around this car and at least a couple of members now feature in both photos.

Now, cast your mind back to the 1998 RAC Rally (or whatever it was called then) when Carlos Sainz had only to finish the final stage to become World Champion, only for his Toyota to expire a few hundred yards from the finish. You may remember that Carlos was somewhat – erm - emotional, and co-driver Luis Moya took off his helmet and chucked it through the Corolla's rear hatch window. Well, they had that selfsame helmet, complete with scars, preserved in a glass case.

At one stage David Holmes came in and raised the bodywork on the Lancia 037 so we could inspect the engine. To give him room to do this he had to push on the tail of the Stratos to move it a few feet down the hall. This caused consternation to the two members of our group who were sat in it at the time and suddenly realised that the thing was moving – help!



As we said our goodbyes and left, Mr B was phoning through our luncheon orders to the pub (see what I mean about organisation). The pub was the Dun Cow in Dunchurch, which proved to be a fine old pub with excellent ale. We had our own dining room, and the food was superb.

Back aboard the minibus we headed into Coventry and were let in through the back door into the Coventry Transport Museum, which had reopened earlier this year following a £7.5 million revamp. Here a very nice man (whose name escapes me for the moment) gave us a guided tour of some of the exhibits. The museum concentrates on Coventry-produced vehicles, so there were many examples of the more famous names such as Daimler, Hillman, Rover, Jaguar, Standard and Triumph, plus some lesser-known makes such as Calcott, Albatross and Crouch.

The museum concentrates mainly on road cars (not to mention commercial vehicles, motorbikes, bicycles etc) with only a handful of competition vehicles, so it was a great surprise to be suddenly confronted with – KKV444V, Henri Toivonen's 1980 RAC Rally winner, just like the one we had seen at Historic Motorsport. So, which was the genuine article and which the fake 'replica'? Mr E later made enquiries, and discovered that the 'replica' was the one at Coventry.

The superstars of the Coventry display are undoubtedly the two Land Speed Record breakers, Thrust 2 and Thrust SSC. Last time we went (before Thrust SSC arrived) we were allowed to crawl all over Thrust 2, and check that our club badge was still affixed

to the steering wheel (as it had been when Richard Noble broke the LSR in 1983). This time, as Thrust 2 was part of a complex display featuring a film show projected onto a screen in front of it, we could not get close. In compensation, we were able to have a good look at Thrust SSC, plus the chance to ride in the simulator that recreates Andy Green's supersonic record run across the Black Rock desert, which was quite dramatic.



After rounding up a few stragglers, we reboarded the minibus and headed for home down the A46. We paused at a nice village pub in Sedgeberrow, between Evesham and Tewkesbury, where the hungrier members of the party ate another meal. The pub was full of people wearing Gloucester rugby shirts – I did wonder what the response would be if we started making disparaging remarks about a certain Mr Walkinshaw.

Back in Bristol after a jolly fine day out, we all agreed that we must do it again – soon – but where? Various suggestions were made – Donington, Brooklands, Honda at Swindon etc – but we are looking for more suggestions. If you know of anywhere that you think would be a good place for a club visit, please do let us know.



RAC Winning Talbot Sunbeam KKV444V caused much amusement by appearing at both David Sutton Motorsport (right) and the Coventry Museum (left) - The Museum car was apparently a replica.



## Pegasus Sprint Castle Combe – Saturday 16th August 2004 A View from the Paddock - By Dick Craddy



Having attended the 8.10am Marshals briefing given by Bob I then went in search of the Microphone in order to be ready to call the first Convoy promptly at 8.30am. While I understand that a curfew on the early use of the Paddock PA is to be strictly observed experience in previous years has shown that even if the microphone is available the PA system may not have been switched on! On this occasion, however, all was well.

The first Convoy call was extremely well supported and following a small delay while

Dave Potts, the Clerk of the Course, took the MSA Steward for an inspection lap we were able to start the meeting in reasonable time.

