

# Backfire

December 2011



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

Cover : Lining up in the Paddock at the 2011 Pegasus Sprint

## Monday 12th December - AGM, Prize Giving and Buffet

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2011 at The Parkway Tavern. The meeting will commence at **8.00 pm**. Partners welcome.

## Wednesday 28th December - Natter & Noggin

Join us for a post Xmas drink and social at the Rudleigh Inn, Easton In Gordano, BS20 0QD. All welcome from 20.00hrs.

### Deadline for Next Backfire: 28th December

As always, we are looking for contributions for Backfire

Editor: Martin Emsley

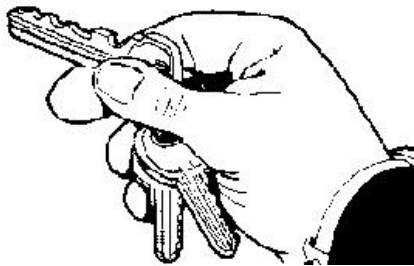
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The views and opinions printed in this newsletter are those of the contributors and not necessarily those of BPMC

**A MERRY XMAS & A HAPPY NEW YEAR**  
**to you all**



**And farewell from me as your editor - Cherry x**  
**CHAIRMAN'S CHAT**



## By Andy Moss

As another year of club events comes to an end I have been spending time preparing both my review of our activities for the AGM and looking through photos of our various events for inclusion in our club calendar. Once again it is great to look back at what we have been up to and the photos in particular are a great record of another excellent year of club activities. As well as the established events we ran the Wessex Sprint for the first time at Castle Combe and had a less serious but equally enjoyable day at our new Gymkhana event at Chepstow. The new evening touring assembly was also a great success on the social side - what a great turn out of cars on a rare beautiful summers evening. The range of activities on offer from the club in terms of both Social and Competitive events really does mean there is something for everyone.

We can of course only run these events thanks to the massive amount of work put in by many people. The number of people who scored points in our marshals championship is a reflection of this, but it was perhaps at the Pegasus Sprint where we had around 50 people give their time to run the event that we got to see how lucky we are to have so many people willing to support the clubs activities.

At the AGM we will be saying goodbye to two committee members, however I am pleased to say while both are standing down from their formal roles they will still be very active club members. John Corfield joined the committee in 2001 and has served in the roles of Competition and Membership Secretary. We are also sorry to say goodbye to Cherry Robinson who joined the committee in 2008 and volunteered to take on editing Backfire a year later. Having done an excellent job of this, as well as being a very popular member of the Committee, Cherry will be greatly missed, no doubt she will not escape completely as I am sure Nick will benefit from her help in his role of Social Secretary. I would of course like to pass on my personal thanks to both John and Cherry for all their hard work.

We are extremely lucky to have managed to get two volunteers to fill these important roles. Bob Bull has joined the committee as Membership Secretary - he is no stranger to the club committee having previously served as Secretary and Backfire editor in the early 70's. John has already handed membership administration over to Bob and he we will be dealing with your membership renewals, forms for which are enclosed with this months Backfire. We are also very lucky that Martin Emsley has volunteered to take on the editorship of Backfire - as always I am sure Martin will approach this with his usual enthusiasm - he has already been spotted with reporters notebook in hand, although I hope that there is not any truth in the rumour he has been hacking into competitors mobile phones to get us exclusive stories for future editions ....



## 2011 BPMC Events Calendar

Recent updates shown bold/red make sure you update your Calendar or Diary!

