

# Backfire

April 2012



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

**Cover : David Render and Gerry Bath**

## 2012 BPMC Events Calendar

Month	Date	Day	Event	Venue
Apr	22nd	Sun	Production Car Trial	Lower Grove Farm Dundry
<b>Apr</b>	<b>23rd</b>	<b>Mon</b>	<b>Club Night (Note; 3rd Monday)</b>	<b>BAWA, Southmead Road</b>
May	5th	Sat	BPMC/BMC/WCCC Llandow Sprint	Llandow Circuit
May	14th	Mon	Club Night	BAWA, Southmead Road
May	21st	Mon	Treasure Hunt	Announced in time for the event
May	26th	Sat	Middle Barton Garage - Club Trip	Middle Barton Garage, Oxon
Jun	3rd	Sun	ACE Tour	BAWA, Southmead Road
Jun	11th	Mon	Club Night	BAWA, Southmead Road
Jun	17th	Sun	Gymkhana	Announced in time for the event
Jun	25th	Mon	Treasure Hunt	Announced in time for the event
Jun	30th	Sat	BPMC/BKCC/Quantum Track Day	Llandow Circuit
Jul	7th	Sat	Shakespeare Raceway - Drag Racing	Shakespeare County Raceway
Jul	8th	Sun	Shakespeare Raceway - Drag Racing	Shakespeare County Raceway
Jul	9th	Mon	Club Night	BAWA, Southmead Road
Jul	16th	Mon	Treasure Hunt	Announced in time for the event
Aug	11th	Sat	BPMC Track Day	Castle Combe
Aug	13th	Mon	Club Night	BAWA, Southmead Road
Aug	20th	Sun	Treasure Hunt	Announced in time for the event
Sep	10th	Mon	Club Night	BAWA, Southmead Road
Sep	16th	Sun	Autotest / Autosolo	Announced in time for the event
Oct	8th	Mon	Club Night	BAWA, Southmead Road
Oct	26th	Fri	Navigation Scatter	Announced in time for the event
Oct	27th	Sat	Pegasus Sprint	Castle Combe Circuit
Nov	12th	Mon	Club Night	BAWA, Southmead Road
Nov	23rd	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	10th	Mon	AGM & Buffet	BAWA, Southmead Road
Dec	27th	Thur	Xmas Noggin & Natter	Announced in time for the event

### Deadline for Next Backfire: 2nd May 2012

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

**Editor: Martin Emsley Email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)  
or by post: 61 Simmonds View, Stoke Gifford Bristol BS34 8HQ**

The views and opinions printed in this newsletter are those of the contributors and not necessarily those of BPMC

**Cover Photo: Gerry Bath receiving The Committee Rosebowl, awarded for his lifetime contribution to motorsport and Bristol Pegasus Motor Club, by David Render at the March Club night. Photo by Martin Baker**



## **Editorial**

### **Martin Emsley**

Fantastic, it is just brilliant the number of people who have come forward with articles and pieces for Backfire, but don't let that put you off putting digit to keyboard please, it is very encouraging to be able to produce a club magazine with such a diversity of 'motoring' interests.

Time has rushed past again and although our interest, in different disciplines, is an all year thing the coming of spring seems to be the 'season start'. So whatever you are doing and wherever you are going lets hope you keep safe and enjoy yourself, oh and please a few lines and pictures to tell us all about it.

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Inside Julian Bronson's workshop.

## Forthcoming Events

### Important Information Club Night Venue Update

From **April** our new regular venue will be -  
**BAWA Leisure Centre**  
589 Southmead Road, Filton, Bristol, BS34 7RG



We will meet in Room 7 which has excellent views of the sports field as well as parking visible from within the room

There is a public bar area next to our room so members arriving early may enjoy a drink and a chat before the formal club night proceedings start. During our summer meetings we will be able to open the doors to our room and have direct access into the car park

Please Note : There is no requirement to be a BAWA member or show a membership card – simply mention that you are here for the Pegasus Motor Club in Room 7

NOTE : as well as a change of venue **our APRIL club night will move to the 23rd** of April, which avoids Easter.

As many members will know we will be returning to BAWA which was our regular club meeting venue for many years. We are very impressed with the updated room and bar facilities as well as the excellent view and access to our parking area. We are also pleased there will be no issues for non-BAWA members coming to our evening.

### Production Car Trial - Sunday 22nd April

#### BPMC Cross Trophy Production Car Trial - Dundry

Our Production Car Trial is to be held at Lower Grove Farm in Dundry Ref. 5545 6735 on Sunday April 22nd. The venue is superb for an event of this type and should offer a challenge for most. Signing on from 12.00 & first car to start at 13.00



So what is a Production Car Trial? Well, simply it's a Trial that you can do in an ordinary road car. Entrants will need a vehicle, a driver and a navigator/bouncer – whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in.



Anyone who has seen a more specialist Trial and gazed on in awe whilst thinking: "how on earth do they get up/across/through something like that?!" may now be thinking "there's no way my car would be suitable". Worried about ground clearance, losing the sump or suspension damage? To put those minds at rest, rather than the often heavily rutted tracks used in Classic Trials, the venue is a grassy field.

If you fancy having a go but are lacking a suitable vehicle, get in touch and we'll try to pair up any would-be bouncers with drivers as far as possible. If you'd like to be involved but can't find a driver (or still have concerns about damaging your pride and joy), you could always come along and marshal! We could also do with someone to help with checking over the cars before the start and also need a club steward. Marshals always welcome (in fact essential)



For further details and an entry form visit the club website or contact Mal Allen or Event Secretary - Tim Murray 0117 9499449, [secretary@bristolpegasus.com](mailto:secretary@bristolpegasus.com)

**A brilliant fun afternoon with your ordinary road car - Any car is suitable**

## **BPMC Club Night - Monday 23rd April**

**The MPH Project** - Our first meeting at the BAWA will feature the youngest guest speakers we have ever had - the Mangotsfield School GreenPower MPH team of Jordon & Tom Mould, David Baker and Ben Goodman will be giving us an audio-visual presentation of the project so far. The subjects they will cover include the rules of the GreenPower racing series, the design and build of their car, the circuits they have raced on, their successes to date and their ambitions for the future. This promises to be a very interesting meeting about a "grass roots" level but technically challenging branch of motorsport and we hope you will all be there to encourage these lads to even better things!



## Llandow Sprint - Saturday 5th May



We are joining forces with the Welsh Counties Car Club and BMC to organise a single May sprint at Llandow. The event is a round of both The Trident Engineering Welsh Sprint and Hillclimb Championship and The Bridge Tyres and Wheels ASWMC Sprint Championship, as well as the Autoglym Lotus 7 Club Speed Championship.

As well as members of the organising clubs the event is open to members of any club affiliated with the WAMC, the ASWMC or the Cotswold Motor Sports Group. For all competitors who have previously entered the event it will be great to welcome you back, for those competitors who are entering for the first time we are sure you will find the day to be enjoyable and competitive.

For overnight facilities there is camping at the Llandow caravan and camping site (next to the circuit). Please visit the Club Website for details or contact entries secretary Andy Moss on 0117 9912702 ( day ) for a copy of the regulations.

## BPMC Club Night - Monday 14th May

This Club night will take the form of a small touring assembly. Any car welcome; classics or interesting cars even more so, oh and of course drivers and passengers. We start from The Bawa, Southmead Road at 19.30hrs take an 'interesting' little route to finish at The Plough, Pilning. Once arrived there is an opportunity to take part in a couple of gentle 'challenges', enjoy a drink and a bit of a social. Any questions contact - Martin Emsley

## Treasure Hunt - Monday 21st May

Our first Treasure Hunt of 2012, Start at Gordano Services 7:30 pm

## Middle Barton Garage Open Day & 25th Anniversary Celebration Saturday 26th May



Tony Castle-Miller requests the pleasure of any BPMC member for the Middle Barton Garage Open Day & 25th Anniversary Celebration on Saturday 26th May.

