

Backfire

Bristol Pegasus Motor Club Magazine



August 2013

Photo : Mal and Donny Allen in the MGB are directed by Brigitte Purnell at the start of the 2013 ACE Classic Tour

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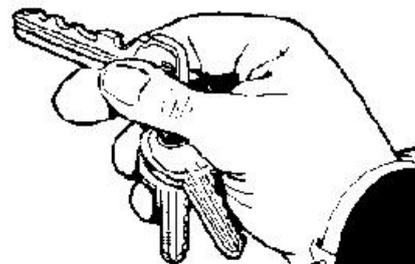
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Backfire

Acting Chairman's Chat

By Andy Moss



At our July committee meeting Ian Hall made the decision that he intended to stand down as club Chairman with immediate effect. As vice chairman I will be taking on the role of acting Chairman until the AGM when a permanent replacement can be appointed. We would like to thank Ian for his efforts over the past seven months as Chairman, and of course over many years as a committee member.

It is therefore a little unexpected for me to be writing a Chairman's chat again, but I hope you will find my small contribution worthwhile.

Firstly a mention for the July "Sunday Treasure Hunt" – Chris and Coralie Thompson did an excellent job organising the event, which was well supported, with several members making a long journey to join in the fun. It looks like a Sunday morning event will be a permanent fixture in the calendar from now on.

There has been much activity this month around our sprint events, first we held a wash up meeting for the May Llandow Sprint. We normally do this a couple of months after any major event, and it is a good opportunity to examine what went well and what we can improve on next time. We did not have too many things to discuss as Llandow went very smoothly this year and we had a very good entry, but there are always things we learn from each event.

We also held a kick off meeting for the Combe Pegasus Sprint, which was well attended by an enthusiastic organising team. As with any event of the size of the Pegasus there will be a lot of work to be done over the coming months, but we already have volunteers for all the main roles. If you would like to get more involved please feel free to contact me. The event regulations will be published very soon – we will send all members an e-mail when they are available – if you need a printed copy sent, please get in touch. Last year we had to turn away entries, so members are encouraged to get their entries in early.

As I write this, I have just returned from a very enjoyable weekend at Wiscombe Park, where a small group of Pegasus members helped marshal the Woolbridge Motor Club Hillclimb. The two day event was a round of the British Hillclimb Championship, which meant there were some very impressive machines entered. We will have a report on the event and some pictures in next month's Backfire.

Looking back at our recent events I am impressed with the range of events we have already run this year, both competitive and social, and as we look forward to the winter club nights it is already looking as though we will have an excellent program of guest speakers – watch this space!

Andy Moss - andy@mossdata.co.uk - 07710 000144

Editorial



After last years wash out summer I have been enjoying a fair amount of sunshine this year as I hope have you all.

My motoring month started with the Treasure Hunt organised by Chris Thompson which took us along a wonderfully circuitous route to Castle Combe and back. Congratulations to Team Moss on another fine win.

A trip to Goodwood for the Festival of Speed followed, where Lord March turned his cricket pitch into a splendid recreation of Daytona Beach, where there was a magnificent collection of Land Speed Record cars including Sir Malcom Campbells Rolls Royce V12 powered Campbell-Railton Blue Bird in which he was timed at over 300 mph in 1935.

The following week I returned to Silverstone for the Young (and not so young) Driver Test where Susie Wolff testing the Williams was almost as big a story as Sebastian Vettel setting the fastest time of the three days. During the pits walk about at the end of the day the Caterham team were practicing tyre stops, the coordination of the team personnel is quite mind boggling in the flesh, blink and you miss it completely.

With some unexpected spare time on my hands I popped by the Frenchay Museum the following day for the Frenchay Car Show and after twenty years living in Bristol the penny finally dropped that Bristol has a strong connection to the Hillman Imp thanks the involvement of Tim Fry.

Last Saturday I visited the Silverstone Classic for a full day's entertainment. It was lovely to see West Countryman Julian Bronson win the Pre '61 single seater race in his Offenhauser powered Scarab, but it was a shame the rain forced the cancellation of the scheduled evening Group C race, but then doing a perfectly pedestrian speed I almost aquaplaned off the A43 on the way home half an hour later.

This months edition of Backfire includes the next instalment of Chris Clarkes early motoring adventures, tales about a recent trip to Europe by Chris Varey and an update on the latest exploits of the Mangotsfield School Greenpower team at Goodwood from Ben Goodman.