Month	Date	Day	Event	Venue
Dec	12th	Mon	AGM & Buffet	The Parkway, Stoke Gifford
Dec	28th	Wed	Xmas Noggin & Natter	<b>The Rudleigh Inn Gordano</b>

## 2012 BPMC Events Calendar

Month	Date	Day	Event	Venue
Jan	9th	Mon	BPMC Club Night	The Parkway, Stoke Gifford
Jan	27th	Fri	Navigation Exercise	Announced in time for the event
Feb	10th	Fri	Navigation Exercise / Scatter	Announced in time for the event
Feb	13th	Mon	BPMC Club Night	The Parkway, Stoke Gifford
Feb	24th	Fri	Race Retro Show	Stoneleigh Park
Mar	12th	Mon	BPMC Club Night	The Parkway, Stoke Gifford
Mar	16th	Fri	Navigation Exercise / Scatter	Announced in time for the event
Apr	9th	Mon	Club Night	The Parkway, Stoke Gifford
Apr	15th	Sun	Production Car Trial	Lower Grove Farm Dundry
May	14th	Mon	Club Night	
May	21st	Mon	Treasure Hunt	Announced in time for the event
Jun	11th	Mon	Club Night	The Parkway, Stoke Gifford
Jun	17th	Sun	Gymkhana	Announced in time for the event
Jun	25th	Mon	Treasure Hunt	Announced in time for the event
Jul	7th	Sat	Shakespeare Raceway - Drag Racing	Shakespeare County Raceway
Jul	8th	Sun	Shakespeare Raceway - Drag Racing	Shakespeare County Raceway
Jul	9th	Mon	Club Night	The Parkway, Stoke Gifford
Jul	16th	Mon	Treasure Hunt	Announced in time for the event
Aug	11th	Sat	BPMC Track Day	Castle Combe
Aug	13th	Mon	Club Night	The Parkway, Stoke Gifford
Aug	20th	Sun	Treasure Hunt	Announced in time for the event
Sep	10th	Mon	Club Night	The Parkway, Stoke Gifford
Sep	16th	Sun	Autotest / Autosolo	Announced in time for the event
Oct	15th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	26th	Fri	Navigation Scatter	Announced in time for the event
Oct	27th	Sat	Pegasus Sprint	Castle Combe Circuit
Nov	12th	Mon	Club Night	The Parkway, Stoke Gifford
Nov	23rd	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	10th	Mon	AGM & Buffet	The Parkway, Stoke Gifford
Dec	27th	Thur	Xmas Noggin & Natter	Announced in time for the event

## Membership Renewals – It's that time again !

This month's Backfire will be accompanied by your membership renewal form. Of course, if you've renewed already or joined after September please just ignore the form !

Remember, as well as posting the paper form, you can also renew on-line using the BPMC website. The online membership fee is 50p higher, to cover the cost to the club of accepting payments online, but this is offset by not needing a stamp or envelope.

Club Membership starts from just £10.00, which also includes FREE associate membership for your spouse. Those choosing the £10 option will receive Backfire via download over the web rather than the traditional printed version. For those who still prefer the printed version, it will continue to be available at an additional cost – we know many of you enjoy it dropping on the mat each month. The cost for a printed Backfire is an additional £5 which reflects the costs incurred in printing and posting.

We have always tried to keep our membership fees as low as possible, and this is even more important at the moment when many costs and bills are going up. Obviously printing and postage is a large part of the clubs running costs and with postage expected to go up again next year, we are doing our best to offer value for money alternatives.

The new option will work as follows :-

1. All members who we have an e-mail address for will receive a monthly e-mail with event details, you will receive this whichever option you choose. If you don't have e-mail don't worry all the information will still be in the printed version.
2. This e-mail will also contain a link with which you can download Backfire – the download version will be in Adobe Acrobat pdf format which you can view, print and store on your computer. Most computers already have “Acrobat Reader” required to view this – if you don't have it already it is a free download. We will try to keep the size of the file to around 5Mb.
3. As we provide you with a download link rather than attaching it to the e-mail, you can download Backfire when it suits you. We won't clog your mailbox up with large files.
4. Members who have opted for the printed version can expect their paper copy to arrive around the same time.

Apart from the obvious cost savings, which will help the club and yourself, the download version will also be in full colour – and of course you can view it on screen, print as many copies as you like, or just print specific pages.

