

Backfire

August 2012



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

Cover : Nigel Mansell and some other bloke!

Month	Date	Day	Event	Venue
Aug	11th	Sat	BPMC Track Day	Castle Combe
Aug	13th	Mon	Club Night	BAWA, Southmead Road
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: 29th August 2012

As always, we are looking for contributions for Backfire

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

Cover Photo: Nigel Mansell requested his picture be taken with your Editor and appear in Backfire! He said "Your editor scared me more than any opponent I have faced on track, send him back to AA hospitality for more (free) food and drink"



Brian Johnson (AC/DC frontman) and Roberto Moreno enjoying Silverstone Classic



Editorial

Martin Emsley

Hectic and great fun, think over the last month or so the Eunost roadster, to give it the correct name has travelled more ~~miles~~ Kms than many of my previous cars put together and i just love it. We have done Wales, air museums, two charity runs, (read about the second one later in this edition), a run to Silverstone which put a tick through another bucket list item and only today a wonderful run to Shelsley Walsh to thoroughly enjoy my first hill climb attendance, and I will be back, then for the late autumn I am planning another awesome tour taking in some of the brilliant roads in mid - England. What frustrates me some is that I know that I am not alone in these type of adventures and it would be great to be able to fill Backfire with a good cross-section of member's activities! finally I must say a huge thank you to Steve Dummett for again arranging sponsorship of The Sunlight Textile Services Pegasus Sprint 2012, this is hugely valuable to the event and we really appreciate Steve's efforts and what it then allows us to do.

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Bristol Pegasus NEEDS YOU!

**The successful running of club
events requires Marshals and
Organisers**

- [Get involved](#)
- [Be close to the action](#)
- [Meet Other Club Members](#)
- [No experience required](#)



We would encourage members to try and marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the Pegasus Sprint show their support by making the effort to come out and marshal on events such as the Chepstow Auto Challenge, which is on Sunday 16th September.

Important Information Club Night Venue Update

Our new regular venue will be -
BAWA Leisure Centre
589 Southmead Road, Filton, Bristol, BS34 7RG

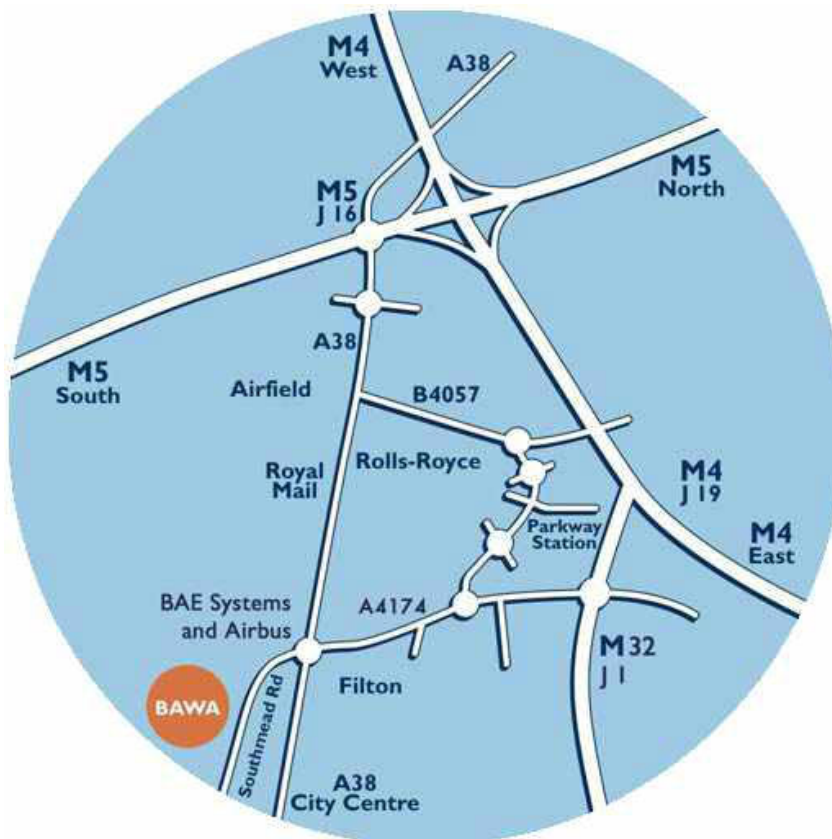


We will meet from 8.30pm in Room 7 which has excellent views of the sports field as well as parking visible from within the room

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

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.



Forthcoming Events

Bristol Pegasus Castle Combe Track Day - Saturday 11th August



Our popular Combe track day returns to a summer date for 2012

Saturday 11th August at Castle Combe Motor Racing Circuit

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

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

NOW sold out - a reserve list has been started

Summer Classics Easter Compton

Saturday & Sunday 11th & 12th August

BPMC will be having a stand here on Sunday only. Whether you've got a classic car or not, just come along to Bristol's very own festival of transport Saturday or Sunday, or stay the whole weekend. We've got something different going on all the time. Set in the beautiful countryside overlooking the Severn valley at Easter Compton, South Gloucestershire - just one mile from junction 17, M5 - the self contained site is ideally placed for Bristol and all motorway connections.

A vast array of Classic, Vintage and Retro Cars, Scooters and Bikes displayed in dedicated areas for British, European and American vehicles, with an off-road track for Land Rovers and 4x4s. Summer Classics will look after everyone with great entertainment, kids play area, Village Green with local crafts, traditional fresh foods, bar, trade stands, autojumble and displays.

The main arena will include car parades and tech talk as well as the popular funzone for welly wanging, horse shoe throwing, pony rides and more. Contact Nick 07786936941 / 01275 833098 / nickswood@hotmail.com for more info <http://www.summer-classics.co.uk>



BPMC Club Night - Monday 13th August

Come along and drink and a chat with like minded enthusiasts

THE CHEPSTOW CHALLENGE



SUNDAY 16th September 2012

Following the success of past events we return to Chepstow for more fun around the cones. The event will use the stables area at Chepstow and will be run as an All Forward Autotest giving us a bit of freedom in the layout of the courses and allowing a wider variety of cars to enter.

Our aim is to run a fun driving event rather than a memory test - the course layout will use numbered cones and yellow marker cones.
If you enjoy Auto Solo you will love this event.

Supplementary Regulations now available from website www.bristolpegasus.com come and join the fun. Marshals also required please.

The organisers of the Pegasus Sprint would like to compete rather than marshal so please come forward to marshal and allow some off those that help put club events on to also have some fun behind the wheel.

If you would like more information about this event contact Chris Thompson on 01454 615604 or alternatively by email, cmtbristol@tiscali.co.uk.



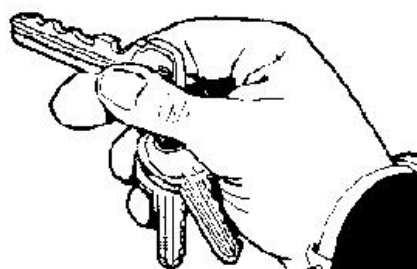
Saturday October 27th
The Sunlight Textile Services
Pegasus Sprint
2.05 mile course layout with 2
Practice & 2 Timed Runs
Supplementary Regulations
now available

Details from the club website or
Dave Bence (mail@davebence.co.uk)

Due to the event being pushed back a few weeks we have decided that we have no alternative but to reduce the number of entries compared with last year. In the last few years we have had to turn entries away. Please bear in mind that entries are being accepted on a first come basis and we would therefore recommend that you get entries in as soon as possible.

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

www.bristolpegasus.com



Chairman's Chat
Andy Moss

At long last we have had some summer weather - what a sudden change from grey and miserable to hot sunshine - sadly the rain was still around when we were due to go drag racing, and with the special surface on the strip being very slippery when wet, we made the decision not to travel up on Saturday - the raceway themselves cancelled the Sunday - what a shame, hopefully we will be able to have another go next year.