Wishing you all a happy months motoring.

Ralph Colmar - Editor

e-mail: backfire@bristolpegasus.com



Pit Lane Exit News

Sunday 22nd September - Grass Autotest / Gymkhana

Club member Steve Dummett has kindly leant us a field for this fun competitive and social event. Any road car will be eligible, for some challenging and not so challenging 'tests' on grass. The event will be similar in format to the Gymkhana we ran in 2010 but will be run as an Autotest this year with tests to be timed to the second. The venue is Sheepcot Farm, Miss Graces Lane, Tidenham Chase, Chepstow NP16 7JR M/R 172/549997 and will be arrowed from main road. We need some non-competing volunteers to help run the day. Contact Alan Spencer - alanspencer@orange.net for details.

VALLEYS AND VILLAGES CLASSIC TOUR 11TH AUGUST 2013

Devizes and District Motor Club " Valleys and Villages Classic Tour" on Sunday, the 11th August 2013. Starting and finishing at the 'Oliver Cromwell' Pub in Bromham, on the A342, (map ref 173/977644)

The entry fee : £ 40 per car (crew of 2) with additional passengers at a cost of £ 10 each. The fee includes entry to the event, roadbook, coffee and bacon roll at the start and buffet meal in the evening at the finish. Entries, accompanied by the appropriate cheque, should be sent to the Entries Secretary, :

John Rogers, The Moorings, 99 Staverton, Trowbridge, BA14 6PE. 01225 782358. email: johnfrogers@blueyonder.co.uk

Entries will be acknowledged by email.

Signing on at the Oliver Cromwell from 09.00

Marshalls Required The Woodpecker Stages Saturday 31st August 2013

Sixty & Worcestershire Motor Club are once again promoting the *The Woodpecker Stages*

We need stage marshals & radio operators to help with the smooth running of the event that will start from Ludlow Race course , then head out to the surrounding forests .

If you can assist in anyway possible contact Andrew Bob Long andrewlongec@aol.com
Event Chief Marshal.

Trivia Question

What was irregular about the Aston Martin DBS V8 used by the for The Persuaders TV series starring Roger Moore and Tony Curtis ? Answer at the back of this issue.

2013 Major Events

Saturday 19th October 2013 - Pegasus Sprint

Bristol Pegasus
Motor Club



Club Motorsport at its best

Bristol Pegasus Motor Club

Grass Autotest

Sunday 22nd September 2013

Fun tests in a smooth field

No experience, competition license, helmet or overalls needed

Most road cars are suitable - just turn up and join in

Sheepcot Farm - Tiddenham Chase - Chepstow



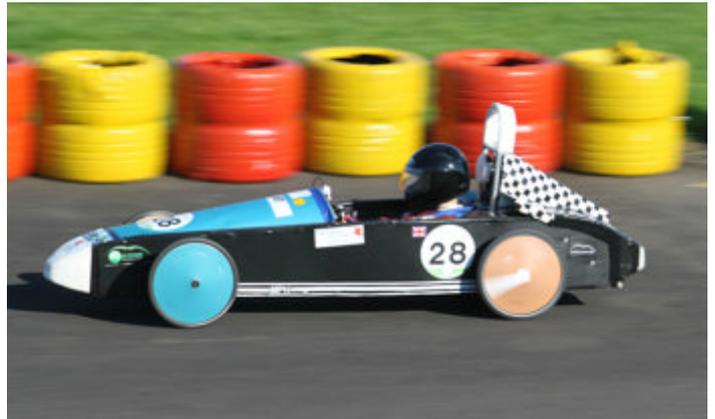
Regulations available on soon on website

Mangotsfield School Greenpower Race Review

Goodwood Sunday 9th June

We entered the race along with 45 other cars from across the country expecting a top 10 finish.

All was going to plan during the first 40 minute stint as Ben set some good lap times. The pit stop went well and Jordan went out on fresh batteries, but just two laps in another car rolled twice and the race was red flagged!



At the restart Jordan got away well but then returned somewhat unexpectedly on the back of the rescue truck ! We found the source of the problem and it was that one of the battery plugs had broken.

To save a pit stop Tom went straight out but unfortunately the car seemed to have less speed which we found a reason for days later. Tom's stint was littered with yellow flags which disguised the problem and we signalled him in to pit for new batteries as scheduled. The car was slowing and we were worried about him getting around the windy 2.4 mile circuit and when he arrived 20 minutes later we were surprised he was still going.