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

We will lay on a BBQ and soft drinks although anyone who wishes to bring anything for the BBQ is welcome!! ( bring your own beer and wine for those not driving ). We want visitors to bring interesting cars, from Fiat 500s to

dragsters, Veteran or modern (grey porridge will be consigned to the field next door!!) – even Caterhams!! (that's a dyslexic spelling for Westfield) I look forward to seeing a strong contingent from BPMC with a variety of cars.

For those wishing to make a weekend of it, there is some very nice en suite B&Bs available, Troy Farm being once choice. The price range is £70 to £75.00 per night for a large en suite room with a FULL English breakfast.

For more details visit;

[www.troyfarmbicester.co.uk](http://www.troyfarmbicester.co.uk)

Troy Farm

Ardley Road

Somerton, Oxon OX25 6NG



**If you are interested in going please contact Nick Wood 07786936941 as he is liaising with Tony Castle-Miller re numbers etc.**

## **The A.C.E. 2012 Charity Classic Vehicle Tour - Sunday 3rd June** **The Queen's Jubilee Tour**



All Classic Enthusiasts (A.C.E.) Jointly organised with Bristol Pegasus Motor Club. This Year we will be driving over the Old Severn Bridge into Wales (£6 Toll). As always it is designed to take in places of interest that we are sure you will enjoy. We shall once again have a communal picnic stop at a convenient and interesting location.

We again leave from the **BAWA** pavilion, Southmead Road, Filton, BS34 7RG by kind permission of the Management. Directions to BAWA are available on their website [www.bawahealthandleisure](http://www.bawahealthandleisure) Toilets are available at the start area, please assemble by 10AM. Entry fee minimum £15.00 per vehicle. Our charity for this year is the **Stroke Association** which is most deserving of our support.



Please visit Club Website [www.bristolpegasus.com](http://www.bristolpegasus.com) for details and booking form

## **Llandow Track Day - Saturday 30th June**

Bristol Kit Car Club and Bristol Pegasus Motor Club are pleased to announce a joint track day at Llandow Circuit on Saturday 30th June 2012.

Location - Llandow Circuit is situated 20 miles west of Cardiff in the Vale of Glamorgan near the country towns of Cowbridge and Llantwit Major. Competition Licences are not required. All Drivers must wear an approved helmet. Arms & legs must be covered at all times. Noise limit is 105 dBA at 0.5 metres.



A maximum of 10 saloon/sports cars will be allowed on the course at any one time. 8.30am Gates open, 9.10am Signing on, 9.30am Briefing, The charge for the day is £75 per car. The charge for an additional driver sharing a car will be £20.



Contact KEN ROBSON, 201 JUNIPER WAY, BRADLEY STOKE, BRISTOL, BS32 0DP  
[kenrobson@btinternet.com](mailto:kenrobson@btinternet.com) 01454 202687 or 07900 007747. Visit  
[www.bristolpegasus.com](http://www.bristolpegasus.com) for details and booking form.

## **Saturday & Sunday July 7th & 8th - Run What Ya Brung Drag Racing Weekend for BPMC**



RUN WHAT YA BRUNG... Puts YOU in the hot seat  
[www.shakespearecountyraceway.com/rwyb.asp](http://www.shakespearecountyraceway.com/rwyb.asp)

BPMC has been invited for the weekend. If you would like to come either for a day or the weekend please let Nick know on 07786936941. The camping facilities are very good or there are plenty of B&Bs nearby. Come and join other club members for a great weekend.

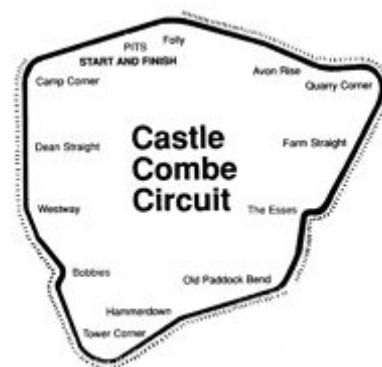
## **Bristol Pegasus Castle Combe Track Day 2012**



**The date for our Combe  
track day has been  
confirmed for 2012  
Saturday 11th August  
at Castle Combe Motor  
Racing Circuit**

**Tickets now on sale to BPMC members  
at the same price as last year of £129.00**

See the event website [www.castlecombetrackday.org.uk](http://www.castlecombetrackday.org.uk)  
for full details or call Andy Moss on 0117 9912702 if you  
would like a printed entry form posted

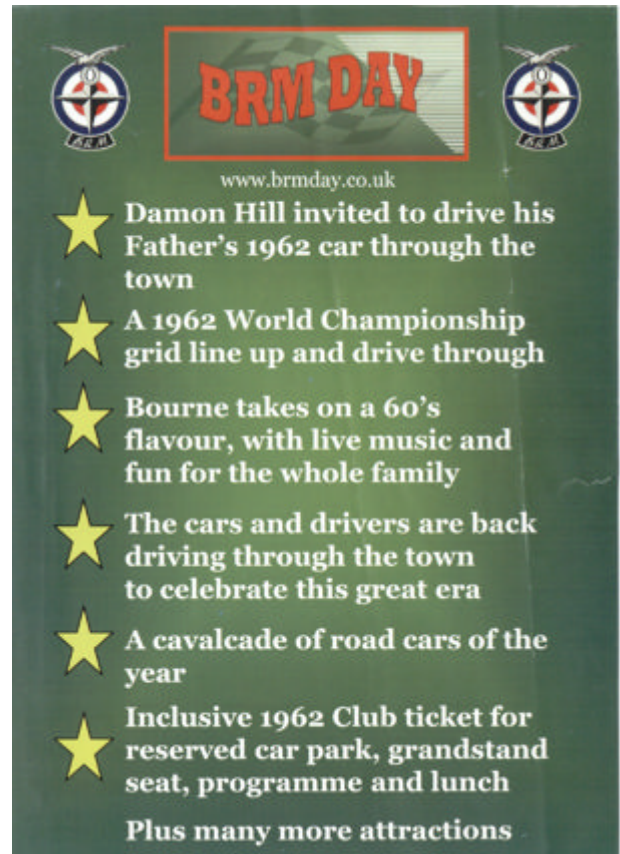
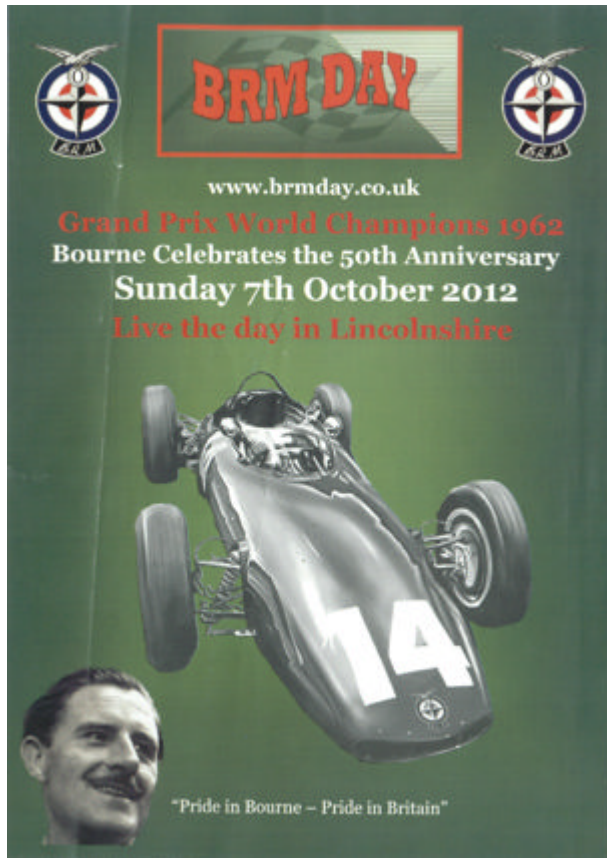


**Tickets now on General Sale - Send your Entry in NOW !**



## Invitations

**9th Wye Run Classic Car Event 2012 - Saturday 5th May**  
**Bristol & Bath Classic Car Run (Supporting Avon Riding Centre) -**  
**Sunday 15th July**



**More details and entry forms for these events on the club website.**

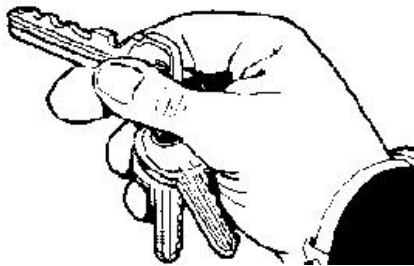
**[www.bristolpegasus.com](http://www.bristolpegasus.com)**

## Welcome to New Members

Welcome to Bristol Pegasus Motor Club, we all hope you feel you get great value for money from your membership. To that ends we would like to hear why you joined the club and what events you would like to be involved in, there are many opportunities to enjoy club motorsport and friendship with like minded enthusiasts.