**If you have any questions contact membership secretary Bob Bull on 01275 843839 or [bob.bull@gmx.com](mailto:bob.bull@gmx.com)**

# ESCURSIONI

By Martin Emsley

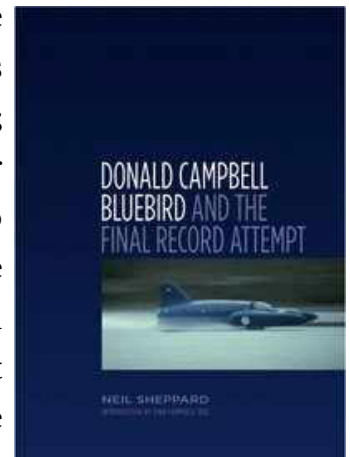
Oh ain't that just typical; Backfire comes out with my sweeping statement about never seeing a man driving a Nissan Figaro and both Ian Hall and I see, on a Sunday morning, Andrew Marr driving one at the intro to his Sunday show!



We were fortunate enough to be able to take a week off in October and return to the delightful cottage in Coniston that we had previously stayed in, on Lake Road it is between the village and the lake. The weather was surprisingly kind, whilst there was torrential rain back home we saw very little precipitation, sure the skies overcast and was windy at times but overall most pleasant. It was great to relax in the rebuilt Bluebird Cafe situated beside the lake, it used to be an old green 'shed' until the floods a couple of years ago but has been rebuilt twice as big, they now have a protected terrace and serve evening meals. Really very posh, must say though it is nice we were rather fond of the old one and felt the new one a bit over the top. It also had some nice markers showing the flood level but no one answered my questions as to what would happen if the lake water rose as before. Just up by the stream, which burst its banks, a breezeblock wall was being constructed, we were told that if the units there flood again they will be finished, unable to get insurance. Apparently there has been pressure on the Council to dredge the stream to remove all the washed down stones and return it to a decent depth, however there appears to be problems because of the presence of copper and other minerals. I don't see why, as the stones were washed down from the valley above why not simply dump them back up at the old mine workings, seems logical to me. Also the Council have exasperated the situation above the road bridge by the clearance there and building up of the banks which has created a funnel. I could do the job for them in a couple of days with a tail bucket JCB and dump truck!! If only it were that simple, it certainly used to be!!

Whilst away and relaxing I finished Fast Lines, my kind of read and lovely to dip into rather than doing in one sitting, more about that next month. When we arrived in the village I purchased the latest record book; Donald Campbell Bluebird and The Final Record Attempt, signed by Gina Campbell and the author Neil Sheppard. The first half is in diary form of his fateful time at Coniston, from the preparation to arrival in October 1966 through to 4th January 1967. There is a kind of aftermath then the second half deals with the dynamics of bluebird K7 hydroplane. This involves aerodynamics, hydrodynamics, CofG, Centre of Pressure. A very complicated and interwoven subject that Dr Keith Mitchell tries to relay in simple understandable terms. I am afraid though I grasped a bit of it I found that it did not

keep my attention. What it leads to is an explanation of the combination of factors as to why K7 became airborne. The book is full of nuggets of information which I had not been aware of before; the Bristol Siddeley Orpheus engine had continuous ignition, for some reason it flamed out on Donald's first run and had also done so at the time it left the water on the return run, this was a factor in the accident but no explanation as to why is apparent. There had been problems with the engine thrust that led to a revised fuel system! It was wonderful absorbing the book where it happened and being able to visit a few of the key places.