He explained how the battery plugs had fallen out twice during his lap which we have had previous experience with in other races. Anyhow, we sent newcomer George out on a used set of batteries and he set remarkably fast times considering he had never driven before and there was a motor problem which we had yet to discover.

Finally Isaac stepped into the car expecting a low finish considering all the stops and loss of time during the race. He had only 40 minutes to run on a fresh set of batteries and easily finished from there. Once again we didn't manage to set the same sort of lap times we measured earlier in the race which we could not understand !

Three days later at our usual meet up day (every Tuesday) we discovered a sheared magnet rubbing against the armature. It's very surprising that the car continued at all with this catastrophic failure let alone to do fairly competitive times !

Many thanks to the parents, teachers and of course the drivers who were:

- Ben Goodman
- Jordan Mould
- Tom Mould
- George
- Isaac Smith

Thanks for the support and teamwork shown on the day. A very well done for coming 17th/45th even with the problems we had on the day!

Ben G & the GP Team

ACE Classic Tour
Sunday 2nd June 2013
Report by Andy Moss
Photos by Martin Emsley



One again the club joined forces with the ACE group for the annual touring assembly event. The tour again proved a popular event and had a good entry with a wide range of Classic and Sports Cars entered. There is no minimum age that a car has to be to qualify for the event which means there is always a good mix of interesting cars both old and new.

This year myself and Martin Emsley joined the long standing organising committee and as expected the planning meetings before the event were full of humour, which certainly made our involvement very enjoyable.

This year the event had a new start location, instead of the traditional BAWA start we gathered in the car park of Aust services. A bright morning greeted those signing on, and the good weather helped encourage a few last minute entries which boosted the numbers.

The tour route again visited the Forest of Dean, with a lunchtime stop. Our afternoon stop was due to be a Tintern Abbey, but when we arrived parking was very limited, so a quick decision was made by a few of us to travel back up the road to the old station at Tintern, which is now a very nice railway themed cafe. We had an enjoyable stop here – well worth a visit if you are in the area.

The route then took us back across the old Severn bridge to finish at the White Hart at Oldbury on Severn. The sunny weather meant the award presentation and raffle could take place in the garden. Tony Joiner once again acted as master of ceremonies, and as always was very entertaining – this part of the day is always good fun and something a little different to the end of many “classic” events.

This year the event raised money for the British Heart Foundation – a very worthy cause.





French Frolics 21st - 28th June 2013 (The Musketeers Ride Again)

The time is Nov/Dec 2012 and the task is to assemble enough enthusiasm from serious motoring musketeer's to enable our long suffering hero Barry of the Wheelsports clan to put on a motoring extravaganza to the bowels of Europe to indulge in a panoply of motoring lust and pleasure!



I had a problematic Ultima Spyder - armed with a 6.5l Chevy V8. The front end lifted at 110 - 120 mph, so much that at Cadwell on the humped backed straight I had to lift off as take off appeared imminent. Eventually Ed Moore Motorsport Events and his chief test pilot Erling Jenson diagnosed the front end spoiler pointing slightly up and possibly flexing at speed. Solution - Shim down splitter 6mm, adjust bonnet height; attach two rally car headlight stays, raise ride height to 90mm; take off dive boards and increase front

tyre pressures to 21 psi (slicks) - all very drastic and applied in easy, assessable stages, but it worked (in the end - after some interesting moments:- later herein)

Anyway, back to the assembling of the stout and true musketeers. Barry needed a minimum of 20 reliable bodies to visit one Spanish track and 3 French ones. You'd think it would be relatively easy to assemble a squad of 20 cars in 6 months to achieve "bliss" - but think again, there were the reliable band of 5 with their entourage of mechanics and pit babes etc. then there were the 'bit far', 'I don't know', 'got no cash', excuses. As December, January and February rolled by it became clear that most people only wanted 3 tracks so Pat Arnos, Negaro and Val de Vienne were chosen and eventually booked - what joy!

As this could be one of the last surges of excitement some of us would be able to sustain, I decided to add extra mementoes for the proceedings comprising personalised t-shirts and a trophy - the "Dibber's Cup".