Dr Steve Hicks - Bristol  
Lea Manfield - Bristol

Check out our website <http://www.bristolpegasus.com> for ideas and information.  
Please feel free to email Bob Bull or call 01275 843839 to discuss how we can achieve your aims. Thanks and Welcome.



## Chairman's Chat

**Andy Moss**

Welcome to the April Backfire - once again I am happy to say it is packed with articles and news about forthcoming events, so make sure you take the time to have a glance through and find out what is planned over the next few months.

I am pleased to say we had an excellent turn out for the visit of David Render for our March Club Night. As well as David himself we had quite a few distinguished guests join us, and we were also pleased to present long standing member Gerry Bath with the Committee Rosebowl award. As you all hopefully know by now for April we will be moving to BAWA as our new regular venue. The room we have overlooks the sports field and car park so members can bring their cars and see them from the room. Members who arrive earlier will be able to enjoy a drink in the sports bar which is next to our room and offers a good selection of drinks at very reasonable prices. We hope this will be the start of a long stay – BAWA is certainly less likely to suffer from frequent changes in management which seem to be part and parcel of many pubs these days. **Please note the April Club Night is a week later and will be on Monday the 23rd.**



In the short term, we have an excellent event to look forward to in April - on Sunday the 22nd our Production Car Trial will be held at Dundry - thanks once again to Duncan Pittaway for use of the venue. For just £10 you can have a great afternoons motorsport, and any road car is suitable. Everyone who has entered in the past couple of years has come back for more - why not join them this year ?

The Grand Prix season seems to start earlier every year and by the time Backfire arrives with you we will have already had two races. We have again had a good response to the club Fantasy F1 contest, which should add a bit of extra fun to proceedings. The full list of entries and first results are later in Backfire.

As we go to press entries are coming in at a decent rate for our Sprint at Llandow on Saturday May 5th. This will be the only event at the circuit in May as we have joined forces with the Welsh Counties Car Club and Bristol Motor Club to organise a single event which we hope will mean an even better day for those who enter. If you are not competing please consider coming to marshal – we really need your help – as well as an excellent cooked meal at lunchtime we will refund your Severn bridge toll on production of a receipt. Contact myself on 0117 9041841 or [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) if you can help.

Looking forward to later in May, we have another trip – this time to Middle Barton to visit Tony Castle Miller - Tony is making a huge effort to welcome us and make the day something a little special. There was a fascinating display of cars last time we went, and the day is sure to be a good social event. If you have not let Nick Wood know you are coming please hurry, as I am sure this will be a day out we will remember and it looks like it will be a great social event as well as the chance to see some interesting cars.

Next a reminder that we have Two Track Days on offer – On the 30th of June we visit Llandow and on the 11th of August will be our ever popular day at Castle Combe. The Castle Combe Day is now on general sale and with just under half the places already gone I would encourage you to get your entry in ASAP to avoid disappointment. We like to think our Combe day is a little bit special - firstly because you get to enjoy the circuit in a batch of around six cars ( so plenty of space on circuit ), but also because it was one of the few opportunities to get out on track at Combe on a summer Saturday. The circuit was a very different place when the club first started visiting for this event back in the early 1980's. There is certainly a "better class" of driver than on the public days and of course it is organised by volunteers who do so for the love of motorsport. Unlike commercial concerns looking to profit from running this sort of event our only aim is for you to have a good day and for us to cover our costs - we won't be charging you for passengers or tuition and don't forget two people can share the tickets or a car at no extra cost.

As we go to press I am looking forward to the Lands End Trial and there is going to be a good turn out of Pegasus Members. On the main Trial route we have the Marlins of Mal & Donny Allen and Pete & Carly Hart, as well as Duncan Pittaway who will be out for the second time in his TVR which impressed a few people on its first outing on the Exeter earlier in the year. In Class O myself & Richard Reynolds will be in the Marlin as part of a Pegasus trio, Chris Thompson and Nick Wood are in front of us and Spence and Cherry behind us. Both will be competing in Suzuki X90s, with Chris, Cherry and Nick all on their first over night events. I am sure we will have a lot of fun, as long as we all keep going to the end. I am of course carefully watching the weather forecast, as I don't want the others to be able to laugh at me getting soaked from the comfort of their "luxury" tin topped machines. I understand Chris even has a radio, not sure how it will help him get up the hills though .....





## Meet The Committee

### Martin Baker - Treasurer



**Tell us about yourself ?** Born in, and lived in Downend pretty much all my life. My first motorsport memories are of a Castle Combe race meeting in August 1964 (mainly Mini Coopers - 1070cc - and Marcos Volvos) and of a Dyrham Park hillclimb the following year, from which I recall the Jabberwock Special. Outside of the club my main interests lie in railway preservation and I have a number of roles within the Great Western Society, based at Didcot.

**What do you do for a living ?** I'm an accountant by profession although currently unemployed (CV available on request!)

**When did you join the club and why ?** I never really had a massive interest in motorsport as a competitor until my old mate Pete Goodman persuaded me to navigate for him in the November 1982 Nav Ex. I was hooked! I actually joined the club in 1984 to do the track day that year. Sadly my MG Maestro's engine blew up the week before... (Happily, I wrote off the Maestro a month later). I followed Pete into sprinting and hillclimbing the following year. Since then I think I've had a go at virtually every type of event the club has run either as competitor or organiser.

**When did you join the Committee ?** I was asked by the powers-that-were to stand for election at the 1987 AGM. I didn't get elected, but as is the way of things I was co-opted shortly after. At the time the club was going through the process of converting to a limited company and it was thought that my accounting and company secretarial experience would help with that. After we had successfully converted I did a stint as Competitions Secretary before becoming Treasurer in the big reshuffle of '98.

**What does your role in the club involve ?** Being Treasurer of the club is akin to being the Financial Director of any company - albeit on a much smaller scale! I have to make sure that the club's ledgers and accounts are kept in a fit state for presentation to the members at every AGM, for filing at Companies House each year and for reporting to the committee every month. I have to ensure all banking is done, all bank accounts are reconciled, all expenses and suppliers are paid, all events are accounted for correctly and that tax returns are completed on time. I've also been known to deputize for the Chairman when he's been unavailable for committee meetings. Oh, and I usually drive the bus on club outings!

**What Car(s) do you Drive ?** Current wheels is a 2010 SEAT Ibiza FR Tdi, which is probably as much fun as you can have and still achieve 60 mpg. I began a love-affair with oil-burners when I was given a Pug 405 as a company car in 1989, although the technology has come a long way in the past 20-odd years! My first serious competition car was a Mk II Golf GTi, after which followed the Mk I version in which I set a couple of ASWMC class records and took 7th in the 1991 sprint championship, the famous Cossie, a couple of Peugeot 306 GTi-6's, a SEAT Leon Cupra Tdi (class win 2007 Pegasus Sprint, my last event), and a Mk II Leon FR (diesel, of course!)