It soon became obvious that the early morning relatively calm weather was changing to a rather cold, often wet and certainly unpredictable day. The paddock car marshalling area was divided by lanes with a clear run to the Scrutineering bay. Having called Class 1 for first practice Paul Parker, at paddock exit, was able to ensure that the running order of this and every Class batch was released to the Course in a car order designed to minimise the chances of faster competitors catching and being baulked by slower ones.



The track soon showed itself to be very treacherous with many cars spinning, leaving the course and in some cases returning with damage to a greater or lesser extent. One such was the Bird/Draper Renault, which Paul D crumpled on the nearside. Regrettably that is the risk of wet motor sport although the car was driveable unlike a few that had to be recovered by the rescue truck. The consequence of these conditions and the delays that resulted was that the Red flag was shown on many occasions, often

to more than one competitor. As a reaction to this we created a lane in the paddock for 'Red Flagged' competitors requiring a rerun! It was rarely empty. All of this tested the organisation and it was good to find Tim in the Course Controllers role where his experience was invaluable. He was well supported by good reporting from Marshalling posts, which gave us forewarning of cars requiring reruns.

There can be no doubt that the intermittent rain was the cause of many of the off course motoring with drivers finding it difficult to be sure if the track was dry enough for fast laps between showers.

However practice finished around 1.10pm and with the usual call for competitors to give priority to marshals at lunch we were able to gather Class 1 for the first timed run at 2.00pm. Regrettably the MSA Steward was not available and in a statement very reminiscent of his father, Simon Mayo advised Dave to start the runs without him!

As the afternoon progressed it became obvious that we were fighting both the 6.00pm curfew and the failing light. As a consequence competitors were asked to present themselves promptly for their runs and to be sensible when lapping because too many delays could have undoubtedly resulted in the latter classes not getting their runs. Everybody responded well to this, even the open topped sports cars where the drivers queued in the Paddock with umbrellas raised!

With good cooperation we saw the end of the timed runs at around 5.40pm. There can be no doubt that this event was one of the more difficult we have run at the Combe perhaps but not unexpected given the October date. It was also the first time that Dave



Potts had taken the role of Clerk of the Course. Well done Dave, Simon and Bob who worked extremely well as the Clerking team.

A final mention must be made of Rachel Walker who had such a major scare on her first practice run that she had to really question whether or not Sprinting was the sport for her. Having initially not taken her second practice she gathered her courage and was allowed a run alone at the end of practice. All was well and Rachel duly completed the event, to her great credit this was a genuine example of overcoming fear.

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## **2005 Treasure Hunt & Nav-Ex Organisers** **By John Corfield**

Yes it's time to elicit volunteers for our 2005 Navs & Hunts.

We are looking for volunteers from those that have been good enough to organise an event in past years and so know the ropes, as well as those who have entered events but haven't organised one.

For those that are new to organising we will try to give you the opportunity to "understudy" an organiser this year with a view to running your own event next year, or provide you with as much help as you need to be comfortable organising this year.

Next years list is as follows and we just need to cover 8 events in total (2 being BMC led).

Jan 28th Friday Nav Ex or Scatter. BMC invited. Bath MC want an invite if a Scatter.

(Feb 25th Friday Nav Scatter organised by BMC) BPMC invited. Bath MC want an invite.

March 18th Friday Nav Ex or Scatter. Bath MC want an invite if a Scatter.

May 16th Monday Treasure Hunt. BPMC only.

June 20th Monday Treasure Hunt. BPMC only.

July 18th Monday Treasure Hunt. BPMC only.

Aug 22nd Monday Treasure Hunt. BPMC only.

(Oct 21st Friday Nav Scatter organised by BMC) BPMC invited. Bath MC want an invite.

Nov 18th Friday Nav Ex or Scatter. Bath MC want an invite if a Scatter.

Dec 2nd Friday Nav Ex or Scatter. BMC invited. Bath MC want an invite if a Scatter.