Lets hope it stays bright and sunny for our annual tuition and track day at Castle Combe. While there are plenty of opportunities these days to "do a track day" we like to think our day remains a little special, and most of those who have done it in the past seem to agree. With the current difficult economy, it was no great surprise that tickets have sold a little slower than in the past, but we have now sold out, so your only chance of getting a last minute entry is to put your name on the reserve list which has now been started. Even if you are not entered, you would be very welcome to come to Combe and see what is going on - there is no charge for admission.

Looking forward into September we have our annual blast round the cones at Chepstow, which is a great opportunity to compete in your ordinary road car, without the need for a competition license, helmet or overalls. The entry fee is low and this is always a great days fun - whether you are a seasoned competitor or new to motorsport. Why not check out the photos from previous years in the gallery section on the website to see what it is all about.

Other than a very enjoyable treasure hunt, my own motoring activities have been quite limited this month, I missed out on the Frenchay show which looked as good as ever. I have however made some good progress in getting the Marlin running much better. As some of you may remember myself and Martin Emsley spent a long time trying to get it sorted and while we got it driveable it has never really run very well. I finally bit the bullet and booked it in at the rolling road at Maynards near Stroud - I had visited them recently with Nick Wood who had taken his Focus ST there. It was certainly entertaining to watch the Focus on the rollers with 270+ bhp, although I am not sure watching your own car making lots of noise is as fun as watching someone else's !

The Marlin of course is very much "old fashioned" technology, and my recent experiences suggests many rolling roads are only really happy if they can plug a laptop in to easily adjust the ignition and fuel injection. Fortunately for me, Martin on the rolling road at Maynards has not forgotten how to sort out carbs and distributors. It seemed most of my problem was down to the distributor, which we ended up replacing. Already the car is transformed and a return visit is planned to change the carb needles and do a final tune up which should make things even better. If anyone is looking for a helpful and good value rolling road I would definitely say Maynards are worth a try - I also liked the way everything was explained and the fact they were more than happy for me to be fully involved in the process. The main part of the business there is engine machining and they seem to have a well equipped workshop, as well as a shop selling motorsport related parts and accessories. In these days of large faceless companies it is always good to find a small business run by real enthusiasts.



Meet The Committee

Richard Reynolds - Web Meister

Tell us about yourself ?

I live in Ivybridge, South Devon with my wife Sharon and daughter Abigail who is 6.

What do you do for a living ?

I'm a Senior Software Engineer at a company providing social housing repair/maintenance services and a leading domiciliary care provider. In my spare time I build websites and computers for friends and family.

When did you join the club and why ?

I started out at BAe Systems back in 1986 as a Software Engineering Apprentice and ended up in the same department as Andy Moss (Chairman) in 1990. There Andy introduced me to the motor club as I was a Citroen fanatic and wanted to do something interesting with my cars.

When did you join the Committee ?

I originally joined in 1991 and left in 2000. During that time I was an ordinary committee member, equipment officer and competition secretary. After a break of a few years and moving down in South Devon, I was asked to rejoin the committee in 2007 after all the work I did producing the new club website.

What does your role in the club involve ?

It all started in 2006 when I asked Andy Moss whether if he wanted me to help to look after the club website as he was then a very busy Backfire editor. He said yes, which started a long standing revamp of the entire website.

I publish club event regulations/booking forms and promote the club events on the website. I also publish invitation events as well. I look after the website and email hosting for the club and ensure we get the best value for money. I publish the monthly Backfire email to all members with all the different versions of the Backfire on the website, for members to download. I have though, managed to move the photo/video gallery system to a specialised photo hosting system, allowing other members to publish event photos and video, instead of myself.

What Car(s) do you Drive ?

My main car is still a French car but it's now a Renault Scenic 1.5dci instead. I also drive a red SEAT Ibiza, which is my wife's car. When I first started in the club, I owned all the Citroen 2CV derivatives at some point, GS, CX, BX, and Xantia. But they only did events such as Autotests, Treasure Hunts or PCTs. I never sprinted any of them as they were never suitable candidates. Due to the distance from my home to the main area of the club, I don't compete in any events anymore except for the occasional treasure hunt. I still manage to see the Castle Combe Track days most years.



Escursioni

Martin Emsley

Sometimes it is the unexpected and unplanned situations which turn out to be the best adventures. Having decided not to visit Goodwood this year I received a call on the Wednesday afternoon from a work colleague – they had free tickets to the Thursday moving motor show and had already sorted transport, would I like to join them? Well a little rearranging later and I was ready to go at 5.00am the next morning!



What a day we had, the weather was so much better than predicted we felt silly carrying our coats around all day, really thought they would be necessary but got burnt heads instead. First stop was the giant 'hanger' with the roadway through the centre and manufacturers stands on either side, we saw people going out for rides in some pretty tasty vehicles, unfortunately we soon found out that these were all pre-booked and despite best efforts we failed to get a

seat that is until Richard decided to tackle the Rolls-Royce stand, having explained we were all 'employees' he had both his coat and pass with him, we were treated with the utmost courtesy, shown to some very nice chairs as the chap went to 'see what I can do gentlemen'. Upon his return it was 'follow me please gentlemen' as we were escorted to a superb looking 'Ghost' with chauffeur, doors held and closed for us then we joined the queue for a ride up the 'hill'. I was just in awe and folk were staring at it trying to work out who was in it, even Lord March gave us a cheery wave. Comfortable does not even begin to describe it and our 'man' explained some of the features before we reached the start line, the arrays of proximity sensors are very impressive, I imagine you would have to be fairly clumsy to bump one. Upon being flagged off he floored it, not usual Rolls-Royce behaviour and it just took off, it may weigh several tons but the 6.6 litre twin turbo sure has some grunt past the house I was incredulous of the ride from the air suspension I have never experienced the likes of it before, just unbelievable, smoothly through the curves to another straight where once again we were propelled forward effortlessly and extremely rapidly, over the finish line and then a drive down through the woods back to the 'hanger'. The room inside and luxury, I felt like some kind of star, and as we rode down the track and over the metal pathways I was completely lost for words about the ride. Have never been in any vehicle like that before, yes it was extremely quiet even when ungracefully peddled hard, upon parking the doors were opened for us, thanks and handshakes all round and we had to go for a sit down and coffee to let the experience soak in, incredible.





How could we top that, well Rich had boasted due to his BMW ownership he would get us lunch at the BMW stand but as it was only 9.00 we had a lot to do before then. We took in a lot of the stands on the cricket pitch side of the course, saw some great Mustangs, custom bikes and Cobras before hitting the bigger stands. We had a long 'marmite' discussion about the new Range Rover and I almost got removed from the Brabus stand as I could not understand why a modified Mercedes was not fully painted; the salesman

explained it was carbon detailing but I gave him a very hard time, I think it was only my 'Clarkson' jacket that saved me, as my colleagues were laughing so much, the more they laughed the more naughty I got. My other re-occurring favourite was it seems there is a trend for matt finishes and I would be complaining that for a car costing 'how-much?' it did not even get lacquered. I was loud on the BMW stand and got quite a sniggering crowd until the salesman tried to take me down a peg or two so I just carried on complaining until he had enough and walked off, which almost jeopardised lunch!

We had all gone dressed smart, figuring blagging stands more chance if well presented, however Dave, the driver, was exceptionally sharp. His day was made when amongst the stands we found one selling Italian shirts. He loved it, so much so that we carried on exploring until he eventually appeared with a very smart £50 shirt! Needless to say to me that is excessive, normal for him though, so there was much banter for the rest of the day. Eventually needing some fodder we returned to the BMW stand, the lady at the stairs demanding we show our BMW car keys before entering. Panic as we had travelled up in Dave's very comfortable turbo diesel Saab estate, Rich had left his BMW ones at home! in a flash I produced my house keys with my Rolls-Royce fob, 'that is fine sir' she said 'they are part of the same group', so up we went. Soft drink were free and I ribbed Richard mercilessly as he had boasted about blagging lunch and could not even get us in, one-nil. The food was pretty pricy, what to be done? Eventually Richard remembered he had all his BMW owner cars etc with him so off he swaggered. Returning looking smug he was followed some minutes later by a lady with food 'complements of BMW, to which Rich looked me in the eye and declared two-one I think!! We laughed so much, great fun. So far – so good, no money spent and having a wizard time.