We also spent, not too much honest, time in the Black Bull Hotel, my favourite bar; there is a micro-brewery behind which has grown into a thriving business, you can get bottled Bluebird Bitter in Sainsbury's but drinking a clear crisp pint, or two, in the bar certainly takes some beating. They had seven different brews on tap including a pilsner lager, stout and IPA but Bluebird is the best in my book but rather pricy at £3.30/pint. The same cannot be said of the food,

which is also very good, a great selection, generous portions, reasonably priced and service is very quick. The Sun Hotel is also a favourite but though we had a beer there we were unable to get a table to eat! We managed a couple of nice walks the longest being 7 miles; part fell and part Grizedale Forest which gave a very nice view over the lake and village. One thing I cannot get over is the amount of rubbish around and I mean the non-degradable stuff like plastic bottles and bags, really spoils the beautiful place and is so unnecessary.

Having watched just one episode of Billy Connolly's Route 66 adventure I took the accompanying book with me and got about half way through. Now on TV he annoys me, I don't find him engaging or funny, but though the book is rather lightweight I have gained another perspective of the man which is interesting. Now I think for some of us there is a romantic ultimate road trip attached to Route 66, it appears most travellers are European, the Americans not recognising the historical significance. But by the time I finished the book back home I had a built up a 60/40 negative image of the trip. I believe Billy was being realistic about the rundown derelict state of much of the 2,200+ miles but I wonder for me if that does put me off the romantic or is it commercial view of ridding 'the Mother Road'? Watch this space.





It is on my bucket list, but not sure on the position. Now Billy made his trip on a trike, I like that idea as there is no way I could stay on a Harley with 2 wheels for more than a couple of feet!

We saw a rather nice trike in the Lake District, albeit would be hard to miss being bright yellow, but looked like a fun way to travel, in the dry. Another vehicle that stood out, well we heard it first, was a deep orange 1970's Chevrolet Corvette. Not my idea of an ideal vehicle to negotiate the lanes, but hell there are tourist busses etc, it looked like a hoot, fair play to the driver, made a change from the genuine working Land Rovers and swanky Chelsea tractors with oversize alloys, blacked out windows and few road manners! On road manners, the journey home took us 6.5hrs! Only because there were 3 shunts on the northbound carriageway and our side folk slowed down to rubberneck. At one juncture when stationary and bored I studied all the debris in the central reservation, then began musing about the Armco; it does no way look like it would contain an artic and I know from my Marham return that it does not! Then when looking at the single level it occurred to me that to hit it in something low like a Westfield or Sylva could end up with it going under, just does not bear thinking about.

Saw an article in paper the other day which really caught my attention, you may have heard about the ongoing excavation of a Spitfire in Southern Ireland, flown by an American; it crashed into a bog and he was imprisoned. Anyway it has turned out that because of the conditions some of the parts are remarkably well preserved. They recovered some of the wing mounted Browning machine guns with little or no corrosion and proceeded to utilise them to build one good gun that they took to the ranges and actually fired. How good is that after 70 years being interred?

Watching the Abu Dhabi GP, well especially qualifying, one particular corner which reminds me of the final one in Canada, however in Montreal there is a small demarcation between track & wall and the drivers get mighty close to the wall. Post Pegasus Sprint at the wash-up meet we had a most interesting conversation about 4 wheels off course. Well at the corner in Abu Dhabi there is a pale blue band, bordered in white edging the course, then a tarmac band before the barrier. There were an awful lot of cars 'running wide' getting all over the band in other words all four wheels off the track, unless of course the 'bands' count as part of the track. In my view the track was the tarmac and the 'bands' denote the edges, so I would have disallowed a lot of times, however Bernie knows best, no don't tell me Charlie Whiting is race director, we know who





pulls the strings.....and pays!

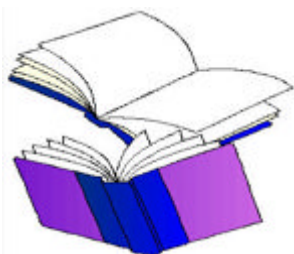
Also taking into account the amount of kerb sometimes used in corners it is worth considering though whether a tightening up of the rules is needed, I would think so on safety grounds alone, something seems not quite right to me.