## Pegasus Sprint - Castle Combe - 16th October 2004

### CLASS AWARD WINNERS

Class 1	1st	8	Mark Elvin	Rover Metro GTi
	2nd	4	Martin Baker	Seat Leon Cupra
Class 2	1st	11	Paul Rowbottom	Peugeot 106 GTi
	2nd	12	Jonathan Milne	Honda CRX
	3rd	14	Christopher David	VW Polo G40
Class 3	1st	26	Paul Bishop	Mitsubishi Evo V
Class 4	1st	32	Rob Clarke	Lotus Elise Sport 160
	2nd	36	Marc Hanson	MGF
Class 5	1st	62A	Ben Short	Triumph TR3
	2nd	52	Paul Clarke	Morgan 4/4
	3rd	61	John Weedon	Triumph TR4
	4th	62	Matthew Short	Triumph TR3
Class 6	1st	65	Garry Cox	Reliant Scimitar GTE
	2nd	67	Peter Brown	Reliant 5A
Class 7	1st	76	Simon Baines	Morgan +8
Class 8	1st	80	Phil	
			Montgomery-Smith	Fisher Fury
Class 9	1st	86	John Mearns	Westfield SEi
Class 10	1st	89	Pete Crudgington	Mini Marcos MkIV
Class 11	1st	96	Paul Perkin	Peugeot 205
	2nd	97	Geoff Kershaw	Ford Sierra TT
Class 12	1st	111A	Tony Michael	Westfield SE
	2nd	112A	John Thacker	MG Midget
Class 13	1st	116	Phil Gale	Darrian T9

#### ABSOLUTE FASTEST TIME OF THE DAY

117      Ian Hall      Darrian T98 GTR

#### The David Driver Award

Fastest Lady Driver on Index

22A      Flora Rosevear      Honda CRX

The above awards were presented at the end of the meeting. The awards listed below will be presented at the Bristol Pegasus Motor Club AGM on 13th December.

#### Kell Rose Bowl

Best Bristol Pegasus Motor Club Member (as at 30 May 2004), by Class Index

117      Ian Hall      Darrian T98 GTR

#### Patchway Cup

Best time in Classes 1 - 3, Road Saloons

26      Paul Bishop      Mitsubishi Lancer Evo V

#### Filton Cup

Best time in Classes 4 - 7, Road Sports

76      Simon Baines      Morgan +8

Thanks to all Officials and Marshals who helped in the running of the event.



# Pegasus Sprint - Driver Stops the Clocks for the Last Time

## By Pete Stowe

This years Pegasus Sprint marked the final event for timekeeper David Driver who, after 40 years of timing UK motorsport events in the UK, has finally called time. David has been an integral part of the Pegasus Sprint team since the very first one in 1991, and had figured significantly when we were working out if a sprint at Castle Combe would be viable in the first place. Every year since then David has been the first to arrive (before sunrise) and the last to leave (after sunset), and during the day been busily working away on his clocks up in the control tower, invisible to most people. In fact the only time he's usually been seen at ground level in daylight has been to reset the timing gear when some errant competitor has knocked it over.

To mark his finale this year David provided a special award, to be presented the fastest lady competitor (on class index) through the finish-line speed trap. However, thanks to a driver (who shall remain nameless, but who drives a Maserati Bi-turbo) spinning through the finish line AND the timing gear, this eventually had to be awarded on a lap-time basis. At the after-event prizegiving David presented this to Flora Rosevear, and kindly also presented all the other awards. To show our appreciation of Davids support and help over the years Mike Bell, on behalf of the BPMC, presented him with a suitably engraved tankard.

We wish David well in his 'retirement' and hopefully will see him at future events in a more social capacity.

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Dear Kieron,

David Driver  
18.10.04

Could I ask you to pass on my thanks to all of your organizational team for the rather magnificent tankard. To say that I was surprised to receive such a thoughtful award is an understatement.

I have always viewed your October sprint as one of my best meetings that I attend in the year and it was always nice to finish my season at an event which was efficiently run and at the same time so very friendly.