## Escursioni Martin Emsley

Well, what a fine month for car related things. As predicted Nick was always going to buy another Mazda, he didn't exactly have to drag me out to go looking at MX5's and we covered many miles learning an awful lot more as we went. The major downside was Nick's choice in music, something called German portacabin or some such and it is truly appalling. The cars we viewed were a little better but none worth parting with the readies, each having something to cast it aside! Slightly bemusing was that had the vendors invested a little time / money the vehicles would have been more saleable, we surmise that they would sell fairly easily to those who only go for a shiny coat of paint and don't look much deeper. Post that trip Nick did purchase a Mk2 which I hope he and Cherry get much enjoyment from, is not perfect but a reasonable price and oh so useable. One thing I have found having now driven a few is how much the engines vary in delivery, the one Nick has is the sweetest 1.8 I have yet come across, wonder if it is to do with the oil / servicing / treatment as they put on miles?



Sincere thanks to Pat Butt for the donation of a Jowett book, this has now been sent to an interested party in exchange for a donation to the club's chosen charity. Just to remind you that we do try to give something back supporting The Wiltshire Air Ambulance and one of the ways you can help is making your Amazon purchases through the shortcut on the BPMC web site, the club receives a small commission for your purchase that we

then pass on to the charity. Thank you for your continued support, every little helps and I can assure you they are very grateful.

The David Render talk was superb, I am sure those who were there enjoyed the most entertaining evening, read about it later in Backfire, I know I was enthralled. It was wonderful to see such a good turnout of old and new faces and to have an opportunity to catch up with just a few of you. If you have any ideas or contacts for future speakers Nick is always on the lookout so please contact him. Finally please remember from now on our meetings will be at The BAWA on Southmead Road.

Through a chance conversation we were most fortunate to arrange an impromptu visit to Julian Bronson's local workshop to view his current machinery and have a talk from the great racer. A handful of us went and he showed us the racers whilst most fluently talking about the hardware and his experiences with them. I even got to sit in his Riley, was most comfortable and maybe I was successfully broaching the subject of maybe driving it until someone let slip about my Citroen exploit, it still haunts me in more than one way. Most honoured to have been able to this, a report will appear in a later edition of Backfire.

Have been seeing a fair bit about the new Ford Ecoboost engine lately. Seems it is going to make the current conventional 1600cc 4 cylinder obsolete, well so the pundits say! It is a three-cylinder turbocharged petrol engine of 1000cc with a power output of 123bhp at 6000rpm and is capable of 56mpg. It sports an exceedingly stiff iron block, water-cooled exhaust manifold, direct injection, variable timing on both cams and a cam belt that never needs changing. Sounds like a real game changer to me it is now available in the Ford Focus, which apparently makes it sweeter and more agile! So the power output is the same as the conventional 1600cc but it uses 20% less fuel and has more torque at 1300rpm. Apparently it is quiet and refined, 30kg lighter and drives through a 6-speed gearbox. Ford are working on a higher output version which may reach 180bhp, bet Dave Cutcliffe is wishing he had one of these for the Van Diemen now.



Do you have an admiration for people who do their own thing, know themselves and maintain their independence from the worldly influences? Interestingly I recently read a very interesting piece about Mike Thackwell who was regarded as extremely talented yet walked away from F1. Also took the opportunity to sit in on the film of Isle of Man TT featuring Guy Martin another talented free spirit, I was blown away by the way these guys man-handle the bikes, mostly stay on them, and choose to compete in such a deadly environment.

I suppose we all know people who 'do their own thing' and are sometimes viewed as 'odd' especially if not by virtue at the top of a game where that independent spirit is tolerated, sometimes the word eccentric is used to describe them but I think maybe admiration is due for having the courage and determination to 'be themselves'. I seriously recommend you watch the TT film, it is as good as the Senna one in its own way.

To close it is incredible that James Cameron recently descended to the very depths of the ocean, what an achievement. Of course with technology there is the question as to whether the exploration vehicles need to be 'manned' however I read with interest about one of his 'discoveries'; A notice giving planning permission for a new GP circuit signed by one B E! Well is another way to keep the spectators away and add 'interest', wonder what the designers would make of 'waterdynamics'?



Enjoy your sport, see you around.



## Race Retro Tim Murray

The Bristol Pegasus trip to the Race Retro show at Stoneleigh has become something of a tradition. As usual the minibus loaded up in Downend and Stoke Gifford and then nipped up the M5 to Cheltenham where we collected David Garnett. Pressing on, we soon arrived at Stoneleigh where, after a slight difficulty in finding where they wanted us to park in the new parking arrangement, we arrived at the exhibition halls.



This year there were several anniversaries being celebrated – the MGB's 50th birthday, the Porsche 956's 30th birthday, and the 50th anniversary of BRM's World Championship with Graham Hill. The BRM tableau featured a 1962 BRM P578 complete with 'stackpipe' exhausts on the ramp of the Owen Racing Organisation transporter. There was also a lovely BRM P153 in Yardley colours and the hillclimbing Techcraft-BRM which was in a rather scruffy state.

We went on the Friday so missed the chance to see the rally cars attack the special stage laid on for them on Saturday and Sunday, but they were there on static display, including Audi Quattros, Opel Mantas, Lancias, Renault 5 Turbos, Talbot Sunbeams, lots of Escorts,





Metro 6R4s – oh, and a Skoda.

There were Porsches of all shapes and sizes including several 956/962s and a lovely little 908/3 in Martini colours. Lots of MGB's, of course. Other highlights were Felix Scriven's Brooklands racer 'Nanette', a Riley Imp raced by Mike Hawthorn and a beautiful Lotus 25. These were just a few of the highlights – there was an amazing variety of vehicles there to cater for all tastes. I thought that this year's show was one of the best ever.



As well as the cars (and a few bikes) there were the usual stands selling books, artwork, old car bits, tools and all sorts of other crap. I browsed the bookstalls trying to resist the urge to spend, spend, spend, but did end up with a nice book on Project Thrust for a mere £2.

It has also become traditional for Bristol Pegasus to have a go at the quiz. The format is that a couple of volunteers from the crowd are each paired with a motor sport celebrity, and the two teams then compete to answer the questions. In past years Martin Emsley and Nick Wood have been our volunteers, but this year Martin made himself scarce so I was press-ganged by Nick into taking part. I was paired with former top bike racer Roger Marshall, who turned out to be a really nice bloke, but we weren't as quick on the buzzer as Nick and his team mate Russell Brookes (Spence's favourite rally driver) so were well beaten.

At the end of the day we all piled back onto the minibus, along with an enormous pile of junk amassed by Dave Cutcliffe, and headed down to our traditional pub, the Beckford Inn near Tewkesbury. Here we had an excellent meal washed down with some nice beer. Then we headed home after another great day out. Especial thanks to Martin Emsley who organised the tickets, and Martin Baker who organised and drove the minibus and sorted out our food orders at the pub. Roll on next year.





To mark International women's day and the 50th anniversary of the British Women Racing Drivers' club leading exponents gathered together for a photo opportunity including BPMC member Lisa Selby; congratulations.





## David Render Talk

Tim Murray

At the March club night we were treated to a splendidly entertaining talk by David Render. David owned up to being 87 years old, and told us that he now regards every new day as a bonus. He has led a varied life including being a tank group commander on D-Day, and building a bankrupt concrete company into a successful multi-million pound business, but here he concentrated on his motoring career.