Not enough room or time to get written everything so I will share a great Allen Trial adventure with you in the next edition. In the meanwhile keep safe this Christmas, hope you have a good one and hope to catch up with you in 2012.

## **This space intentionally left blank**

It was going to contain a report on the November Navigation Scatter, but as only two crews (one of those including a first-time participant) could be bothered to turn out we cancelled the event and set off for the nearest pub. A lot of time, trouble and cost goes into organising an event such as this, and if there really isn't any kind of support from the membership then we will have to consider whether we, as organisers, should bother either. That said we will try to re-run the event in March and hope for better things...

Martin & Chris.



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All commission to Wiltshire Air Ambulance

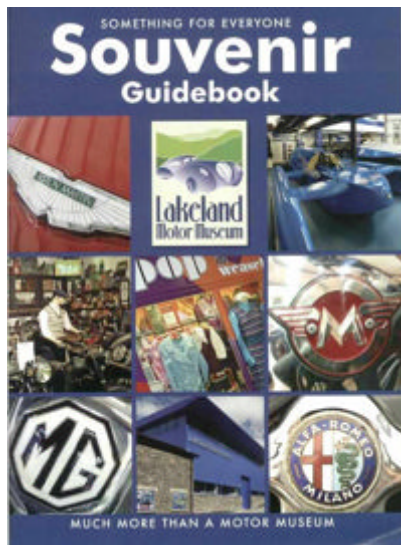


## **BPMC Pin Badges**

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.

# Lakeland Motor Museum

By Martin Emsley



The collection of over 30,000 items has moved from Holker Hall to the converted 'Dolly Blue works' at Blackbarrow. Not only is this more accessible, being beside the main A590 but also more presentable. There was something about the old Holker Hall display that was quaint, whilst I thought the new place better, especially with the individual building for the Campbell Collection. Alison felt it still too cramped, I have to say I do agree with her there. Still we had a very pleasant few hours looking around, they also have a rather fine coffee shop, does good food and drink, can look out over the river and on nice day sit out on the terrace.

My absolute favourite car in the collection is the 1936 Bentley in 'Bluebird Blue' once owned by Donald Campbell according to the blurb though I think it more likely to have been Sir Malcolm's car I honestly don't know. In the Campbell Bluebird Exhibition are full sized replicas of the 1935 car from the TV film 'Speed King' starring Robert Hardy as Sir Malcolm, the 1939 Bluebird K4 made for the display at The Goodwood Festival of Speed a few years back and 1967 Bluebird K7 hydroplane from 'Across the Lake' starring Anthony Hopkins. The museum claim detailed replicas but I would dispute that too, they really do not have sufficient room around them to gain a good appreciation and perspective, however like all the vehicles in the main building there are no guard ropes so you can get up close and pictures are possible and far nicer without ugly barriers!



It is claimed that there are over 30,000 exhibits, I would not attempt to count them all, would soon run out of fingers and toes, on the one hand I thought some of the cars rather 'ordinary' it got me questioning my reasoning, maybe I thought that way because they used to be a very common sight, yet how many Mk 1 Ford Fiestas or Austin Allegros or Rover SD1s have I seen on the road in the last couple of years? So it is good that some have been preserved. It is a very diverse

collection with something appealing to everyone; I particularly liked the couple of 1940's American cars. They also have a selection of motor bikes, scooters, cycles and pedal cars, all the exhibits seem to be in reasonably good condition, it would be easy to get picky and it cannot be easy to keep everything just so.