A timekeepers job can be quite fraught at times and it makes a big difference if he is surrounded with people who still retain their sense of humour if things start to go wrong

I shall miss the atmosphere that your club manages to engender throughout the meeting and which is shared by the competitors themselves I have always felt like a member of a very large family

Please thank them all



- David Driver



## Clubmans Championship 2004 to the Pegasus Sprint Results prepared by John Corfield



TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS (best 10 qualify)	ORGANISED OR MARSHALLED ?
40.22	Paul Bird	1	10	Yes
29.67	Andy Moss	2	8	Yes
29.41	Martin Baker	3	7	Yes
24.33	Martin Emsley	4	5	Yes
24.05	Dave Cutcliffe	5	5	Yes
19.18	John Corfield	6	5	Yes
18.81	Alan Spencer	7	6	Yes
18.57	Paul Rowbottom	8	4	
17.87	Chris Goodchild	9	5	Yes
17.17	Pete Crudgington	10	4	
15.63	Matt Marples	11	5	
15.23	Paul Perkin	12	3	
15.02	Kevin Jones	13	3	
14.90	Jonathan Milne	14	3	Yes
14.86	Judith Bird	15	4	
14.56	John Mearns	16	4	
13.60	Pete Goodman	17	3	
13.38	Mark Elvin	18	3	Yes
12.96	Nick Wood	19	4	Yes
11.29	Lewis Bird	20	3	Yes

## Marshals Championship 2004 to the Pegasus Sprint Results prepared by John Corfield

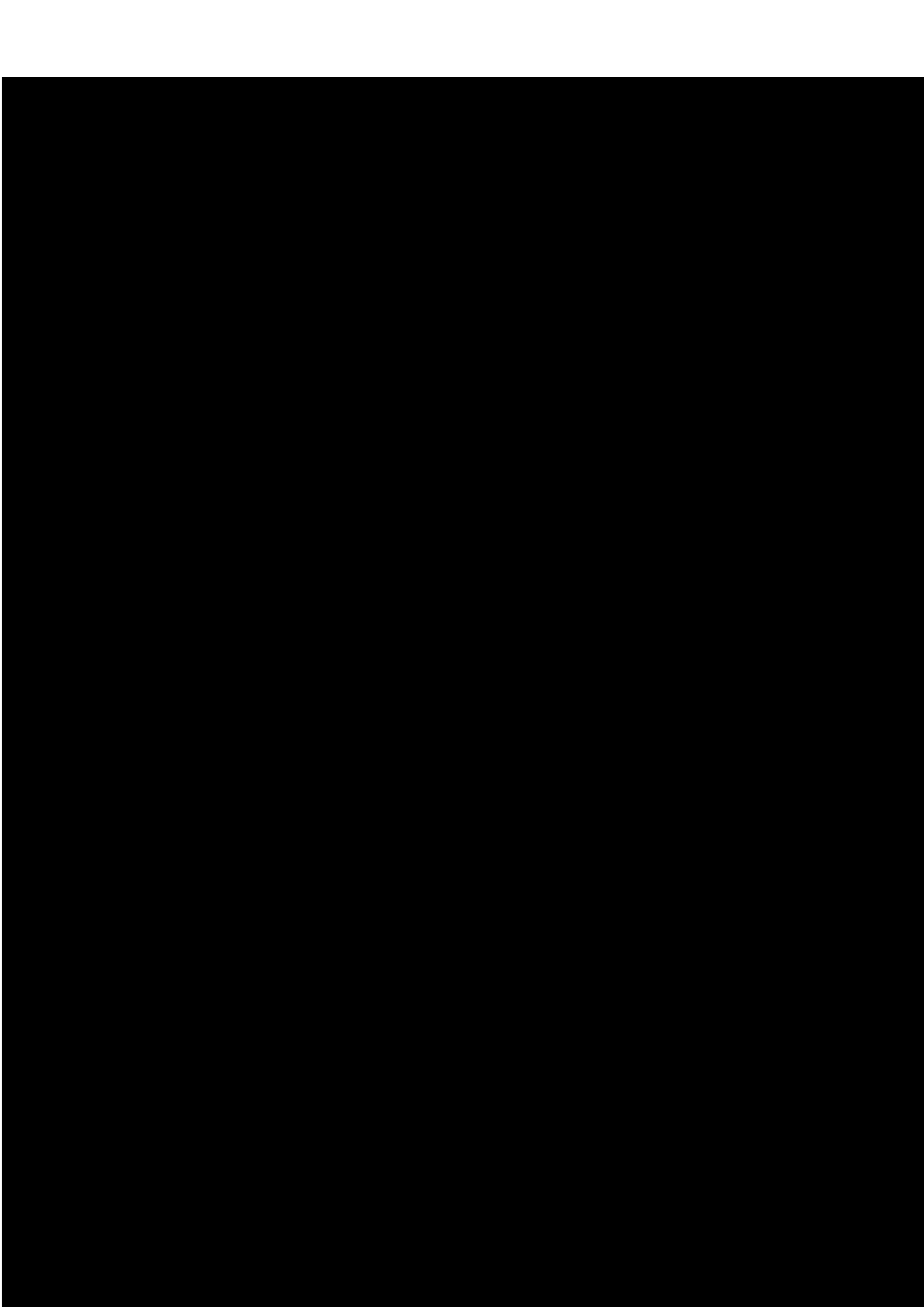
TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
16	Kieron Winter	1	9
9	Dick Craddy	2	4
8	Bob Hart	3	3
8	Lewis Bird	3	6
8	John Corfield	3	5
6	Martin Baker	6	3
5	Alan Spencer	7	4
4	Bill Farrow	8	3
4	Martin Emsley	8	3
4	Tim Murray	8	3
4	Chris Thompson	8	4