We walked, talked, obtained free cakes and water thoroughly enjoying all the sights, saw Mr Elvin who was down there for 4 days with Bloodhound, loved the new Audi A3 and generally made the most of it. In the past I have viewed the champagne stands and areas and wondered who the people were who could afford to sit in there quaffing bubbly, so we decided it would be us. Now this time there was no getting away from it, we had to put our hands in our pockets or more to the point Rich had to, very generously, proffer his platinum card. So we sat there like bloody royalty whilst the world walked by staring and wondering who those knobs were who could sit there enjoying the bubbly, it felt good and gave us more entertainment.



A wander over the bridge to admire the 'Lotus' sculpture outside the house, one of the best I thought, then up to the main paddock to view the racing cars. What was nice was though there were a fair number of people it did not feel overcrowded, was fairly comfortable and we could get to see everything including the contemporary F1 cars. Needless to say my camera was working overtime and I am delighted with the results, I took hundreds of pictures. The Lotus line up was simply incredible especially all the cars in JPS livery

though I got a bit excitable seeing the McLaren, Lola and Shadow CanAm cars resting adjacent, though with hindsight they were not the best examples from any of the manufacturers! Loved being up close to the recent Red Bull stripped of bodywork, the packaging and detail just fantastic. Better was to come though, the Cartier et Lux on the side lawn had a fantastic display of Royal and Presidential vehicles, some quite stunning, others quite ordinary. I was taken with HM QE2 Ford Zephyr Farnham estate woody until I saw the Pullman coach! Wow trust Lord March to spring another surprise it was awesome but I declined joining the queue to walk through it!

On to the Cathedral paddock and joy of joys almost deserted! Some empty spaces but in the top corner were Renault historic F1, le mans and rally cars, cracking, next wow down three DTV Vauxhall's, further along three Rothman's Porsche's diagonally four Silk Cut Jaguars and two Mercedes and in amongst them all Dan Gurney's Mcleagle and Lola T70 Spyder, my favourites of the day, yes I drooled over them. Amazing but by this time we were I very hot and tired so we decided to saunter back taking one last look in the 'hanger' at the wonderful and not so wonderful (Skoda Citygo) cars that comprised the moving motorshow. Needless to say I slept all the way home having had what can only be described as an awesome day!



The BPMC Committee on a day out?





Photos; Martin Emsley



How to go Racing

Paul Bird

April 10th

Put my 306 in to the barriers (backwards) at Quarry yesterday at the Combe meet.

Quallied 22nd due to oil on track, by end of lap 1 I was 16th, by lap 11 I was 11th and trying for 10th abandoning common sense. By lap 12 I was back down to 20th or so and by the finish I was back up to 17th. Ho Hum.

I have damage to the already damaged right rear corner that the previous owner did when he stuffed into Quarry too. That is not too much of a worry as a bit of straightening should sort. The impact damaged the radiator by snapping the coolant return to the expansion tank and it got a bit hot. The engine has run hot before so I am hoping the head gasket is ok.

Broke my race virginity though and I did it on dry tyres even though I have wets in the garage. When I bought the car, the previous owner said that "oh yeah, I used these wheels/tyres in the wet". I tried to fit them the day before the race when everyone was shut and they didn't fit due to the car being converted to studs and conical nuts, whereas the bloody so called wets would have used bolts with no chamfer. So I was forced to use the brand new and unscrubbed dry tyres.

Thought I did pretty well considering and even finishing 17th I still think that I had the highest gains. Had I not dinked the car and had retained 10th, then a class award would have mine one place behind Tony Dolly (ex-Touring car driver) in a 280bhp/800kg 206 GTi on wets, mine is 230bhp/900kg on dries.

The guy I was trying to pass for 10th was Kevin Bird and he was called in to the stewards to explain the incident. He did squeeze me a bit and I tightened my line as a result (I think – memory starting to play tricks), but really, I was still under brakes trying to reduce my entry speed and I should have been back on the gas at the point I swapped ends. My fault no one else's.



Castle Combe Motors TV May 7th 2012 Race Report

Yes well I kind of made hard work for myself in qualifying as conditions were awful and I didn't think I was progressing so I came in early. Everyone else who stayed out improved their fuel load and cleaned the track, gradually put in better times and all of their final qually times were made at the end of the session. Note to self: keep going! During qually, the so called "wets" (old 195/50x15 Goodyear's) that I inherited with the car, offered less grip than the original inherited "dries" (worn 195/45x16 Toyo T1Rs) or even the new dries (205/45x16 Yokohama AD08s).



The Yoko AD08s are the new list 1a tyre of choice but are much more suited to dry conditions as they have minimal rain clearing grooves. But they were better than the Goodyear's so the AD08s went back on the car for the afternoon races. Actually, the car drives well on the Toyos in the wet so I will be getting another set of them to replace the Goodyear's.

Any road up, I made up 8 places in a wet first race despite someone dropping

something slippery and shiny (believed to be coolant), the whole way round the track on the racing line, overtakes had to be carefully considered! And "Folly" with slippery stuff on the apex experienced for the first time welds the buttocks shut and at least one other driver wasn't able to control the rear stepping out or the resultant 4 wheel drift (flat in 5th) and span infield at (say) 100 to 110mph?

I made up 5 places in a dry second race (grid place determined by first race) and when I finished the 4 cars ahead of me were all had fastest laps which were a second a lap slower than me! I have to admit that my confidence was a bit shaky all day due to a previous race accident on the April bank holiday Monday. As a result, I braked very early for everything, but in a way that was a good thing because the brakes are simply awful.

I have to take a cautious braking point as if it were monsoon wet irrespective of track conditions. On several occasions, I came up to slower cars and was on the brakes well behind them while they are still on full power. It seemed to take a fortnight for them to start braking which was very frustrating! I haven't yet fitted the Wilwood Poly A pads I have in the garage yet, but as the brakes need such a transformation, I don't think that just a pad change will do enough. I am putting in so much pedal pressure that any benefit of greater feel with an un-servoed OBP pedal box is totally negated.

Oh and that Quaiffe ATB diff is bloody shocking, spinning up in the wet made overtaking difficult even more difficult that it was already. Catching lower power cars was reasonably easy (he says!), but out of the bends they are accelerating and I am either short shifting, backing off or bouncing from a spinning left wheel to a spinning right wheel. Painful!

The point about the tricky overtaking is because the poor braking requires me to overtake by starting the manoeuvre under power and not just diving down the inside approaching a corner. This requires a distinct power to weight advantage. So with a slower car in front you would normally be in a position to impose yourself all over his/her mirrors – getting him/her worried and then take control under braking and using your superior power to tease out a lead to ensure he/she doesn't do the same to you in return.

All of the problems listed above may sound negative, but it isn't. They are lessons that can be learned from and corrected. Not only that, but other data was taken and logged for the next time. Ultimately, I came out of it with no further damage to the car and the engine is strong so happy days!

18th June



I didn't manage to get much data to fill in the data sheet as I was pulled in by the chief bod at Combe for some "guidance" on a transgression of the rules in qualifying.

Basically I overtook someone under waved yellows but of course it isn't the whole story. My attention was overly fixed on the person I was overtaking as I have had experience with him in a previous race and I didn't spot the waved yellow. The situation was mitigated as I was

8secs a lap quicker than him and came up to him quite fast. So NFA but a note to self as in, don't do it again.