This began at age five, when he stood between his elder brother's legs to steer his father's Austin 7 whilst bro operated the pedals. After WW2 he got hold of a Morgan 4/4, obtained his first competition licence and entered the 1947 Brighton Speed Trials. His best time was 46.9 seconds. Some fifty years later, in a rather more powerful vehicle, he reduced his time on this event to 9.88 seconds. He and his brother did their best to turn the Morgan into a racing car, and David entered it at the first ever race meeting at Goodwood in 1948, where he finished fifth. The Morgan was pressed into service for all sorts of events including trials and rallies.

From the Morgan, David moved on to one of the three famous 'tailwagger' Allards' This was another very versatile car with which David took part in a wide variety of events. One of these was a speed trial (what we'd now call a sprint) at Luton Hoo. David drew attention to the timing system used in those days. At the start the driver ran over a 'hockey stick' placed under a wheel to set the timing clock going, and at the finish the car broke a piece of string stretched across the track, which stopped the clock. A new piece of string would then be fitted ready for the next competitor.

David ran briefly through some of the cars he competed in the 1950s, including a Ford Consul, the Rabelro (a car with a strong Bristol connection) and a very special Austin 7 originally built for Gordon Brettell by Monaco Garages in Watford. During this time he got to know Colin Chapman very well, and he showed us a couple of photos of Chapman and his number 1 driver Graham Hill having fun in a trials car at an event in the late '50s. (Can you imagine young Seb and Christian Horner doing something like that today?)

David recommended women as trials passengers as they generally weighed less than their male counterparts. There were sometimes drawbacks – at one event with a very deep ford one woman didn't much care for having her nether regions flooded when the ford was attacked at speed, and wasn't seen again. David finally found an excellent passenger who didn't complain too much, so thought it would be a good idea to marry her, and he and Annie have now been together for more than 50 years.

David then had the opportunity to have a share in one of three Lotus 18 Formula Juniors which Ian Walker was buying, and turned up for a test drive with other interested parties. However, after the first three drivers shunted all three cars, he didn't get to drive. Things improved, and he managed to win a FJ race at Goodwood.

In the early '60s David concentrated mainly on trials, using a Cannon. He also took part in some of the Autopoint events, where a variety of different types of vehicle raced to get to the finish point by a variety of different routes. Around this time he had a bad accident when his car was hit by a Land Rover, breaking his leg. Another accident involved colliding with Raymond Baxter when both were in Minis on an event in France, when Annie was driving.

Moving back into hill climbing and sprinting, David had a fearsome Fiat 600 fitted with an oversize Lotus Twin Cam which his friend Colin Chapman organised for him. David won more than 50 awards in this car. He also competed in a Buick V8-engined Ginetta G12 and various single-seater Brabhams. It was around this time that David started sponsoring the RAC Sprint Championship via his Warecrete concrete firm.

Feeling the need for something more competitive, David approached his friend Colin Chapman to ask if there was any chance of borrowing a redundant F1 car. Chapman turned him down flat. 'I'm happy for my drivers to risk themselves in them, but not my mates.' He eventually came round, and David was told to come down to the factory to collect his car. He was amazed when he found that the enormous gleaming machine he'd been admiring was actually the one earmarked for him.

The gleaming car was a Lotus 76, designed by Ralph Bellamy. With it came a large batch of spares and consequently it could not be confirmed as a 'Peterson etc' car given that it had been assembled from a parts bin. The car had been designed with a lot of weight on the rear wheels, which meant it had a lot of understeer on speed events. David sorted this by fitting some lead weights from one of his trials cars into the nose, which improved the handling tremendously, though he was fearful that Colin 'added lightness' Chapman would find out what he had done.

David here noted that he has a lot of respect for Colin Chapman and he questioned the validity of the popular view that Colin had been distressed in the period immediately before his death due to concern resulting from his links with De Lorean.

David returned the 76 to Colin and got in its place a Lotus 77 similar to the one that Mario Andretti had used to win the 1976 Japanese Grand Prix. This car was fitted by the factory with brushes along the bottom of the side pods in order to keep the air from escaping from beneath the sides of the car, an early attempt at utilising the airflow beneath the car to aerodynamic advantage.



David made the point that, with his DFV powered cars, every start had to be logged and at 50 starts the brazed bronze clutch had to be replaced. If the clutch was worn more than the thickness of a fingernail it might easily slip and cause the engine to over-rev.



After the Lotuses David drove a March DFV and a series of Lolas, one of which was fitted with a rare straight six 2 litre Abarth engine. He moved on to a Toleman TG280 and a Pilbeam MP43 run for him by Ray Rowan.



However, one year when he was having a medical check for his competition licence, the doctor told him his heart readings were so poor he shouldn't even drive home. David ignored this advice, but did end up having a triple bypass operation. This caused him to restrict his competition activities to classic events, first in a fairly standard E-Type and then in the ex-Phil Scragg Lightweight E-Type.

David concluded his talk with a few thoughts on current racing. He came up with something which had never occurred to me before: the KERS system used on F1 cars, which gives them an extra 80 or so bhp for some 6 seconds, gets its energy from the brakes. This means that the brakes need less air cooling, so the air ducts to the brakes can be made smaller. But when the KERS system stops working (as it often seems to) the brakes overheat.

The current F1 driver has around 20 buttons on his steering wheel to confuse him, and David suggested that the reason Michael Schumacher's comeback has been a bit disappointing is that he can't cope with all the buttons. He recalled Patrick Head's comment about drivers being like light bulbs – if one doesn't work, just plug in another one. He reckoned that Ferrari currently spend £350 million per annum employing 90-odd people working round the clock just to run one wind tunnel.




We were privileged to have David talk to us and thank him most sincerely. We did our best to say thank you by donating £100 to the charity David supports, the Sherwood Rangers Yeomanry Regimental Association, which is dedicated to the welfare of the widows of Tank Corps army personnel. We hope that David will return at some time in the future to tell us about some of the other aspects of his interesting life.

Especial thanks also to Tony Castle-Miller who liaised with David on our behalf, and to Dick Craddy and Ralph Colmar who greatly assisted me in writing this report.





A very distinguished gathering

  
 THE SHERWOOD RANGERS YEOMANRY REGIMENTAL ASSOCIATION  
 (SOUTHERN BRANCH)  
 President: Captain D.D. Render  
 Mead End, Lime Grove,  
 Totteridge  
 London.N20 8PU

*Chairman*  
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 44, Lake Road  
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 Web: [www.sherwood-rangers.org](http://www.sherwood-rangers.org)

R A Craddy Esq,  
 Bristol Pegasus Motor Club,  
 Reynard House,  
 The Inner Down,  
 Old Down,  
 South Gloucestershire,  
 BS32 4PR.

13th March 2012.

Dear Dick,

I am writing on behalf of The Sherwood Rangers Widows to thank you and your Club Members very much for your kind and generous donation that you gave to me following my Talk to you last evening.

I can assure you that your donation will be greatly appreciated, and will be certainly put to good use for these very deserving Ladies, who will be well aware of your kindness.

Whilst writing may I also thank you for your super hospitality, for the Dinner that you so kindly gave Vic and myself together with the very excellent Hotel. Quite took our breath away! Our rooms were so very comfortable and the Hotel is so interesting with all that fascinating history behind it.

But best of all from our point of view, was your warm and generous acceptance of my Talk which I do hope was of interest to most of your audience. I did notice that nobody seemed to be asleep, altho if they did sleep I hope that they awoke refreshed!

But I trust that you thought that your evening was worthwhile. Anyway both Vic and I enjoyed ourselves, and thank you for arranging it all.

I apologise for the momentary panic when my projector wouldn't work, but my spare one came in handy of course. The original one is now OK tho". Thankyou too for the welcome bottle of Wine and for the calendars.

It goes without saying that should you ever be interested to hear another of my Talks I would be more than pleased to make myself available.

So many thanks again,  
 Kindest regards,  
 David.