To see if the winter's 'improvements' worked a track day at Donington was booked (3 Ultimas and Westfields and low and behold it was DRY!!) Modifications painstakingly carried out on hands and knees in a cold garage over the winter proved to be only partially successful: the light front end had

been transformed to over heavy with no inclination to turn in at corners! Fine tuning would be the order of the day in France.



We travelled to Portsmouth in convoy on the Friday, being the weekend we hit jams within 10 miles, after several 'u' turns on busy city centre roads, with an 18' trailer, we got to the car ferry just in time.

The voyage to Santander was uneventful, with the usual eating, drinking and quizzes. We disembarked at about 6pm on Saturday and rubber ducked (walky talky) to our first hotel stop in Spain, a Parador with lots of facilities. I handed out the musketeer t-shirts (to be worn at dinner) and the 'team' all dressed up in best bib and tucker so I looked a bit out of place!



Next day dawned, warm but overcast, nevertheless us fit young Adonis(es) strode down to breakfast and then to the tennis courts and open air swimming pool. Everyone had 'a go' at tennis (I discovered that a damned squirrel had eaten my plimsoll laces (they had been there for about 4 years, since the last time we stayed at the hotel!) Great

action shots were captured and wardrobe malfunctions were anticipated but not encountered.



After a quick invigorating splash in the pool we checked out and it was off for a 4 hour trip to Arnos over the border in France. The drive there was stunning with high mountains (with snow caps) all round and perfect roads and tunnels to glide us on our way. We all arrived safely at our first hotel in France for our introduction dinner, drinks and welcome address from Barry our organiser in chief - kind words were spoken and some red wine was consumed by the youngsters.

Monday morning burst on our consciences with blinding force and the short trip to the circuit was made even more pleasurable by the detours through scenic France and its delightful one track roads (complete with grassy middle bits!) Pau Arnos is a new and 'technical' circuit and I'm sure most of you have 'done it' so a brief description here will suffice:-

Out of the pits onto the end of the pit straight then longish, tightish 180° right double apex then down hill to a 90° left, up hill then longish right into down hill right kink rush then turn hard on brakes for 180° light left, quick burst then left 90° into silly little downhill chicane then up right into main straight (with a bump and kink $\frac{3}{4}$ the way along. Quite scary if you got it wrong. By the end of the day (after the obligatory 2 hour lunch of strange delicacies) most had got the circuit off to a fine art with Dave's GT40 making a huge cacophony (almost 150DB) as he thundered, extremely quickly round and round.

The track was open until about 6pm but as the day was hot and sunny and the 'Beast' was calling on all my upper body strength to haul her round the tight corners, we called it a day at about 5pm, loaded up and rolled on back to the hotel for R&R.

To be continued next month

Chris Clarke Motoring Recollections Part 2

Some jobs turned out better than they might have done for the wrong reasons. One such was a replacement rear door for a Morris 1300. I based my quote on being to get a new door of the right colour, as there was never any shortage of these cars in scrapyards, but spent all of my profit margin on modifying the only one I could find on the day (as always the repaired car was needed yesterday). The worst bit was drilling holes in the pristine freshly resprayed door to fit the trim. Despite the rush, it all turned out OK,



except for working all weekend for no reward. However, the owner was so pleased he gave me an old workshop manual for a Hillman Minx (with the same engine as the Alpine), which just happened to include some priceless information on fitting the sump so it didn't leak oil everywhere like mine did – a real winner in the end!

On the entrepreneurial front, our most successful venture was to more or less accidentally acquire a building full of scrap computers. The price had been dropping for weeks as the deadline to clear the premises approached and eventually the best and final deal coincided with the mellow patch arising from Friday lunchtime drinking, so that by Saturday afternoon our lock-up was filled with obsolete and very heavy electronic kit. This was long before eBay, so we had to advertise in electronic magazines, print and post lists of kit for sale and wait for orders to come in, which they did and we eventually made a good profit and learned a lot about markets, etc in the process.

Despite the MOT test being relatively relaxed, it was still a major challenge to get cars through it, involving much careful planning and preparation. You could do it properly by welding rusty metal, buying and fitting new parts or even actually getting the test garage to fix it. Alternatively there were a whole set of more underhand methods available, such as picking the garage where the tester was known to be most lenient, As an example, there was a VW Golf that had failed its first test (3 years old and well out of warranty) needing a new steering rack. Given the marques reputation and the potential cost of the repair the owner wasn't too pleased and was advised to try the current favourite MOT station, where it passed without any problem.