2nd part of qually was filled with traffic and getting out the way of Tony Hutchings 500bhp turbo monster and the like so my best lap was on lap 6 with a 1m23.135s lap time and I was again, a disappointing 21st which seems to be my spot at the moment!

In the race, by Quarry I was up to somewhere around 10th or 11th (maybe 12th) with a good start but Paul Gardner went rally-crossing on Quarry infield and was heading back to the black stuff and was looking for all the world like he would just run straight across my bow so I set the car up to be close to the Quarry clipping point as he crossed in front ready to fly past his rear. But what happened was he had his steering on full right lock and virtually stopped dead in front of me. I was still at speed and could not have tightened my line to go in field to the grass and there were another 20 cars to my side and rear ready to give me the good news if I went left so I braked straight and hard as did Ady Slade behind me. Other cars behind weren't quite so lucky and there were a few taps I gather!

A couple of cars went past and Paul Gardner recovered and accelerated away from me but I tracked him to Tower and took him on the inside. On approach to Camp I am now catching Ann King in the powerful MG ZR, but on the exit of Camp she had a tank slapper and I managed to out power her from quite a distance behind to regain my 10th/11th place. I was now after Paul Ashton in another MG ZR but this guy needs even more respect in overtaking and a cautious approach got me mugged by Paul Gardner and Ann King on the exit of Quarry. It took me another couple of laps to ensure that I was in a position to overtake Paul Ashton safely which I did on the inside of Folly. After being released by the slower car, I hunted down Paul and Ann(?) and was closing on them both quite quickly approaching "The Esses" when there was a loud bang. I killed the engine as soon as my faculties regained some composure and I pulled off to The Esses run-off area and got out of the car. I was immediately greeted by "what's happened Dad?" from sonny Jim from the spectators spot, dunno says I: big bang and metal bits hitting the underside of the car!

Again no data to record and on inspection of the car an exploded drive shaft was revealed. We were all ready to zip off home and take one off the 306 Rallye on the drive, but I spotted the reason why the drive shaft exploded. It was down to the gearbox mount stripping the threads in the casing and releasing the mounting bolt: the gearbox end dropped and pulled the drive shaft apart to the point where it exploded. I think we need to put this mount on the pre-race bolt check for next time!

We packed up immediately and stripped the front end down ready to put the 205 box in but then discovered the gear change shafts on the 306 box had been modified and we couldn't get the 205 box to mate with the gear change mechanism.

My driving was good. I feel sure that I would have taken Paul and Ann and maintained that position and could have ended up in around 10th or 11th which I think would have been a good result.

Ho Hum

All pictures courtesy of Chris Bennett



Comic Discovery - Hudson Suburban Sedan Ralph Colmar

Comic Discovery - Hudson Suburban Sedan

Back on Independence Day during the Rally organised by the Bristol Pegasus Motor Club last year I came across this delightful 1935 Hudson, unfortunately I did not get any details about the car from the owner at the time so I have embarked on a carcaeology session to discover more.

This Hudson chassis #533370, with blue body work probably marketed as Surban Sedan model, was one of just four vehicles first registered in Dundee, where the strap line reads 'City of Discovery', on the 7th of May 1935. It was registered to a Mr R D Low of Westleigh, Number 9 Nevill Street, Downfield, Dundee alongside a Morris Saloon, BSA Motorcycle and a 3 ton Commer Coal merchants truck.



Robert Duncan Low is known to have been a journalist to the Dundee City Archive, but as we know journalism can cover a multitude of sins and it would appear that Robert was no gum shoe reporter, rather he was employed by DC Thompson & Co in Dundee where he was responsible for launching a number of publications aimed at children including Adventure (1921) The Rover (1922)

The Wizzard (1923) The Skipper (1930) and The Hotspur (1933).



In 1937 Robert became managing editor at DC Thompson and over saw the launch of The Dandy and the following year the Beano for which with artist Ken Reid he created Roger the Dodger in 1953, when he also oversaw the launch of The Topper. Earlier in his career Robert is also credited with co creating the Scottish vernacular comic strips "Oor Wullie" and "The Broons" with illustrator Dudley Dexter Watkins.

It is not, at present, known how long Robert Low kept this Hudson, he died in 1980 aged 85. This car is reported to have been 'knocking around the North West of England in the 1990's' before it was offered at auction in 2005 when the body was painted maroon and sold for £1,500.

The history of the cars original ownership outlined above appears to have been unknown to the auctioneers at the time when the car was noted to have had 4 previous owners with 92,275 miles shown on the clock and the model name was given as Big Six Saloon, the chassis number indicated the car would have been known as a 53 model at the Hudson factory from whence it was probably sent as a knockdown kit for assembly in Brentford west of London.

According to the best source I have available 29,476 Surban Sedan / 53 model cars were shipped and it is thought that number included the knockdown kits.

My thanks to John MacDonald form oldcarandtruckpictures.com, Jon B, Terraplane 33, Geoff C NZ, Alex 'Hudsontech' Burr, Old Fogey UK and Paul Butler over at the Hudson Forum who helped me identify this car and finally to Richard Cullen at the Dundee City Archive who provided the final clue as to the original owners identity.



Links

<http://oldcarandtruckpictures.com/AmericanMotors/Hudson.html>

<http://www.classiccar.com/forum/discussion/153292/x/p1&Itemid=152>

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Success at the Spa Summer Classic Lisa Selby & Toby Harris

The Classic Sports Car Club headed off to the Spa Summer Classic, held at the famous Spa Francorchamps circuit in Belgium, in mid June. We headed along with them and were hoping to have a better time than last year when we blew up the engine in testing and didn't even make the race. This year we wasn't taking any chances and packed a spare engine and gearbox for the journey!

We had an hour test session on Thursday morning just to remind us where the 4 mile circuit went and to make sure the car was performing ok. We decided to do 15 min stints each so we could give feedback and make any changes that were needed. I jumped in for the first 15 mins, the track was dry and I put in a few flying laps. I handed over to Toby for his 15 mins. We were both happy with the car, so Toby handed back to me for the



next stint, it was starting to rain in a few areas of the circuit which was really useful as it meant that we would both have testing in dry and wet conditions on the circuit. We didn't have any problems which was great news and the car felt brilliant.

Friday morning was extremely wet, so I started the qualifying session on wet tyres, and was thankful having had a bit of time testing on the circuit in the wet. We changed the tyres halfway through as the track started to dry out. Toby managed to get in 2 flying laps on a drying track which were good enough to put us 20th on the grid of 52 cars and well in front of our other class competitors who were 26th and 27th.

Our races are usually 40 mins with a driver change, but for the CSCC Interseries race (all CSCC series running in the same race) they had decided to run 2 separate 30 min races on 2 separate days to give people a chance to make the second race if they had problems in the first one. This meant that the finish position from your first race was the start position in the second, so it was important to get a good result. The finish position from race two would be the final result overall from both races.

Saturday - Race 1

I had decided to do the first race, it always rains for me at Spa, and this time was no different. The race was very wet and the track really slippery. It was a rolling start and the run to La Source was just like heading into the unknown due to the amount of spray. I lost a place or two into the first corner, but I managed to keep my competitor behind, Andy Hancock in his Honda CRX, which was my main aim.

I stayed in front for most of the race, and could just see him in my mirrors. I was having a tussle with a Lotus Elan which was holding me up a bit, not wanting to take any chances



and seeing I had a big enough gap I waited for a clean opportunity to overtake. About 2-3 laps from the end a safety car was deployed and the gap behind was closed. I was quicker over the first half of the lap, but Andy was quicker around the second half. We got to Pouhon and Andy had much more grip and was on my rear quarter heading towards the next corner which he had the racing line for. He got past me and the Elan just seemed to move out

of the way for him. That was it, I couldn't let him get away, so I had to push harder to get past the Elan. Heading down to Eau Rouge we were side by side, this had happened a few laps before and each time I backed off not wanting to go two up through a wet Eau Rouge! This time I didn't back off and got past before the bottom of Eau Rouge and was well in front by the time I was on the Kemel Straight. I could see Andy ahead and pushed the throttle almost through the floor to try and catch up, overtaking a Caterham on the way, I had caught Andy by Les Combes. Andy started to pull away a bit on the back half of the circuit, I tried to hang onto him, but it was too late, coming onto the start finish straight the chequered flag was out. I had finished 2nd in Class, 4th Tin Top, and 20th overall. This put Toby in a good position for Race 2.