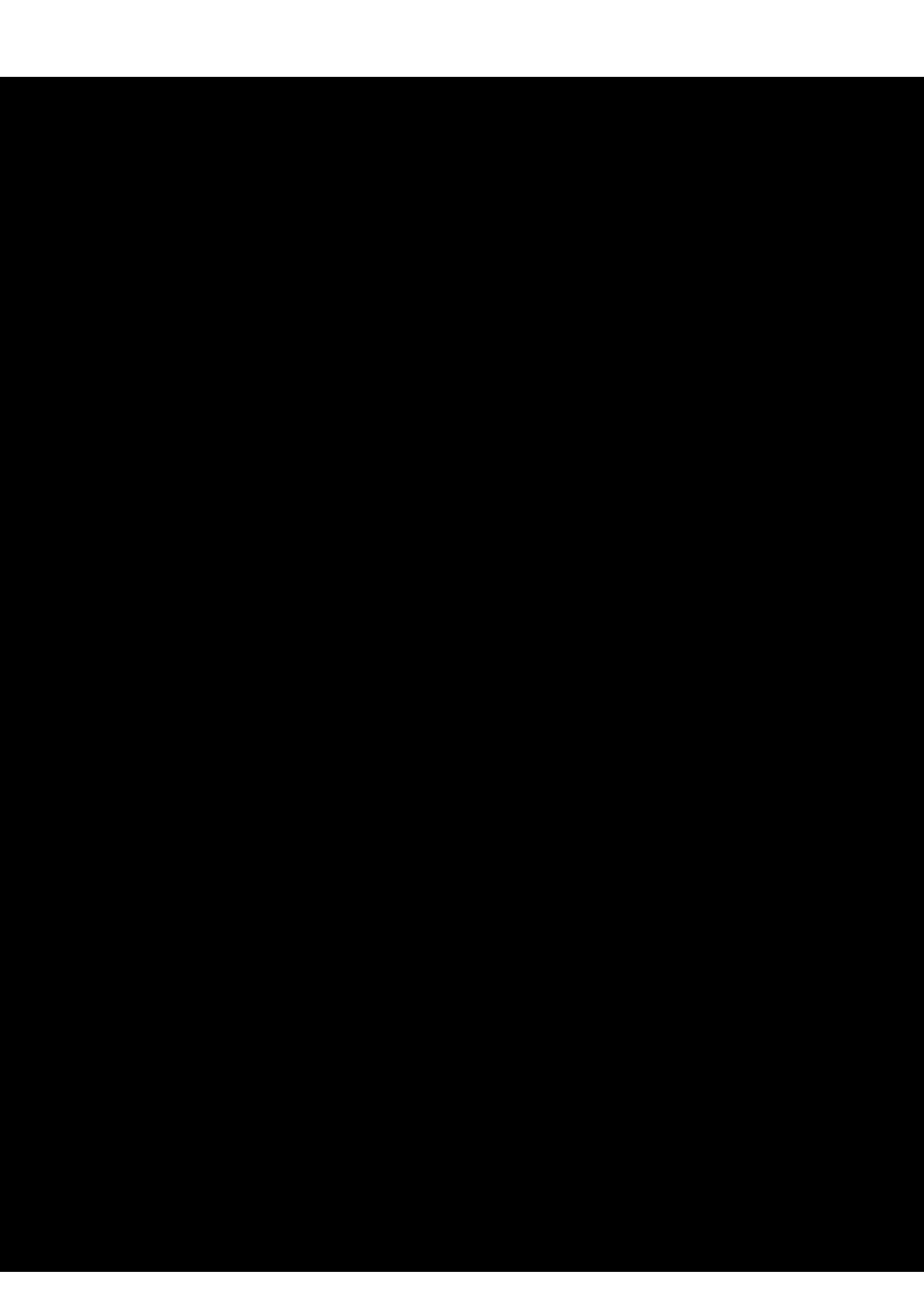


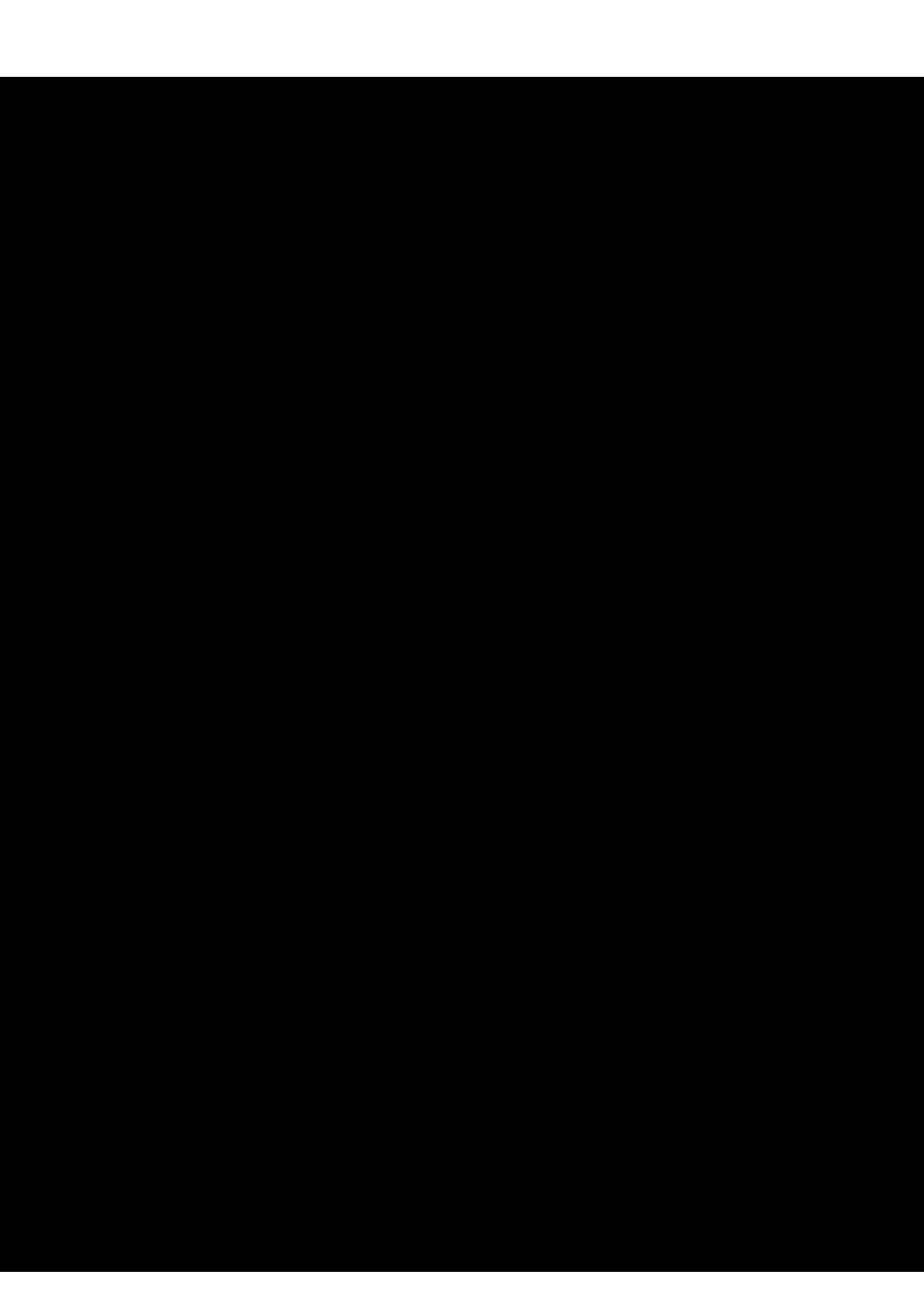
## Provisional 2005 Events - By John Corfield