Unfortunately "preparation" also included some rather unconventional techniques such as rubbing road dirt into leaking dampers, overpolishing repaired sections to give a "well cared for" appearance and sticking down carpets to discourage inspection. The most extreme example of the discouragement tactic was someone who deliberately drove a car past a farmyard a few times hoping that the smell would distract the tester from his job. Most of the time though it was just routine stuff like checking light bulbs, adjusting brakes, etc, and there was always a great feeling of achievement driving home from the test with a nice fresh ticket.

The hurdle posed by the MOT was a further source of business - buying cars, getting them through the test (using a combination of the methods described previously) and selling them at a profit. Often owners had just lost heart (or decided they wanted something different) and the failure was a good excuse to move on, so that the car actually did not need much doing to put it to rights. Occasionally the opposite happened, so that once we sold the car back to the original owner. This was a 1960 Mini in remarkably good condition, with what appeared to be the original engine and gearbox. The lack of synchromesh action was because it had an "early gearbox with cone synchro and hence no baulk action", I've never found out if this just a techie excuse for a knackered box or really true.

As always, customer satisfaction was essential if you were to gain more business, but could be very elusive. I often used to collect cars, do the work and then return them later in the day. Having collected a Hillman Avenger for a 6000 mile service, it was hard to break 40mph, and drove like the tyres were full of treacle. It had a Stromberg carb, so the first thing was to check the diaphragm, which was well shredded. With this and the ignition components replaced, timing set by strobe and idle mixture adjusted it was running like a 1600cc car should and a real pleasure to drive back. Unfortunately, the customer feedback was that having to operate the choke in the morning was a problem - a bit disappointing to say the least.

Talking about the 6000 miles service reminds me of the massive amount of work cars needed, this wasn't just an oil change, but generally involved replacing filters, contact breaker points and plugs, checking timing, adjusting brakes. If you were commuting from Cheltenham to Bristol, (not unusual by today's standards) the car would need servicing 3 times a year, or if the high mileage prompted a choice of Diesel fuel with the consequent 3000 mile oil change interval, every 2 months. Doing this yourself was a considerable burden, but trying to cut corners (yes - this bit is from my own experience) could lead to all sorts of problems with misfires or worse caused by dead plugs, points wearing out or blocked filters. On the plus side the engines were so understressed that they very rarely went bang (this started with cambelts in the late 80's), but just slowly faded away. Several times I was told not to worry if the oil light came on when the engine was hot, and I remember a car that ran for over a year in this condition.

As promised last month, only one name drop. Someone went to John Chatham's to hire his trailer and was told that it wasn't available, so tried using my name, and problem disappeared - unfortunately I still haven't a clue why this happened.

I was hoping to include some technical tips at this point but most of the experience from that era is probably more relevant to Stevenson's Rocket than a modern car. However, one of the best, which I was shown by the foreman at Stoke Lane Garage and has raised me to miracle worker status since is still relevant and goes as follows

- Symptoms - starter doesn't turn, but solenoid clicks and battery good.
- Fault - worn brushes not making contact with commutator
- Fix - hit it with something heavy (car jack is good)
- Rationale - shock knocks brushes back into contact - job done (although I recommend buying a new starter asap)

Although there was obviously no on-line ordering, this was more than made up by innumerable places throughout Bristol, ranging from scrapyards to main agents, with accessory shops, performance specialists and a network of people dismantling cars in between. At the main agent a "trade note" got you into the inner sanctum of the trade counter, whilst at the scrapyard you had to scavenge amongst piles of dead vehicles, punctuated by close examination of the wrecks you passed, so it all took a lot longer than it should. I should also mention the places that did machining who could turn their hand to just about anything. As an example Ashley Autos repaired a Nissan cylinder head with a dropped valve seat, by machining a new seat and fitting it, in a day, for £10.

These same people helped me with my first venture into motorcycles, which started with a Suzuki GT250 that I rescued from a coal bunker where it was stored completely in pieces. The only actual fault was a crankshaft main bearing, but this was often the end for two strokes. However £15 and two days later I had a fully rebuilt unit and from there I only had to reassemble the bike, with new battery and MOT. You had to wait in groups for the



results of the mornings tests which gave the proceedings a proper sense of theatre and whilst both my and another lads boy racer bikes passed, a very respectable gent's beautifully polished moped failed. The proceeds from this I spent on an engagement ring, from which you can tell this story is drawing to a close.