The automobilia is mostly displayed in the same miss-matched cases as previously which is a bit of a shame, at least there is more wall space for the pictures and enamel signs to be reasonably displayed. Obviously not as big budget as somewhere like Beaulieu but I do think their income potential has now increased so maybe there will be an additional ongoing development. I am led to understand that the 'Cars of the Stars', even though it was in a prime spot in Kendal and had 'exciting' exhibits, failed to survive and has now been disbanded. I recall visiting a small car museum in Cornwall, long since gone as is Totnes which I thought excellent also the Midland Motor Museum at Bridgenorth. Maybe I should be less critical; some of these places are hanging on by a thread to give me enjoyment. On the one hand maybe I had expected more, on the other I would visit again and encourage anyone in the area to do so too.



## Bristol Pegasus Track Tuition & Test Day 2012



The date for our  
Combe track day has  
been confirmed for  
2012

Saturday 11th August  
at Castle Combe  
Motor Racing Circuit

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

See the event website [www.castlecombetrackday.org.uk](http://www.castlecombetrackday.org.uk) for full details  
Enter now and receive your documents ready for Christmas!



## **NOTICE OF AGM - Monday 12th December 2011**

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2011 at the Parkway Tavern, Bristol. The meeting will commence at 8.00 p.m.

Following the AGM there will be a presentation to the 2011 Award winners a full list of winners is below. There will be a free buffet during the evening. Please could those who hold perpetual club trophies ensure that they are returned to Tim ASAP.

### **AGM Prize Giving - 2011 Award Winners**

Martin Baker  
Alan Spencer  
Chris Goodchild  
Ralph Colmar  
Roland Panes  
Mal Allen  
Andrew Moss  
Chris Thompson  
Andrew Bisping  
Dave Bence  
Martin Corfield  
Sam Lorenzelli  
Richard Girling  
Kevin Jones  
Pete Goodman

Champion Marshal  
Bristol Pegasus MC - Committee Rose Bowl  
Bristol Pegasus MC - Kieron Winter Trophy  
Bristol Pegasus MC - Clubmans Champion  
Bristol Pegasus MC - Clubmans Championship 2nd  
Bristol Pegasus MC - Clubmans Championship 3rd

#### **Wessex Sprint Award Winners**

Kevin Lealan, Andrew Steel, Ross Whittock, Simon Howard, Hugh Trotman, Matthew Holley  
Pete Goodman, Terry Drinkwater, Trevor Hartland, Mark Brewer, Matt Nichols, Kevin Jones  
Ian Parr, Lewis Bird, Richard Hearnden. Ian Beacham, Chris Vinall, Andy Trainer  
Tim Clarke, Colin Early, Tony Brown, Tim Moreton, Bob Adams



# BRITCAR , Into the Night Race at Brands Hatch

by Simon Child

Our trip to the "Britcar Into the Night Race" at Brands Hatch started about 6 month ago when Juliet's Punto required a service, so a visit to Weston Motor Parts in Milton was on the cards to get the parts. The oil I purchased came with a "Free tickets to a motorsport day" offer, so after looking at what was on offer the choice of the Britcar event was taken on the fact that I never been to Brands and I have never been to a night race, a quick call to Nick to see if he fancied coming with us (Tickets were for 2!!!) Yes he's up for the road trip.



Early start on the day from my place up to Nicks, leave my Saab at his place, take Nicks big Mazda as it's got more leg room, stop off at M25 service's and arrive at Brands.

WOW, what a circuit, both of us are impressed, when you watch Brands on the TV the track falls and rises but in the flesh it's a lot steeper than you imagine.



As Britcar are using the shorter Indy track you can view most of the track from most parts of the circuit, great viewing track.

After a breakfast in Hailwoods restaurant we walk up Hailwoods Hill to Druids to watch the Smart Car race, 998cc Brabus versions with very short wheelbases, they are more fun than we first thought!!!



Next up were the Open Saloons, VW Golf's, Seat Leon's, Ginetta's and even an Mk1 Escort, After a look long in the pit garage's as the Britcars were getting readied for their race we decide to watch the rest of the races from the grandstand as you can see the whole circuit from there.