Sunday - Race 2

Knowing that we were quicker around the first half of the circuit than the CRX, we had to get past early in the race to give us a chance of beating them before they pulled away. Gavin Spencer was driving the car for the second race and lined up on the grid just in front of Toby. With a dry circuit Toby had a good start and found himself looking at a Puma sized gap between Gavin and another car coming out of La Source. He went for it and got himself in front, we were now 1st in class and 3rd Tin Top. He just had to keep that position for another 30 mins!! He maintained the gap at about 3-4 secs all race, with the gap closing when Toby approached some back markers. In the closing laps another Tin Top, from class B, started to come back at Toby, and was right behind on the last lap. Toby knew that if he messed up the last corner he would have the run on him up to the line, so he braked nice and early and got it turned in and back on the power. He came across the line at the chequered flag just 1.5 secs in front. He had finished 1st in Class, 3rd Tin Top and 20th Overall! His 3rd place meant he got to go up on the F1 podium to receive his trophy and also spray champagne!



We had a great result which made up for last years nightmare at the circuit. The car was faultless all weekend and to perform so well in such a mixed grid of cars was really amazing.

That's the Frites and Mayo done for another year!!

Thanks for reading Lisa and Toby



Autosolo Explained

Ian Webb

I have been competing in something called Autosolos for two years now, some members know about them but it seems that many members have heard of them but don't really know what they consist of, so I have been volunteered to explain. I do feel that Autosolos are quite suitable events for the large variety of cars and ages of cars we have within the MGCC, many members are like myself; we want to have fun with a competitive edge but without danger of damaging the car, sprinting and hillclimbing are bit too serious and autotesting is just plain awkward and requires a lot of practice to become even reasonably proficient, Autosolos can be done ONLY in a road car so your every day car is ideal, regular competitors win the national championship in their own every day car, you just add some free air into your tyres and off you go.

Firstly, let me say what it is NOT. It is not a sprint, and it is not an Autotest (though for MSA purposes it runs under an Autotest permit). In the USA it is also known as Solo 2 or Autocross, but it's nothing like our Autocross. Another name for the sport in the States is Slalom, and that begins to give a flavour of what it's all about. SOLO as it was first known here made its UK debut in the hands of Bristol Motor Club in May 2002, it was well received, and its popularity has been growing steadily ever since. In this country it has now become known as Autosolo.



An Autosolo event has a series of short timed courses, run on a hard surface measuring a maximum of 200m by 200m. Most courses are a decent size and by nature never tight, so therefore are very suitable for saloon cars and / or the more mature car with a large lock. This really is a great way to enjoy whatever car you have – from a vintage car to a nippy hot-hatch. The routes are made as clear as possible so you can concentrate on achieving your best time, rather than being a test of memory. A bit like an autotest/slalom course there are a series of gates to get through in as short a time as possible.. The emphasis is on the driver rather than speed or power. The event is only open to road-legal cars that are taxed, insured and MOTd. All cars competing in an Autosolo must be driven to the event, so no Autotest specials here, also no special sticky road tyres or competition tyres are permitted. For insurance reasons you need to produce your club membership card, but neither a competition - nor even an RTA - licence is required.

Usually there is one test area, which will have a change of cones during the day to enable the organisers to create different test layouts, typically four or six tests during the day depending on the size of entry. Each test will be approximately 1/3 to 1/2 of a mile long, with a duration of 60 to 90 seconds. All tests will be forwards only, no stop start or reversing with a flying finish before a final stop astride a line where you must stop to collect your marked time card. Generally you will be given three runs at each test with the fastest

two runs to count towards the results. There is NO practising allowed, this is an MSA rule.



The test routes are marked by cones with numbered marker posts, which you pass in ascending or descending order. We also use horizontal cones usually bright-yellow (see attached photo) to point the way round; the intention being to make the event a test of driving skill rather than of memory. You will incur penalties if you go wrong route or hit the markers, but the main aim is to complete the test course smoothly and quickly - times will be

recorded by hand-held stopwatch. In their respective groups (not classes) drivers will complete three runs at each course, before a change of marshals takes place.

By keeping top speeds within reasonable bounds, (normally only first & second gears) we avoid the need for rescue units and medical crews, which helps keep the overall cost low, entry fees are £15 – £35 usually dependant only on venue costs. The discipline is also very economical with officials. Why? Because all of the competitors marshal the course themselves. This is achieved by dividing competitors into three groups. At any one time, one group will be competing on the course, one group will resting and preparing to marshal, whilst the third is actually marshalling the course . When the first group have had their three runs, it's 'all change'. You have to marshal the course for your timed runs to count. It means that everyone has an equal amount of work and play, also while marshalling you get to chat with a mixed group of your fellow competitors more so than on some other events . This competitor marshalling element is for me a key difference between Auotosolo and similar other events, although it is not strictly speaking an MSA requirement, it is customary throughout the country.

Your car should not need too much special preparation, beyond basic safety checks, removing loose objects in the car or boot, ensuring the battery is secure, that both battery terminals are insulated from potential contact with the bodywork and that the earth lead is clearly identified (if it isn't please mark it with yellow tape). If your car is fitted with hub caps or clip on wheel trims ensure that they are removed for the duration of the tests. If the conditions are dry you may find an extra 5



to 15 psi of tyre pressure will reduce tyre flexing and sharpen up the steering response, older cars on taller tyres seem to benefit more from this rather than modern cars on low profile tyres. You only need enough fuel for doing approximately five miles on the course, so rather than have a full tank of petrol which might slop out if over full, and give you a

weight disadvantage, aim to come with about half a tank, well at least enough to get you round without fuel surge causing fuel starvation. You will wear out your tyres faster than normal, especially maybe the front tyres as that is usually the only part of the car that is worked hard on Autosolos, and the driver of course !

Outside of the MGCC events are run by the BTRDA and other individual motor clubs all over the country as part of regional and national championships, generally these are full of more modern cars as you would expect, but most events include a pre 1980 class which is very suitable for MGBs and Midgets, who can easily mix it right in with all the moderns, MGFs and modern Zeds are very useable but not in the historic class of course. You might be surprised by the variety of cars that are used and are competitive for overall results, the last event that I entered in October 2011 had twenty five distinctly different models of car, that event was won by a Lotus Elise but a Subaru Impreza was only one second behind him and Peugeot 106 two more seconds down; I think you would agree that's a variety of closely competitive cars (actually the Impreza usually wins but the Elise was having a good day). Club Triumph always have a good number of competitors out on Autosolos so we have to get out there and show them the way home, I am trying, so come and help me out ! To enter events outside the MGCC it might be necessary to join another Motor Club, my own recommendation is that if you need to join a Motor Club don't worry too much about it being local but be sure to join one that is part of a bigger Motor Sports Group something like the Cotswold Motor Sports Group or the Mercian Motor Sport Group and there must be others around the country that I haven't heard of yet (see t'internet). I enter usually with my membership of the Historic Rally Car Register which means I can to events all round the country for one membership fee. Or persuade your MGCC centre to join a Group as they are basically a club for clubs.



Personally I see that Autosolos are really catching on, and are more than worthy of inclusion in the calendar of the MGCC they can be closed to club and with a simple class structure. Everybody will have a competitive yet enjoyable day out, better still the small organising team required does not need not worry about finding marshalscompetitors pay to do that !

If you can drive, and you have a car and you like a bit of friendly fun on four wheels, it's hard to think of any reason why you shouldn't take part!