My final rebuild project was a Mini 1275GT. Initially the plan was to

repair the car (light rear damage) and sell it. Trying to pull out damage using a rope and lamp post doesn't work, but an evening's work with the winning car jack and filler combo had it looking nice, which was where we got carried away and decided to deseam the car. Half way through this my associate got cold feet, especially as the engine was only running on three cylinders because of the A series interference fit gudgeon pin problem (it moves out of position and scores the bore). So the car was now mine and I decided to go the whole hog, completely rebuilding the engine as a 1400cc with a new cam (a 544 as I recall), head ground per David Vizard instructions including the then fashionable "anti-reversion" inlet valves and a 45DCOE Weber. The result was epic, with the engine completely overwhelming the tyres and suspension most of the time, accompanied by the deafening noise from the open inlets - an unforgettable driving experience in every sense. Unfortunately I never got it set up properly on a rolling road, but I suppose it was making about 90bhp, not much, except that it weighed only about 600kg, giving a power to weight ratio of 150bhp/ton. This is actually about the same as an early 205GTi 1.9, but, as I found a few years later, the Peugeot does everything my Mini did and you could drive an elderly relative in it without any protest - that's progress.

2013 Clubmans Championship as at 30/6/2013

Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	Andy Moss	13.06	3	Yes
2	Ralph Colmar	7.50	3	Yes
3	Nick Wood	6.39	3	Yes
4	Liz Moss	5.17	1	Yes
5	Andrew Firks	5.00	1	No
5	Keith Firks	5.00	1	No
7	Adrian Jones	4.75	1	No
8	Donny Allen	4.33	1	Yes
8	Duncan Pittaway	4.33	1	Yes
8	Ian Parr	4.33	1	No
8	Mal Allen	4.33	1	Yes
12	Bob Bull	4.00	1	Yes
13	Cherry Robinson	3.78	1	Yes
14	Stephen Dummett	3.50	1	No
14	Tim Murray	3.50	1	Yes
16	Chris Thompson	3.22	1	Yes
17	Martin Watts	3.00	1	No
18	Alan Spencer	2.83	2	Yes
19	Alan Dillamore	2.67	1	No
19	Matthew Johnson	2.67	1	No
19	Richard Hearnden	2.67	1	No
19	Roger Brunt	2.67	1	No
23	Andy Wood	2.11	1	No
24	Danny Castleton	2.00	1	Yes
24	Ian Hall	2.00	2	Yes
24	Ken Robson	2.00	1	No
24	Mark Astin	2.00	1	No
28	Neil Davies	1.83	1	No
29.00	Brian Davage	1.00	1	No
29.00	Deborah Hearnden	1.00	1	No
29.00	Jenny Hall	1.00	1	Yes
29.00	Joe Robson	1.00	1	No
29.00	John Mearns	1.00	1	No
29.00	Martyn Davies	1.00	1	No
29.00	Tom Arnold	1.00	1	No

2013 Marshals Championship as at 30/6/2013

Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS
1	Mal Allen	7	3
1	Tim Murray	7	3
3	Nick Wood	6	2
4	Ian Hall	5	2
5	Donny Allen	4	2
5	Liz Moss	4	2
5	Ralph Colmar	4	2
8	Andy Moss	3	1
8	Bob Bull	3	1
8	Cherry Robinson	3	1
8	Chris Thompson	3	1
8	Dick Craddy	3	1
13	Alan Spencer	2	1
13	Carlie Hart	2	1
13	Jenny Hall	2	1
13	Mark Astin	2	1
13	Mark Benstock	2	1
13	Pete Hart	2	1