## Hawk HF3000 Lancia Stratos Stradale Replica

Alan Dillamore



At the 2002 Castle Combe Rally Supercar Day I was lucky enough to get a ride beside Phil Dolby in his fabulous replica of the 1979 Monte Carlo winning Stratos driven by Bernard Darniche. I have loved the sight and sound of these cars for as long as I can remember and that day 'Bernard' (as Phil is known in the Stratos Enthusiasts Club) got me hooked on getting one for myself.



Phil took around nine years to complete his kit to go racing and he is an accomplished engineer, fabricator and mechanic. The kits are not for beginners and I knew that I couldn't put one of my own together. Another problem I faced was the costs, kits are very expensive to buy (around £28,500 for a Hawk HF 3000) then you need to source, buy and fit an engine, hoses, brakes, furniture, fixings etc). According to current

professional and amateur builders, today my car would cost at least £36,000 to buy in components. My only option then was to buy a completed kit.



There appeared to be quite a few manufacturers of Stratos kits to be found in the UK but until recently there were really only two. Essentially Allora changed hands and became Litton Corse which morphed into CAE then Napier Sports (arguments abound about the legitimacy of all this).

Transformer turned into Hawk Cars but the owner remains the same Gerry Hawkrigge. His HF3000 is widely regarded to be the most accurate copy of the Lancia Stratos with an attention to detail that others seem unable or unwilling to compete with. Hawk's body panels and windscreens are often used as replacements for the originals, those of other manufacturers don't come close to fitting.

What other producers did instead was to create all new superior chassis with better handling and more room to develop improvements in other systems such as cooling. To be frank I wasn't concerned about the accuracy or level of handling but the overall look and in this department the Hawks that I had seen won hands down.



It took me three years to find a suitable Hawk for sale and I became the third owner of this car in December 2005. It went straight from owner No.2 to the legendary 'Spanner with a hammer' (as vilified by T\*p G\*\*r) near Leicester for some improvements including replacement engine and gearbox, seats and floor strengthening. The original 1mm thick aluminium floor pan simply isn't rigid enough for scrutineers to pass as a safe seat mount.

The first owner I believe was a development engineer with Ford at Dutton in Essex. He chose to use many period parts from cars such as Lancia Beta, Fiat X19 and Fiat 124 in order to build a close replica with correct handles, lights and instruments. His engine choice was the 3.0 V6 engine from an Alfa 164 developing around 185 bhp. Rear brakes and suspension are mostly Lancia Beta but the front has 4 pot calliper brakes from an Austin Princess and very good they are too.

When the self build stalled he employed a professional Hawk constructor to complete it and therefore the whole car has been put together very well indeed.

When in production Lancia 'knocked' the Stratos' out as fast as possible to enable them to compete the factory cars in the World rally championship. As a result the panel fits and shut lines on originals are pretty poor, woeful even. If you ever see a Stratos with very tidy shut lines it's almost certainly a kit as their builders cared.

My car was collected from Leicestershire in April 06 in time for me to show it at the Bristol Auto Italia alongside other replica cars (all Hawk's left) owned by members of the Stratos Enthusiasts Club.

It was a great day out that had the bonus of introducing me to the Bristol Pegasus Motor Club who had their stand near by. I was so impressed with their enthusiasm, knowledge and friendliness, especially Mr Corfield, that I joined the club.





Sadly for me when driving home the day turned to poo. At 17:15 a cotter pin failed in the diff allowing a shaft to move freely and puncture the casing thus ejecting oil directly onto the exhaust. Aerodynamics sucked the smoke out of the engine bay straight into the cabin as I approached junction 3 of the M32 but fortunately the suicide windows were already open so that I could see enough to be able to drive the few

hundred yards in order to drop the rest of my oil in Tesco's car park. On the upside, as I had the car recovered to Chepstow I didn't have to pay the bridge toll!

'Mr Spanner' exchanged the entire gearbox for me as I still possessed the one I had in the car when I bought it. In hindsight this was a big mistake and I should have just changed the diff as this gearbox has never been anything like as good as the other one. The duff diff and it's attached box were scrapped before I saw the error.



I have had immense fun sprinting the car with Pegasus MC and at Abingdon where they (Sutton & Cheme MC) have a class just for these cars which gives me the chance to see how good I am against similar cars for a change. I was highest placed 12v V6 last time out and that was most gratifying. Away from Abingdon, trying to compete against Caterhams etc is a non starter so it's just me against the car. The car is normally victorious but I still have the biggest grin.







Last year we contended in the club Gymkhana and had a lot of fun despite the dreadful side and appalling rear views, parallel parking and reversing up to a cone were particularly testing. Taking two days to clean all the mud and grass etc. from the engine bay afterwards was a bind and the surprising lack of steering lock on the S-bend hill was frustrating. So would I try it again this year? Oh yes.

What of the future? I feel that I don't use the car enough and often think that I ought to part with it but when I do get to drive her its pure joy and I am reminded of why it's still with me.

When I obtained the car other members of the Stratos Enthusiasts Club said 'welcome to the club of continual development'. If I keep the car things to consider doing to it are upgrading the engine to a 24V, installing an oil cooling system, fitting a hydraulic hand brake, adding more windscreen heating, a plumbed in fire extinguisher, new paint scheme, cctv for reversing, air conditioning, etc. All I need now is a lot of money. Anyone got too much that they'd like to redistribute within the club?



1976 Monte Carlo - Strato's Replica  
[www.lancia-stratos.co.uk](http://www.lancia-stratos.co.uk)



# 1962 Abarth 850TC Nurburgring restoration Pt3

**Mike Kason**

As many of you may remember, we collected the car in Sorrento November 2010, a car that had been in a shed for some 30 years and our escapade bringing the car back was published in Backdraft earlier this year. Once we had it back, the real hard work started. In part 2, we finished the car and were ready to start the testing process.



After the joy of finishing the car, the next task was to test it. After having the car rolling road set up (for the engine) by Middlesex Tuning in Eastcote, it was ready to go.

JB, the owner, had booked the Octain test day at Goodwood, a good place to start as we were looking to have the car entered for the St Mary's Trophy there in 2013.

Loaded the car up the night before and covered it in case of bad weather. Good job then as it poured with rain. Woke up the day of the test thinking "I'm glad I don't have to load the car today". I usually take too much stuff and today was no exception, the back of the X5 resembled a automobilia jumble sale with tool boxes, jacks, stands and as much spares and accessories as I could load. I arrived at Goodwood well in time for JB's drivers briefing, he came in his Porsche Cayman, which as it turned out was a good thing.



The first thing you have to do after unloading the car, is to have it noise checked, no problem then! JB had the Porsche done first as he would use it as a spare car. I then took the Abarth through and.....ooooooooops, 103db, a big failure. This was with the super expensive exhaust/silencer made in the Ferrari F1 factory for us which was supposed to comply with FIA historic regs of 105db. Big problem then and a good thing JB had brought his Porsche. I, however, never give up! Back under one of the Goodwood shelters (pit garages) and start to

strip down the exhaust system. I have an original Abarth set up (originally on the car when purchased) and tried the silencer from that, only problem was it was even noisier.

Time for a big think.....

I asked around and was told that by the entrance gates, there was a garage that may be able to help. A slow drive over there with the "Ferrari" silencer and after a lengthy discussion, they could help using one of the Merlin add on silencers. We cut the tail pipe off the silencer and they welded the Merlin attachment, not very pretty but I hoped it would work. They have it well set up as the silencer was not a sale but a hire, £40 including the welding and cutting it odd later.

Back to the car and bolting the silencer on for the fourth time..... JB did compliment me for persistence. My opinion was there was no point in going to a test and not doing everything possible to make it happen, especially after nearly a year of restoring the car. Two sessions had already taken place when I asked the marshal to retest the noise, luckily it just passed with a small bit of leniency. As it is a rear engine car with minimal room for a silencer, there is a small bit of tolerance allowed. The only down side to the whole thing was that after I had put the silencer on for the last time and running the engine up to test it, I let down my guard and burnt my arm on the branch manifold, bummer.