This is the latest set of dates we have for Pegasus events for 2005 - along with a few other important local events. Some dates are still to be confirmed - for example those at Castle Combe.

DATE	DAY	EVENT	VENUE	ORGANISERS
Jan 10th	Mon	Club Night	Wheatsheaf ,8:30pm	BPMC
Jan 28th	Fri	Nav Ex/Sc	TBA	BPMC
Feb 7th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
Feb 25th	Fri	Nav Scatter	TBA	BMC
Mar 13th	Sun	BMC Autotest	TBA	BMC
Mar 14th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
Mar 18th	Fri	Nav Ex/Sc	TBA	BPMC
Apr 3rd	Sun	Karting	Castle Combe	BMC challenge BPMC
Apr 11th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
Apr 17th	Sun	PCT	TBA	BPMC and BMC
Apr 30th	Sat	Italian Car Day	Bristol - Corn Street	Alfa Romeo
May 2nd	Mon	<b>Wessex Sprint</b>	Colerne Airfield	BPMC, BMC and MG
May 9th	Mon	Treasure Hunt	TBA	BPMC
May 15th	Sun	BMC Solo	TBA	BMC
May 16th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
May 30th	Mon	<b>Llandow Sprint</b>	Llandow	BPMC and BMC
Jun 11th	Sat	VAG Day	Castle Combe	BPMC
Jun 12th	Sun	BMC Autotest	TBA	BMC
Jun 13th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
Jun 20th	Mon	Treasure Hunt	TBA	BPMC
Jul 2nd	Sat	<b>BMC CC Sprint</b>	Castle Combe	BMC
Jul 11th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
Jul 18th	Mon	Treasure Hunt	TBA	BPMC
Jul 30th	Sat	<b>CC Test Day</b>	Castle Combe	BPMC
Aug 8th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
Aug 22nd	Mon	Treasure Hunt	TBA	BPMC
Aug 29th	Mon	<b>2 Club Sprint</b>	Colerne Airfield	BPMC and BMC
Sep 3rd	Sat	Wiscombe		Various
Sep 4th	Sun	Wiscombe		Various
Sep 12th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
Sep 25th	Sun	Autotest	Rolls-Royce Patchway	MGCC and BPMC
Oct 2nd	Sun	BMC Solo	TBA	BMC
Oct 10th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
Oct 14th	Fri	Nav Scatter	TBA	BMC
Oct 22nd	Sat	<b>Pegasus Sprint</b>	Castle Combe	BPMC
Nov 13th	Sun	Fedden Sporting Trial		BMC
Nov 14th	Mon	Club Night	Wheatsheaf 8:30pm	BPMC
Nov 18th	Fri	Nav Ex/Sc	TBA	BPMC
Nov 27th	Sun	Allen Trial		BMC
Dec 2nd	Fri	Nav Ex/Sc	TBA	BPMC
Dec 12th	Mon	BPMC AGM	Wheatsheaf 8:30pm	BPMC







## MARSHALS POST

by the BMMC |



Motorsport, they tell you at every opportunity, is dangerous.