Ian Webb. Dec 2011

Le Mans 2012

Bob Bull



Its 4am Friday in the middle of June, it must be LeMans weekend. We left Bristol at 4am to catch the 7am quick ferry from Portsmouth, I think sitting on a ship for hours is the worst part of the journey, but overall it's cheaper and quicker than the tunnel.

We drove straight on and can only compliment Brittany ferries for their organisation in both directions.

On arrival at Caen we decided to give the AutoRoute's a miss and took a more leisurely but interesting route arriving at the circuit after lunch.



We stayed in a Pod (about the size of a container with 2 beds lights, a table and chairs) which was part of the Travel Destinations package which was excellent with a secure area, separate showers, toilet block and Bar/Food service with large screen TV. We took advantage of the weather and bar! (no driving till Monday)

We walked to the pits about 15mins where we had excellent access (along with thousands of others!).



Cars were in various states of preparation from fully striped to ready to go.

Our interest is more in cars than the drivers so we gave the bun fight drivers parade in the town a miss, returning to our Pod and barbecue.



On the Saturday we woke to a French Winter cold and wet, make that very cold and very wet! After Breakfast we went to the Dunlop curves where we had stand seats, the back of the stand had gone with the wind but our seats were in the middle so we stayed dry. The warm up was in the wet and rather slow.

The group C race took place in atrocious weather and a coming together brought out the pace car for most of the race. <http://www.youtube.com/watch?v=N7kcY3cBIUA>

The weather dried up but remained cold until the start of the 24 hour race then gradually improved over the rest of the weekend.

Early stages of the race were close with the Peugeots giving the Audis a run for their money until a clown in a Ferrari took Davidson out.

<http://www.youtube.com/watch?v=D6r5b-jHSpY&feature=related>

After the restart another crash took out the Nissan X car

<http://www.youtube.com/watch?v=rxZvMWlhQXw&feature=related>.

We decided to go to Mulsanne corner on the Saturday evening; this exposed the poor organisation that still haunts LeMans, 40min queue for the coach going and 1 1/2 hour on return! The viewing at Mulsanne hasn't changed in 45 years (the last time I went to the 24hrs, FORD 1 2 3) neither have the facilities! It's worth the hike, just, and shouldn't be missed as part of the overall experience. The 24 hours is very much still an experience including drag races in the camp sites with fist fights between drunks, unfortunately the Brits appear to be the worst.

Back at the Dunlop curves the night views are very spectacular but at 3am we gave in and returned again to our Pod.

An early start with a great breakfast and back to the action, overnight and in the early hours most things were sorted out the Corvettes faded and with the Audis out front it was which one would win, I think Audi let them all race till about midday then told them to hold station they also wanted a Hybrid to win, once Alan McNish had crashed and continued a couple of laps down they just cruised to the finish.



http://en.wikipedia.org/wiki/2012_24_Hours_of_Le_Mans gives a complete run down of the results

It is strange to think of the millions spent on these cars when they often never run again, we visited the Museum on the Monday and some cars are as they finished the race. The Jaguar display was good but the Porsche took my fancy!



We then returned via the French countryside still a great place to drive to Cherbourg and home. My final thought was that the Classic is a more pleasant weekend with enthusiasts of a better standard. I guess I am getting old! What do you mean getting as my son would say.





Middle Barton Garage 25th Anniversary Visit

The club was honoured to receive an invitation from Tony Castle-Miller to join him at his new location to celebrate 25 years of Abarth Specialist Middle Barton Garage.

Given the poor summer so far we were blessed with a rare sunny morning when we set off, and this weather continued throughout what was perhaps the best weekend of the year so far. Most club members attending met at Leigh Delamere services before setting off together to enjoy a relaxed journey through some superb country side. Leaving the M4 as quickly as we could our route took us towards Malmesbury, past Kemble Airfield, then Cirencester, before a short stop at Bourton-on-the Water. Having taken a few pictures it was on along the Fosse way through Stow-on-the-Wold, through Chipping Norton, before passing Tony's old premises in the heart of Middle Barton and onto our destination. Without doubt a journey that any motoring enthusiast would take great pleasure from, and all the better on a sunny day with the promise of some great cars to see when we arrived at our destination.

On our arrival we were greeted by Tony who had arranged for us to have a club parking area right in the middle of the activities. As with our last visit no one was really sure what was going to turn up during the day, but the next door neighbours Bentley gave us a good ideal of the treats that lay in store. As many of you will know Middle Barton Garage is well known as an Fiat Abarth specialist, but if it is Italian and interesting they can look after it – from a basic FIAT 500 to a Ferrari, best of all from our perspective this includes some great competition cars as well as road cars.

We were pleased to see Barry "Whizzo" Williams arrive in his Z Datsun, always good to see Whizzo, who had brought his dog along for the ride. Another familiar face arrived when David Render, a recent speaker at our club night arrived in his very nice E-Type Jaguar. As those who were at the club night will know David was a previous owner of the rather special Lotus Twin Cam Fiat 600 owned by Tony.

Alan Dilamore was one club members who's car was there even though he was not due to having to work on the day. Alan has recently changed his Hawk Stratos replica for a rather nice Lancia Fulvia that was in having a few things sorted – a very nice car that we look forward for seeing out in the future.

As well as the impressive range of Abarths there was an excellent mix of other cars. Of course many of these were Italian in origin – these included Lancias, Maseratis, Ferraris classic and modern, and of course some Alfa Romeos. The non Italian vehicles included the particularly fine vintage Bentley which belonged to one of Tony's neighbours - despite being used for many types of competition this was in superb condition. There was also an unrestored Alvis which Tony told us had belonged to his family many years ago and

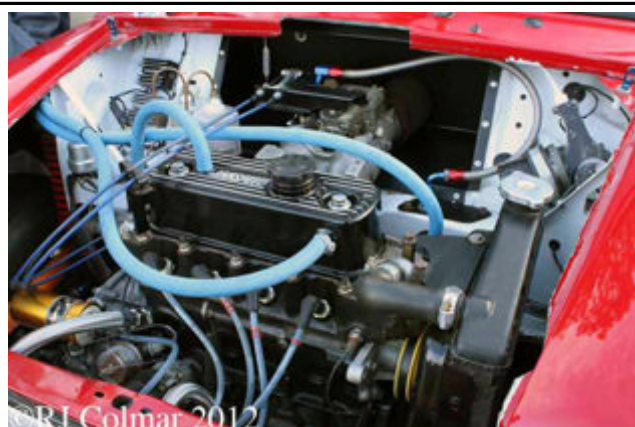
remained exactly as he remembered it. Amongst the other interesting vehicles were a 30s MG, an American GMC truck and even a Ford Cortina estate.

After we had wandered round the cars, it was time for lunch – an excellent hog roast. Tony gave us an enjoyable impromptu after lunch speech. Following another wander round the cars, a chance to soak up the sun and a good social, it was soon late afternoon and people started to leave. The fact that the time went so quickly showed what a good day we had all enjoyed. We were lucky enough to be staying in the excellent bed and breakfast next door, so still had an enjoyable meal at the local pub to look forward to.

As always we were made very welcome, and thanks go to Tony for inviting us to another excellent day at Middle Barton Garage.



BPMC July Club Night



Photos; Ralph Colmar



Bristol & Bath Classic Run

Martin Emsley

What a great bit of planning, one day either side and we would have got soaked, as it turned out was a wonderful sunny day which not only made this a brilliant event but also allowed us and many others to travel with the top down all day, heck my head got burnt, Alison has a bit more hair!.

Just over 40 cars congregated in the grounds of Avon Riding Centre for the disabled at Henbury. Welcomed upon arrival and guided to our slot, vehicles being arranged in age order which we thought rather good. Equipped with our route and pack it was time for a bacon roll and cup of tea whilst admiring some of the other entries, quite a good variety plus some very friendly crews. Alison had to put in some quick work converting the miles on route to Kms as per our trip then it was time to be started, one minute intervals, by the Lord Mayor.