I put the car in the queue, let JB know and gave him instructions on what we were trying to achieve and how. This was to be the first time the car was on a track of any kind and we just wanted to put miles on the car. We restricted the RPM to 6000 and needed to bed the brakes in. JB did a great job of doing just that, no problem that the GT40's etc were lapping him, our task was specific. After JB's experience of the car on the road where he lost confidence in the car as it would not run properly when he drove it, he was very pleased in how the car performed on the track. A good warm up of the engine prior to going on the track, a slowish first lap to warm the gears up, then clockwork laps from them on. The first session ended with no drama and we put the car in the queue for the second. The second went off lick clockwork again and at the end of the session JB came in and complained of a dead leg. We look at this and came to the conclusion that a swab was needed on the base of the seat to lift him a small amount. With that in mind and glad the sessions had gone so well, we agreed to call it a day with the Abarth and JB did the last session in his Porsche.

On the way out. I visited the garage again to have them cut the silencer off to return it to them. No drama on the way home, just so glad it had, in the end, gone so well.

Due to the dampness of the track at Goodwood, there was a great deal of cleaning up to do on the car as it was filthy. I then had the task of looking for someone to have the exhaust done to comply with MSA regs of 105db. After trolling through the MSA blue book directory, Joe Ellis of BTB Exhausts agreed to do the job, so on the Monday after, I trailered the car to Daventry. A quick noise test and discussion later, I left the car there. Had a call back on Wednesday afternoon, car ready, when can you collect. Next morning I drove up to collect. On seeing the job they had done, I would recommend them to anyone, they have reduced the noise to 102db and kept the historic feel of the silencer, so it looks period apart from the fact it is packable. They even tixed the original tail pipe back on the "Ferrari" silencer. A great job at a sensible price, these one off jobs are never cheap, but if you want it done well, you pay the going rate.



So how does the car drive now, well it is much more drivable, probably due to the slightly increased back pressure. Any loss of horse power, less than 1hp, which when you are talking about 75hp is quite a lot, but acceptable to allow us to run the car.



One or two small issues raised their head during this time, most importantly, the hand brake would not work properly. Down to my old friend GG of G-Sport in South Harrow on the 28th December. After some tweeking including putting a spot weld on the brake shoes to allow the hand brake mechanism to engage earlier, they also worked. So on the

30th December, I delivered the car to JB near Chelmsford, fully working and in good condition.

We are now ready to test the car when the weather allows and to be ready for the first HSCC event in March. We wish all our friends at the BPMC the best of luck in 2012 and to congratulate Andy Moss on winning the BPMC Clubmans Championships and to Martin Emsley on taking the Editorial job.

## Letters

Sir,

It has come to my attention that for the second year running my good friend Forrest Emsley has been denied the chance to participate in your club's Fantasy F1 competition. The reason given is that he is 'not a family member'. Not a family member! How dare you, you miserable ignorant little wazzocks. He is of course the head of the Emsley family, the other members being there to serve and succour him as is right and proper. In return he grants the rest of the family the benefits of his great wisdom, although I understand that this is often ignored. We cats have to put up with this a lot from you moronic humans.

No, it is obvious that the reason for his exclusion is that he is a cat. This is discrimination of the vilest kind, and must be stopped. If you do not immediately reinstate him in this competition, I will send some of our African cousins round to sort you numpties out.

Sincerely yours,  
Macavity

## BPMC Guide To.....

### Treasure Hunts

TREASURE HUNT: These are designed for any club member to take part in using their normal road car. The idea is for them to drive along a route, guided by simple navigational instructions (this is not a Nav Ex!) and collect answers to questions. The questions should be in route order to allow competitors to retrace their steps to find any missing answers. An 'angle' might be added such as asking competitors to collect treasures on route, to answer a sub-set of out of order route questions or to answer a quiz. Whatever the style, it should be made known to competitors as part of the paperwork they are given at the start. Note that in all Treasure Hunts there is a maximum limit of 12 cars per event.



### 2012 Club Championship Positions as at March 1st

Prepared By Chris Thompson

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
4.92	Chris Thompson	1	2	No
4.75	Andy Moss	2	1	No
4.75	Chris Goodchild	2	1	No
3.50	Martyn Davies	4	1	No
3.00	Dick Craddy	5	1	Yes
2.67	Alan Spencer	6	1	No
2.50	Alan Dillamore	7	1	No
1.00	Bob Bull	8	1	No
1.00	Ralph Colmar	8	1	No



# Bristol Pegasus Fantasy Formula One 2012

**Results Upto Malaysia**  
**Prepared by Andy Moss**

**Please check your entry and let me know if there are any mistakes or if your entry is missing from the results please get in touch ! E-mail [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) or call 0117 9041841.**

Our Fantasy F1 competition enters its 17th Year and we have received another excellent entry. One notable entry is from former committee member Mark Niblett who organised the first contest all those years ago and has recently re-joined the club - we hope to see him out on some events soon.

Most popular driver was Paul Di Resta, who proved more popular than world champion Vettel. McLaren duo Lewis Hamilton and Jenson Button were the next most popular choices. Favourite team was McLaren, then Mercedes with Force India being the next most popular. Sauber followed by Caterham were the most popular engines. Britain was the favourite Joker race.

Every team was chosen by at least one person but no one chose Ferrari Driver Felipe Massa, or either of the HRT drivers.

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Joker	Total
Martyn davis	Hamilton	Hulkenberg	McLaren	Rosso	Rosso	Australian	104.5
Simon child	Raikkonen	Resta	Lotus	Rosso	Lotus	Abudhabi	101.5
Sharon reynolds	Kovalainen	Rosberg	Hrt	Mercedes	Rosso	British	93.5
Helen davis	Button	Hamilton	Lotus	Rosso	Caterham	Malaysian	88
Dick craddy	Raikkonen	Rosberg	McLaren	Williams	Sauber	Australian	86.5
David garnett	Raikkonen	Resta	McLaren	Sauber	Sauber	British	76
Jenny hall	Hamilton	Resta	McLaren	Rosso	Hrt	Canadian	69
Bill farrow	Hamilton	Petrov	India	McLaren	Marussia	Italian	68
Joe robson	Resta	Vettel	India	Lotus	Ferrari	Australian	64
Pete stowe	Kobayashi	Kovalainen	India	McLaren	McLaren	British	61.5
Tim murray	Raikkonen	Rosberg	McLaren	Williams	Sauber	Belgian	60
Martin emsley	Glock	Vettel	Ferrari	Hrt	McLaren	Malaysian	58
Victoria phillips	Hamilton	Ricciardo	Ferrari	India	Sauber	British	58
Ken robson	Hamilton	Vettel	India	Sauber	India	Chinese	56.5
Mark niblett	Resta	Rosberg	Caterham	McLaren	McLaren	Monaco	54.5