Just one reason why it's fun, you might say, but remember that the danger doesn't always stop once the racing is over.

First of all, on a circuit, there's the slowing down lap.

Incidents happen on slowing down laps – even those motorway style accident where one driver busy goggling at an accident on the other side of the track runs into the back of another driver.

Fortunately, that doesn't happen too often, but drivers do miss seeing the chequered flag – particularly if they are in a close dice – and things break.

So, don't let your eagerness to clear up overcome essential caution. Safety, as always, is paramount.

If you've got something to

clear up – whether it is on a circuit or a rally stage – plan ahead. You should have already assessed whether the vehicle will tow, needs a front or rear end lift, a full lift – or a large skip!

If the vehicle can be pushed to the side of the circuit then do so – but do check with the driver where you can push – some single seaters have surprisingly delicate wings and struts while some solid looking bodywork can, in reality, be exceedingly lightweight and easily damaged.

Avoid getting between the front and rear wheels of a single seater while you are pushing it and make sure it is safe for a driver who claims his car will restart to drive back.

It's amazing how many drivers who plough off a circuit with a stuck throttle or brake failure think it would be safe for them to drive back to the pits.

If you do need a recovery vehicle, remember that the recovery operator is the one in control of the operation.

Tell them about any problems

and be prepared to assist – if asked and if you feel it is safe.

Never go beneath a suspended vehicle and always be ready to jump clear. Guard against ropes or hoists snapping. If the vehicle is being dragged out of a gravel trap or some other encumbrance get behind the car or recovery vehicle and not between the two, in case the wire cable snaps.

Keep a weather eye open for trip, crush and fire hazards and always have a fire extinguisher to hand – even if the vehicle has not been on fire.

Last, but not least, make the best use of your resources. People always want to help with the recovery, but, unless you remind them, few will pick up a brush and make sure the track is clear of debris.

## QUIZ ANSWERS

1. The Lotus-Cortina (Saloon car racing) of which 49 were made
2. Alberto Ascari, Lancia D50
3. Harvey Postlethwaite
4. Ford (Boreham)



## Christmas cards

From a painting by Graham Turner of Ian and Pat Appleyard in an XK120 on the 1950 Alpine Rally.

The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:  
Motorsport Safety Fund  
PO Box 239, West Malling  
Kent, ME19 4BL, United Kingdom



Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG



## Monday 8th November - Club Night Wheatsheaf Inn - 8:30pm

### La Ronde infernale

The closest finish in Le Mans history gives a clue to the great race and drama that took place at La Sarthe in 1969. Two all time great racing cars - the then new Porsche 917 of Herrman / Larrousse and the legendary Ford GT40 driven by Ickx and Oliver battled it out to the chequered flag whilst fending off the fabulous new Ferrari 312P and Matra's screaming 3.0 litre. Over 200mph on the Mulsanne 30 years ago - great stuff!

### Mountain Legend

Last of the truly heroic road races was the legendary Targa Florio which until 1973 was run each spring in the mountains of North West Sicily. This historic production, tells the story of the 1965 event and shows the tortuous mountain turns through the window of a works Healey 3000 as Timo Makinen sets about learning the 45-mile circuit with it's 295 corners.

The Targa Florio brings out the best in long-distance racing drivers like Hill, Bonnier, Scarfiotti, Whitmore, Bondurant, Bandini and local hero Vaccarella all chase victory over the 450 mile course beneath a blistering Sicilian sun.

This colourful and nostalgic record of the 49th Targa echoes with the sounds of the classic sports prototypes of the day - Ferrari P2s and 275 LMs, GT40s, Porsche 904s, TZ Alfa Romeos- and capture forever the spirit of a bygone age in the history of motorsport.

Club Members at David Sutton Motorsport with the Stig Blomqvist Audi - Inset Club members with the same car at the end of the 1983 RAC Rally