The route was broken into 3 'stages', the first took us 30 scenic miles to The Anchor Inn at Ebley. A great place just beyond Saul Junction, which we have visited in the past, we both agreed we wish to return and sample the food one day. Such a relaxing and fun run we had time to stop and chat before an eighteen mile cruise over some lovely roads to Harts Barn Craft Centre at Huntley. The parking was a bit spread, could not get all classics in one area however due to pre-booking and ordering the top floor of the cafe was reserved, with adequate seating and plentiful appetising food rapidly supplied we were most content. Small world as the TVR owner sat with us also works for Rolls-Royce though previously I had not met him. A quick look around the various craft shops then back on the road towards Westbury-on-Severn,

All of us missed a turning due to the sign being too high in a hedge, should have trusted the trip! Alison did very well recalculating distance on the move, same thing happened at a cross roads where the road name was not apparent until you had passed it, it all seemed to add to the enjoyment; we would get in convoy with one group of cars then meet another later, very sociable. The third stage, which should have been 41 miles, had an unfortunate twist in the tail, the old Severn Bridge was closed for maintenance so entailed a detour. Blasting along the motorway in company with an E-type and the other MX5, being passed and passing other classics, was an experience before arriving back at the start venue.

This time cars were parked randomly, read abandoned, we met up with earlier friends, the sun was out and as we ate the BBQ food listening to a jazz band. It was an absolutely splendid day, made about £2,000 for the charity I believe. Some of the folk we chatted to had been on the Chipping Sodbury run which they also highly rated. Finally it was time to say our goodbyes and motor off into the sunset, we definitely plan to do this run again next year, in the meanwhile Alison and I plan to have a fun day out following the excellent 2011 ACE tour route soon.

MEANWHILE could you make a note to keep Sunday 14 July 2013 free for the 5th Bristol & Bath Classic Car Run.



Frenchay Vintage Vehicle Extravaganza





June Treasure Hunt

Chris & Coralie Thompson

Six crews came out to play. We would like to think its because everyone enjoyed our first treasure hunt last year. However its probably got more to do with luck and lots of it, we got a dry and sunny evening, a near miracle given the weather we had in June.

The route started by Cribbs Causeway, went out towards Thornbury and finished at The Orchard. We named it Motorway Madness due the number of times it crossed a motorway. We think we managed to pick an interesting route, one which was far more scenic than you may imagine, it certainly went passed some very desirable homes.

We enjoyed setting the route and questions and every body seemed to enjoy the event and the drink at the end. The scores were close and Ralph put in good effort on his own.

Crew	Position	Points
Martin Baker & Evan Sanders	1st	44
Alan Spencer & Alan Dilamore	2nd	42
Chris Goodchild & Julie Madden	3rd	39
Andy Moss & Liz Moss	4th	33
Nick Cook & Jess Cook	5th	32
Ralph Colmar	6th	18



The South Gloucestershire Scorchers 16/7/12

Martin Baker

I had called the July Treasure Hunt this in the hope that the previous two month's-worth of unpleasant weather would finally come to an end. No such luck, as it remained British Summer Gloomy, although at least it didn't rain.

I eventually welcomed four crews to the start location on Rodway Common, just enough to make it worthwhile. The driving part of the route took in a mere 19 miles via Shortwood, Pucklechurch, a loop of Henfield, Westerleigh, Wapley, Codrington, Dodington and Old Sodbury, finishing in Chipping Sodbury High Street. Here the crews were required to get out and walk around the town to answer some out-of-order questions involving such diverse subjects as Jack Russell and the town library. There followed a non-competitive run to the finish, the Golden Heart at Kendleshire. Here the scores were totted up, although prizes were awarded to all crews on the basis that they had bothered to turn up and the scores were all very close.

Results -

1/ Andy & Laura Moss	121 pts
2/ Ralph Colmar/Tim Murray	119 pts
3/ Alan Dillamore/Chris Thompson	117 pts
4/ Bob Bull/Alan Spencer	114 pts



2012 Club Championship Positions as at July 31st Prepared By Chris Thompson

TOTAL POINTS SCORED	CLUB MEMBER	POSITION	NUMBER OF EVENTS	ORGANISED OR MARSHALLED
22.17	Andy Moss	1	6	Yes
19.17	Chris Thompson	2	7	Yes
11.50	Alan Dillamore	3	4	No
11.00	Alan Spencer	4	5	Yes
11.00	Liz Moss	4	4	Yes
9.50	Ralph Colmar	6	5	No
8.25	Chris Goodchild	7	2	No
8.17	Martin Baker	8	2	No
7.50	Tim Murray	9	3	Yes
5.00	Bob Bull	10	3	Yes
4.75	Tom Arnold	11	1	No
4.33	Ian Parr	12	1	No
4.00	Colin Ladd	13	1	No
4.00	Nick Wood	13	2	Yes
3.50	Martin Watts	15	1	No
3.50	Martyn Davies	15	1	No
3.00	Andrew Bisping	17	1	No
3.00	Cherry Robinson	17	2	Yes
3.00	CoralieThompson	17	1	No
3.00	Dick Craddy	17	1	No
3.00	Duncan Pittaway	17	1	Yes
3.00	Mal Allen	17	1	Yes
3.00	Martin Emsley	17	1	yes
2.67	Grahame Harden	24	1	No
2.00	Alison Bisping	25	1	Yes
2.00	Carlie Hart	25	1	Yes

2.00	Donny Allen	25	1	Yes
2.00	Ian Hall	25	1	Yes
2.00	Pete Hart	25	1	Yes
2.00	Simon Child	25	1	No
1.83	Nick Cook	31	1	No
1.00	Andy Baverstock	32	1	No
1.00	Elen Worthington	32	1	No
1.00	Neil Davies	32	1	No



Bristol Pegasus Fantasy Formula One 2012

Results Up to Germany

Prepared by Andy Moss

After the German Grand Prix our Fantasy F1 continues to be as exciting and close as the real championship.

Dominic Bennett	Resta	Vettel	India	Lotus	Ferrari	British	282
Charlie Emsley	Alonso	Rosberg	Marussia	Mercedes	Redbull	British	280
Mike Marsden	Resta	Vettel	Lotus	Mercedes	Caterham	Monaco	275
Joe Robson	Resta	Vettel	India	Lotus	Ferrari	Australian	274
Dick Craddy	Raikkonen	Rosberg	Mclaren	Williams	Sauber	Australian	273
Elisabeth Lewis	Alonso	Vettel	India	Rosso	Lotus	Spanish	266
Simon Child	Raikkonen	Resta	Lotus	Rosso	Lotus	Abudhabi	264
Chris Lewis	Resta	Vettel	Ferrari	Sauber	Caterham	British	260
Matthew Johnson	Schumacher	Vettel	India	Lotus	Sauber	Australian	256
Chris Thompson	Hamilton	Hulkenberg	Lotus	Mercedes	India	British	252
David Garnett	Raikkonen	Resta	Mclaren	Sauber	Sauber	British	250
Ken Robson	Hamilton	Vettel	India	Sauber	India	Chinese	250
Richard Reynolds	Rosberg	Schumacher	Ferrari	Williams	Sauber	Monaco	250
Tim Murray	Raikkonen	Rosberg	Mclaren	Williams	Sauber	Belgian	246
Martin Baker	Grosjean	Maldonado	Lotus	Mclaren	Rosso	British	243
Steve Clark	Hulkenberg	Vettel	Mercedes	Rosso	Mclaren	German	237
Alexander Wooldridge Smith	Resta	Vettel	Caterham	Mercedes	Mclaren	German	236
Ross Willing	Hamilton	Rosberg	Ferrari	India	Marussia	British	233
Ann Farrow	Resta	Vettel	Caterham	India	Redbull	Monaco	230
Martin Emsley	Glock	Vettel	Ferrari	Hrt	Mclaren	Malaysian	228
Helena Sarsted	Button	Ricciardo	Lotus	Williams	Redbull	British	226