The sight and sounds of Dodge Vipers, Marcos Mantis's, Porsche's, Ferrari's (and a couple of MX5s) racing into the darkness was well worth the long drive, and now I can say "Done" to Brands Hatch



I took my new Cannon camera with me so took lots of photos (some good some no so good – still getting to grips with this new one!!!!) if anyone would like to see all the pictures (124 of them) please send your e-mail address to me ([simonjchild@hotmail.com](mailto:simonjchild@hotmail.com)) and I will send you a link to view them.

## Classic Motor Show 2011

By Martin Emsley



I don't think I have ever felt so tired after a show or my hands ache so much from carrying bags. Thought it would be a good idea to fill the Zafira so a group of us went to the show on the Friday, somewhat frustrating being the ticket discounts were only available for Saturday & Sunday, but would not want to fight with the crowds, was busy enough on Friday. What a show though I felt it had moved quite a way from enthusiast's club type stands and more towards a professional trade based event, money or lack of it, both I guess. We often surmise; it cannot be cheap to have a stand at the NEC. That said, the show was over 6 halls and we by no means saw it all, there was a smashing selection of cars, from the truly immaculate to complete sheds.

Of course I expect to see an old Rolls-Royce or two looking concours but a mk1 Cortina or Talbot Solara better than when built is somewhat bemusing. More so as the Talbot's paintwork was now far superior to many more exotic, expensive vehicles. As I wore my 'Clarkson jacket' was advised not to visit the Marina owners club, not that I wanted to, there is apparently some 'history'! As you know I like 'Americana', and the Classic American stand looked good until we turned and spotted the hot rods, now they were really magic, there were an awful lot of modified cars at the show this time but these were absolute works of art.

Impossible to keep all together I had the pleasure of Nick's company most of the day, he is a font of knowledge and full of enthusiasm, though far too much energy for me to keep up. There was a most wonderful Midget with a V8 conversion and 4 wheel drive what a blast, superbly executed and as for the cars on the Meguires concours stand; there was even an MX5! My first 'car' was a Morris 1000 van, ex-florist as you ask, so I do have a soft spot for them, spotted an absolutely immaculate example but sporting an Alfa flat four and five speed gearbox, absolutely wizard, but raises the question; why were there so many 'modified cars' at the show? The restoration show was good, got some tools at very reasonable prices but the autojumble was quite disappointing; quantity & quality, think I have said that before, and am convinced cost is the problem, not just for the stand but then passed on to item prices, someone has to pay. I experienced the most incredible thing, as we visited on the 11/11 Remembrance Day; the NEC had posters up stating that they intended to honour the silence at 11.00, sure enough they announced it over the PA system, and as the bells of Big Ben rang out the noise and movement ceased. The silence sent shivers up my spine and I reflected that I was able to enjoy the show and the company of my friends only because of others' sacrifices; it was a very humbling and moving moment, probably my outstanding memory on a fabulous day.

All sitting in the food corridor having a breather when our evergreen friend 'Whizzo' happened by, was great to see him and in the course of a bit of banter tried to persuade us that his favourite programme Emmerdale is worth turning the TV on for, being a family publication precludes me from repeating his reasoning, let's just say it was hopefully we can once again enjoy his company at race retro in 2012 (Fri 24th February). Yes we are again going to run a club trip and I suggest you book your place now.

There was simply so much of interest but we had had enough so finally drove home, stopping in at our traditional watering hole; The Swan, Tockington for a fine meal and a drink.

Someone did point out the superior quality and quantity of their meal at not a lot more than the Tavern charged at The Pegasus Sprint! You can guess which was better in terms of quantity and quality and the serving staff are also a whole lot more pleasant at The Swan. To say I was disappointed with The Tavern at the Pegasus Sprint is something of an understatement, they let themselves and us down badly, and if I had my way we would get in our own catering in 2012!