Martin baker	Grosjean	Maldonado	Lotus	Mclaren	Rosso	British	54.5
Matthew johnson	Schumacher	Vettel	India	Lotus	Sauber	Australian	53.5
Caroline meaden	Button	Kovalainen	Mclaren	Williams	Hrt	Hungary	53
Chris hartnell	Button	Resta	Hrt	Mclaren	Hrt	British	53
Alyson marsden	Button	Webber	Caterham	Mercedes	Hrt	Australian	52
Richard ibrahim	Vettel	Senna	Mclaren	Rosso	Caterham	British	52
Chris bennett	Alonso	Kovalainen	Caterham	Ferrari	Ferrari	Italian	50
Ann farrow	Resta	Vettel	Caterham	India	Redbull	Monaco	49
Richard reynolds	Rosberg	Schumacher	Ferrari	Williams	Sauber	Monaco	49
Chris thompson	Hamilton	Hulkenberg	Lotus	Mercedes	India	British	48.5
Ian hall	Hamilton	Senna	Caterham	Redbull	Marussia	Monaco	47
Ross willing	Hamilton	Rosberg	Ferrari	India	Marussia	British	47
Elisabeth lewis	Alonso	Vettel	India	Rosso	Lotus	Spanish	46.5
Dominic bennett	Resta	Vettel	India	Lotus	Ferrari	British	46
Helena sarsted	Button	Ricciardo	Lotus	Williams	Redbull	British	45
Chris lewis	Resta	Vettel	Ferrari	Sauber	Caterham	British	44
Claire meadows	Button	Schumacher	India	Lotus	Sauber	Monaco	43
Rex meaden	Hulkenberg	Resta	Mclaren	Mercedes	Caterham	British	43
Alison bennett	Button	Resta	Mercedes	Williams	Ferrari	British	42
Andrew moss	Resta	Petrov	Mclaren	Mercedes	India	British	41.5
Mary craddy	Resta	Schumacher	Caterham	Redbull	Rosso	Malaysian	40
Simon moss	Button	Schumacher	Mercedes	Williams	India	Australian	40
Alexander wooldridge smith	Resta	Vettel	Caterham	Mercedes	Mclaren	German	35.5
Steve clark	Hulkenberg	Vettel	Mercedes	Rosso	Mclaren	German	35.5
Mike marsden	Resta	Vettel	Lotus	Mercedes	Caterham	Monaco	30
Liz moss	Petrov	Senna	Mercedes	Redbull	Williams	Japanese	26.5
Coralie thompson	Resta	Schumacher	India	Mercedes	Redbull	British	26
Charlie emsley	Alonso	Rosberg	Marussia	Mercedes	Redbull	British	25



## Market Place For Sale



### BPMC Pin Badges

Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish. these are a must for club members and available for £2.00 each from Martin Emsley.

### BPMC polo or sweatshirts

Fancy a shirt with the club logo on? Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order.

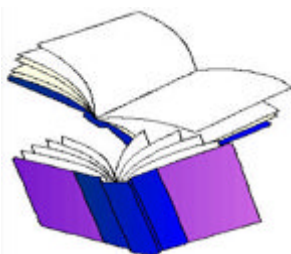
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**589 Southmead Road, Filton,**  
**Bristol, BS34 7RG**

We will meet in Room 7 which has excellent views of the sports field as well as parking visible from within the room

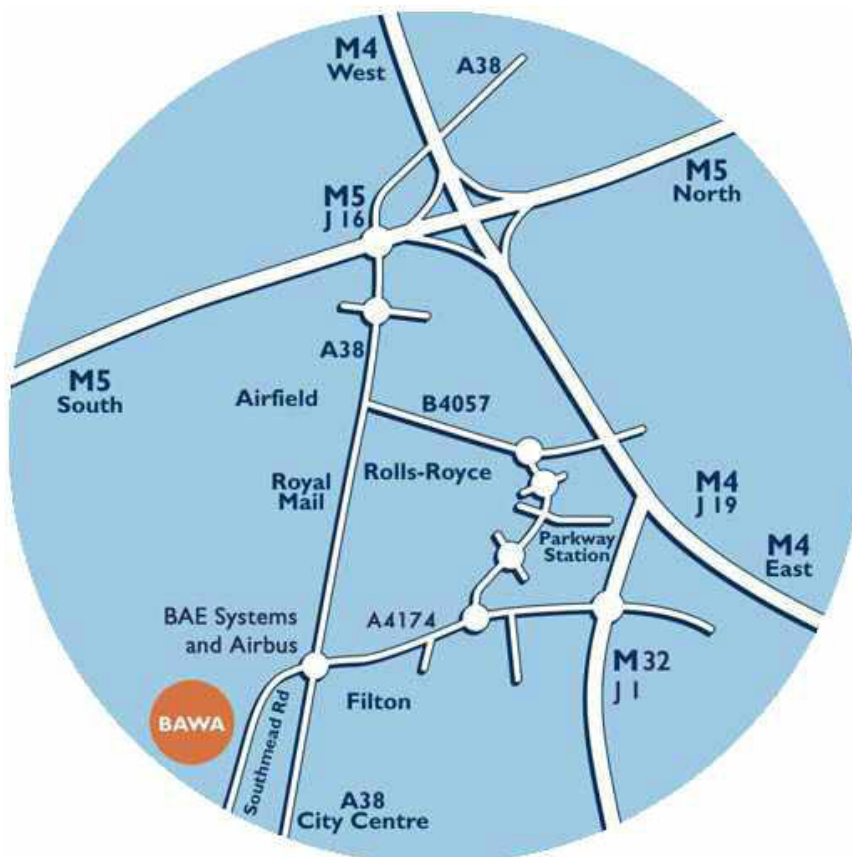
There is a public bar area next to our room so members arriving early may enjoy a drink and a chat before the formal club night proceedings start

During our summer meetings we will be able to open the doors to our room and have direct access into the car park

Please Note : There is no requirement to be a BAWA member or show a membership card – simply mention that you are here for the Pegasus Motor Club in Room 7

NOTE : as well as a change of venue **our APRIL club night will move to the 23rd** of April, which avoids Easter.

As many members will know we will be returning to BAWA which was our regular club meeting venue for many years. We are very impressed with the updated room and bar facilities as well as the excellent view and access to our parking area. We are also pleased there will be no issues for non-BAWA members coming to our evening.



## Still Funny.....

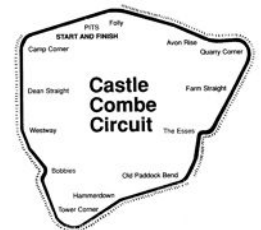
If my body was a car, I would definitely be trading it in for a newer model. I've got bumps, dents, scratches & my paintwork is splattered with varicose veins. My headlights are out of focus. My traction is not as graceful as it once was. My head cloth is now grey. My gearbox is just about to seize up. It takes me hours to reach maximum speed. I overheat for no reason. But worst of all is every time I sneeze or cough or laugh my radiator leaks or my exhaust backfires...! Ian Hall



## Bristol Pegasus Castle Combe Track Day 2012



The date for our Combe track day has been confirmed for 2012  
**Saturday 11th August**  
at **Castle Combe Motor Racing Circuit**



**Tickets now on sale to BPMC members at the same price as last year of £129.00**

See the event website [www.castlecombetrackday.org.uk](http://www.castlecombetrackday.org.uk) for full details or call Andy Moss on 0117 9912702 if you would like a printed entry form posted

**Tickets now on General Sale - Send your Entry in NOW !**

# Dates for your diary - Full details inside

## Production Car Trial - Sunday 22nd April

Come and have a fun afternoon, try something different

## BPMC Club Night - Monday 23rd April

**NOTE new venue - BAWA, Filton**

See and hear some very enthusiastic young people and their motorsport project

## Llandow Sprint - Saturday 5th May

We are joining forces with the Welsh Counties Car Club and BMC to organise a single May sprint at Llandow - Please visit Club Website for regulations or contact entries secretary Andy Moss on 0117 9912702 for more details

## BPMC Club Night - Monday 14th May

All welcome for a small 'tour' and social. Note; 19.30hrs start

## Treasure Hunt - Monday 21st May

Our first Treasure Hunt of 2012, Start at Gordano Services 7:30 pm.

## Middle Barton Garage Club Trip - Saturday 26th May

## The ACE Charity Classic Vehicle Tour - Sunday 3rd June

A great social occasion for a very worthy cause

## Llandow Track Day - Saturday 30th June

A new opportunity for track time at a challenging venue

## Bristol Pegasus Castle Combe Track Day 2012

### Saturday 11th August

Drive your car on track at Castle Combe Circuit with the option of free professional tuition included in the price. Limited cars on track, a better class of driver and a bargain price .....

**For all the latest news**  
**Why not visit our website**  
**[www.bristolpegasus.com](http://www.bristolpegasus.com)**