Chris Bennett	Alonso	Kovalainen	Caterham	Ferrari	Ferrari	Italian	220
Alison Bennett	Button	Resta	Mercedes	Williams	Ferrari	British	215
Sharon Reynolds	Kovalainen	Rosberg	Hrt	Mercedes	Rosso	British	213
Helen Davies	Button	Hamilton	Lotus	Rosso	Caterham	Malaysian	211
Victoria Phillips	Hamilton	Ricciardo	Ferrari	India	Sauber	British	211
Mark Niblett	Resta	Rosberg	Caterham	Mclaren	Mclaren	Monaco	209
Liz Moss	Petrov	Senna	Mercedes	Redbull	Williams	Japanese	208
Ian Hall	Hamilton	Senna	Caterham	Redbull	Marussia	Monaco	207
Coralie Thompson	Resta	Schumacher	India	Mercedes	Redbull	British	206
Claire Meaddows	Button	Schumacher	India	Lotus	Sauber	Monaco	199
Richard Ibrahim	Vettel	Senna	Mclaren	Rosso	Caterham	British	198
Martyn Davies	Hamilton	Hulkenberg	Mclaren	Rosso	Rosso	Australian	196
Alyson Marsden	Button	Webber	Caterham	Mercedes	Hrt	Australian	194
Rex Meaden	Hulkenberg	Resta	Mclaren	Mercedes	Caterham	British	186
Simon Moss	Button	Schumacher	Mercedes	Williams	India	Australian	183
Andrew Moss	Resta	Petrov	Mclaren	Mercedes	India	British	182
Jenny Hall	Hamilton	Resta	Mclaren	Rosso	Hrt	Canadian	181
Pete Stowe	Kobayashi	Kovalainen	India	Mclaren	Mclaren	British	175
Mary Craddy	Resta	Schumacher	Caterham	Redbull	Rosso	Malaysian	172
Bill Farrow	Hamilton	Petrov	India	Mclaren	Marussia	Italian	165
Caroline Meaden	Button	Kovalainen	Mclaren	Williams	Hrt	Hungarian	146
Chris Hartnell	Button	Resta	Hrt	Mclaren	Hrt	British	140



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.

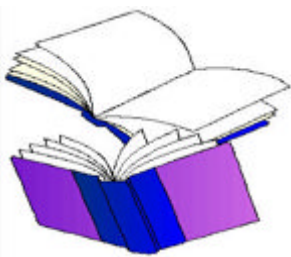
alanspencer@orange.net 01179 712587

Poloshirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts are available in the following colours and sizes:

White, grey, light blue, royal blue and black - S, M, L and XL.



Online Books, Videos, CDs, DVDs

Visit the bookshop

www.bristolpegasus.com

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

Bristol Pegasus NEEDS YOU!

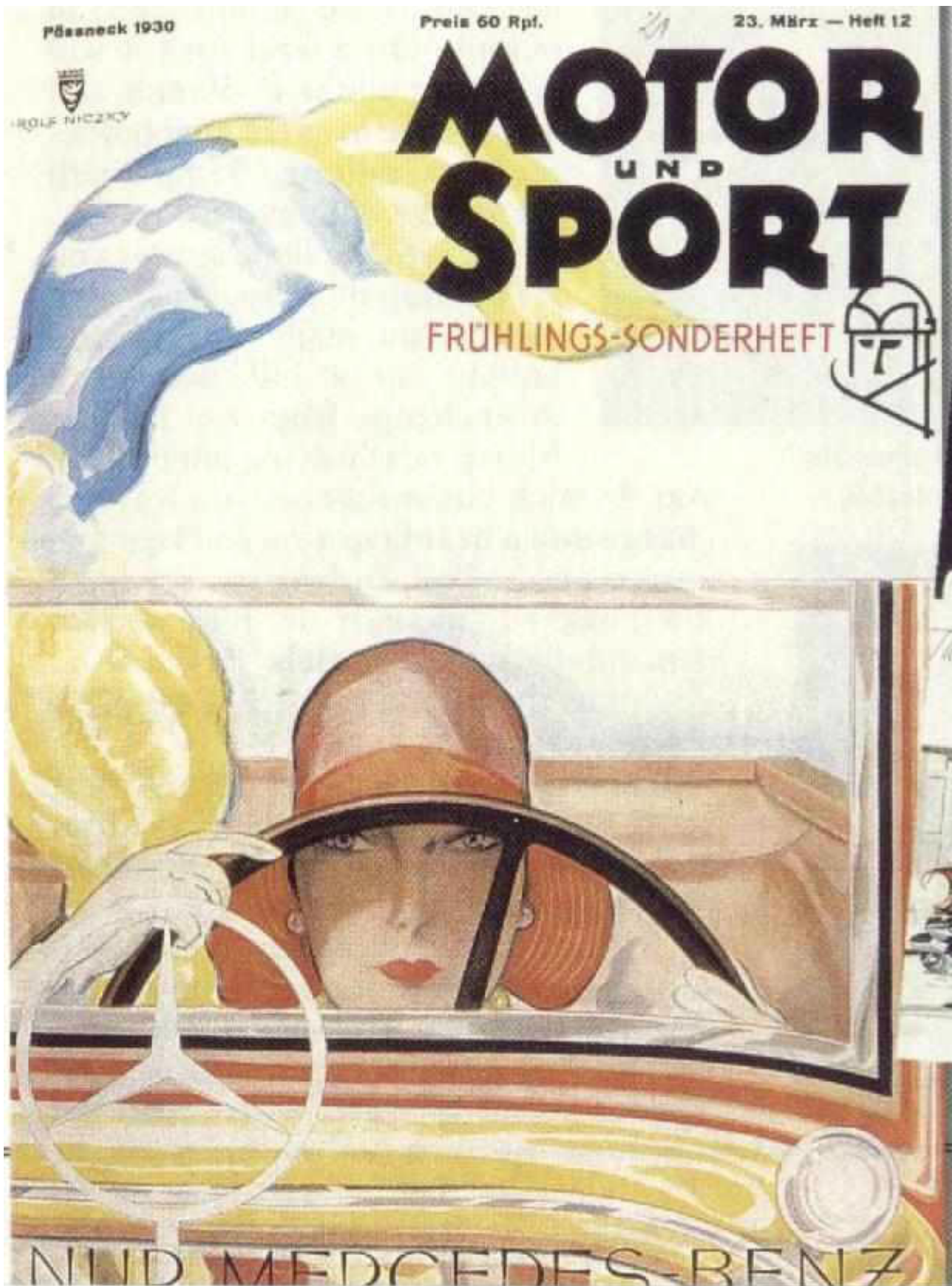
**The successful running of club events
requires Marshals and Organisers**

- [Get involved](#)
- [Be close to the action](#)
- [Meet Other Club Members](#)
- [No experience required](#)



We would encourage members to try and marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the Pegasus Sprint show their support by making the effort to come out and marshal on events such as the Chepstow Autosolo, which is on Sunday 16th September.

Remember When?



Dates for your diary - Full details inside

Bristol Pegasus Castle Combe Track Day

Saturday 11th August

Our popular Castle Combe Motor Racing Circuit track day returns to a summer date for 2012

**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 for full details or call Andy Moss on 0117 9912702 if you would like a printed entry form posted

Now sold out - a reserve list has been started

Summer Classics Easter Compton

Saturday & Sunday 11th & 12th August - Club stand Sunday ONLY

One of the best displays of cars locally, come along on Sunday and support your club

BPMC Club Night - Monday 13th August

BPMC Club Night - Monday 10th September

Chepstow Challenge - Sunday 16th September

Pegasus Sprint - Saturday 27th October

**For all the latest news
Why not visit our website
www.bristolpegasus.com**