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**



Club Night Venue

Our regular venue is -

BAWA Leisure Centre

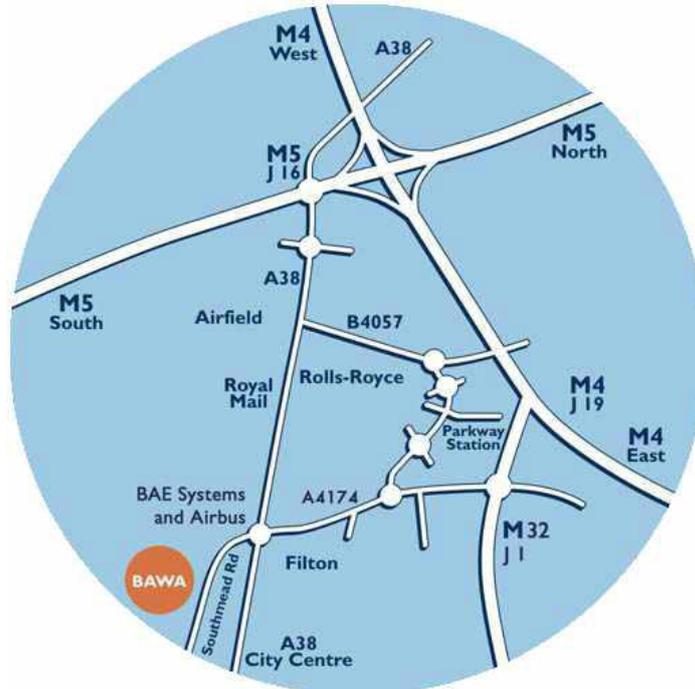
589 Southmead Road, Filton, Bristol, BS34 7RG



We meet from 8.30pm (8pm for AGM) in **Room 4** 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 are able to open the doors to our room and have direct access into the car park

As many members will know we recently returned 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.



Note : The Next BPMC meeting at BAWA is on Monday 9th September at 8:30pm.

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 Alan Spencer.



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

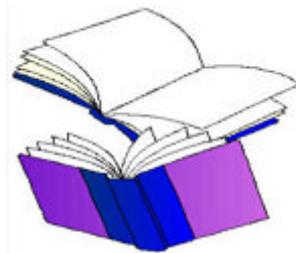
Poloshirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts are available in the following colours and sizes: White, grey, light blue, royal blue and black - S, M, L and XL.

For Bristol Pegasus Motor Club **car & windscreen stickers** contact Alan Spencer.

Help raise funds for Wiltshire Air Ambulance



**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CD's /DVD's**

All commission to Wiltshire Air Ambulance

Bristol Pegasus Fantasy Formula One 2013

Results Up to Hungarian GP - Prepared by Andy Moss

Martyn Davies	Hamilton	Rosberg	Lotus	Mercedes	Mercedes	Australian	420
Ken Robson	Hamilton	Vettel	Mercedes	Williams	Mercedes	Spanish	390
Helen Davies	Grosjean	Raikkonon	Lotus	Mercedes	Mercedes	Chinese	389
Mike Marsden	Raikkonon	Vettel	Mercedes	Sauber	Rosso	Monaco	353
David Garnett	Raikkonon	Vettel	India	Lotus	Williams	Australian	339
Joe Robson	Alonso	Hamilton	Mercedes	Williams	Mercedes	USA	330
Mark Niblett	Hulkenberg	Raikkonon	Lotus	Mercedes	Mclaren	Hungarian	326
Alyson Marsden	Hamilton	Vettel	Lotus	Sauber	Caterham	Australian	316
Rex Meaden	Hamilton	Vettel	Lotus	Rosso	Sauber	British	315
Dom Bennett	Hamilton	Vettel	India	Lotus	Rosso	Japanese	313
Tim Murray	Maldonado	Rosberg	Lotus	Mercedes	Redbull	Belgian	312
Richard Reynolds	Hamilton	Raikkonon	India	Sauber	Lotus	German	306
Charlie Emsley	Button	Rosberg	Mercedes	Rosso	Ferrari	Monaco	297
Martin Baker	Hamilton	Resta	Lotus	Sauber	Redbull	Canadian	295
Mary Craddy	Hamilton	Vettel	Lotus	Williams	India	Belgian	291
Ross Willing	Hamilton	Vergne	India	Redbull	Caterham	British	290
Alison Bennett	Raikkonon	Vettel	India	Williams	Ferrari	German	289
Mal Allen	Hamilton	Vettel	Lotus	Williams	Sauber	Brazilian	277
Matt Johnson	Hamilton	Vettel	Lotus	Williams	Sauber	Italian	277
Dick Craddy	Alonso	Raikkonon	Mercedes	Williams	Sauber	Italian	271
Ian Hall	Bianchi	Vettel	Marussia	Redbull	Marussia	Australian	268
Caroline Meaden	Button	Grosjean	Caterham	Mercedes	Redbull	Hungarian	266
Helena Sarsted	Button	Raikkonon	Mercedes	Williams	Mclaren	British	258
Steve Clark	Resta	Rosberg	Sauber	Rosso	Redbull	British	257
Jenny Hall	Hamilton	Vettel	Marussia	Mclaren	Caterham	Canadian	255
Liz Moss	Alonso	Vettel	Rosso	Williams	Lotus	British	250
Simon Moss	Raikkonon	Vettel	Sauber	Williams	Ferrari	Abudhabi	240
Bill Farrow	Alonso	Hulkenberg	India	Lotus	Mclaren	Australian	232
Pete Stowe	Hamilton	Raikkonon	Mclaren	Sauber	Williams	British	232
Victoria Phillips	Hamilton	Resta	Ferrari	Sauber	Williams	British	228
Martin Emsley	Garde	Raikkonon	India	Mclaren	Redbull	British	226
Ann Farrow	Button	Resta	Caterham	Lotus	Redbull	Monaco	213
John Page	Button	Raikkonon	Lotus	Williams	Lotus	Belgian	213
Kate Umfreville	Button	Maldonado	Lotus	Rosso	Redbull	Canadian	205
Thomas Wigley	Button	Hamilton	Mclaren	Williams	Marussia	Monaco	169
Donny Allen	Alonso	Rosberg	Caterham	Mclaren	Williams	Usa	168
Marc Rogers	Button	Sutil	Mclaren	Rosso	Mercedes	Bahrain	164
Andrew Moss	Button	Resta	Mclaren	Williams	Mercedes	British	157
Sharon Reynolds	Button	Chilton	Caterham	Marussia	Rosso	Bahrain	152
Chris Bennett	Button	Vergne	Mclaren	Rosso	Mclaren	Canadian	122

2013 Invited Speed Events

Date	Organising Club	Venue	Event Type
07/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
08/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
14/09/2013	Brighton & Hove MC	Brighton	Speed Trial
21/09/2013	Woolbridge MC	Manor Farm	Hillclimb
22/09/2013	Woolbridge MC	Manor Farm	Hillclimb
06/10/2013	Bournemouth & DCC	Clay Pigeon Raceway	Sprint
19/10/2013	BPMC	Castle Combe	Sprint



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Deadline for Next Backfire: 24th August 2013

As always, we are looking for contributions for Backfire

Editor: Ralph Colmar Email: backfire@bristolpegasus.com

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

2013 Calendar

Date	Event	Time	Club	Venue
Sunday 18th August	Mendip Production Car Trial		MGCC	
Saturday 7th September	Wiscombe Hillclimb		5 Clubs	
Sunday 8th September	Wiscombe Hillclimb		5 Clubs	
Monday 9th September	Club Night	8.30pm	BPMC	
Saturday 14th September	Wiscombe Hillclimb		MGCC	
Sunday 22nd September	Gymkhana / Autotest		BPMC	
Friday 4th October	Edinburgh Trial		MCC	
Saturday 5th October	Edinburgh Trial		MCC	
Sunday 6th October	ASWMC : Clay Pigeon Sprint		Bournemouth	
Sunday 13th October	Kimber Trial		MGCC	
Monday 14th October	Club Night	8.30pm	BPMC	
Saturday 19th October	Pegasus Sprint		BPMC	Castle Combe
Friday 25th October	Navigation Event		BMC	
Monday 11th November	Club Night	8.30pm	BPMC	
Thursday 14th November	Charity Karting		BPMC	
Friday 15th November	NEC Classic Show Club Trip		BPMC	
Sunday 24th November	Allen Trial		BMC	
Monday 9th December	Club AGM and Buffet	8pm	BPMC	
Monday 30th December	Christmas Pub Meet		BPMC	

Remember When ?



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Pit Lane Entry News

Tom King - RIP

It is with great sadness that members of the Bristol Pegasus Motor Club have learned of the passing of BPMC Member Tom King on Wednesday July 25th in Cornwall.

Tom's membership dates back to the 1950's, he was a regular rally competitor with an Austin 7 and is credited for making a significant contribution towards saving the club as a committee member during the 1970's.

A full appreciation of his life will appear in next month's issue of Backfire, meanwhile sincerest condolences to his widow Audrey, his family and many friends.

Wishing all BPMC members happy summer holidays.



Trivia Answer



The motor fitted to the Aston Martin DBS V8 used in the TV series *The Persuaders* was fitted with a 4 litre straight 6 because of a shortage of V8 units, the TV production was never informed of this irregularity.

Backfire