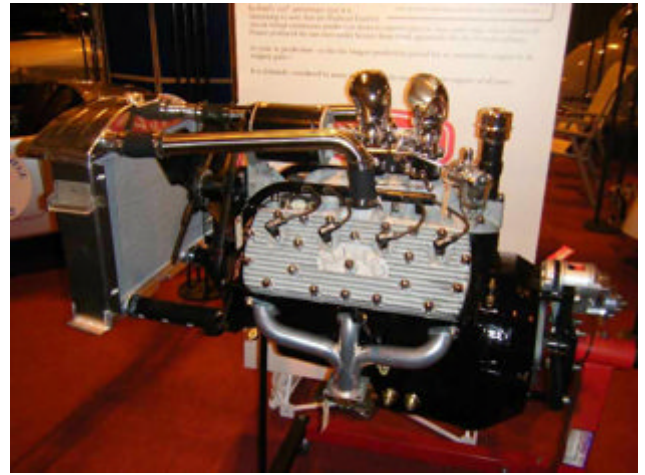
Had a wonderful day at the show with superb company, thanks to all, let's do it again sometime.



## Classic Motor Show 2011









# Fat Albert Stages

by Phil Turner

Having put a new engine in my Mk2 Escort I took the car to Llandow to run the engine in and set up the carbs. Which went ok, the car seemed to perform well so I entered the Fat Albert Stages Rally on Saturday 29 October 2011.

We decided to go on Friday night for scrutineering and noise testing which went ok so by 19.30 we settled down in the camper to cook an evening meal.

We decided to have an early night but all of a sudden world war three broke out and Fat Alberts started landing on the main runway and then taking off again, it sounded like they were doing it on the runway we were on which was a bit worrying to say the least but in the morning we found out the RAF decided to run an exercise that night without telling anyone so the rally started fifteen minutes late.



Right from the 1st stage we had a constant rev problem above 5000 RPM which we could not cure on all the stages which was very disappointing as it was running fine at Llandow.

We did completed all seven stages of the rally and David's navigation was fine but had a poor position of 49th overall out of 54 finishers .

Even with the miss fire and being bombed the evening before we had a great day, it was great to get back in the driving seat after so long and look forward to the next one.

I think the rev problem was air starvation from the incorrect new air filter I fitted the day before so should not be too difficult to put right.



## Members' Ads:

For Sale

2 pairs of blue Nomex racing overalls size 40" and 42".

Phone Chris Hartnell for further information 07793937358

For Sale

Trailer / Caravan wheel lock, £10

Phone Simon 07986556004 or e-mail

[simonjchild@hotmail.com](mailto:simonjchild@hotmail.com)



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## 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](mailto: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.

# Club Night Directions: The Parkway

**Address: The Parkway, 43 North Road, Stoke Gifford, Bristol BS34 8PB**

## **Directions from the M5:**

Leave M5 at junction 16 (signposted Filton, Thornbury).

At Almondsbury roundabout, take the 1st exit onto the A38 (signposted Bristol).

At Aztec West roundabout, take the 2nd exit onto the A38 (signposted Bristol).

Branch left, then at traffic signals turn left onto Gipsy Patch Lane - B4057 (signposted Yate).

At roundabout take the 3rd exit onto Hatchet Road.

At roundabout take the 2nd exit onto Hatchet Road.

At mini-roundabout turn left onto North Road go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.

## **Directions from the M4:**

Leave M4 at junction 19 (signposted M32).

Follow M32 for one junction, and come off at junction 1.

Follow signs to A4174 ring road towards Filton and Bristol Parkway.

Follow A4174 to large roundabout, turn right (signposted Bristol Parkway) onto Great Stoke Way.

At next roundabout, turn left (Den Road), then right at next roundabout (Brierly Furlong).

Go straight ahead under railway bridge, then second right into North Road (first right goes into Bristol Parkway station).

Go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.





## Pegasus Sprint - Castle Combe - 15th October 2011





## Pegasus Sprint - Castle Combe - 15th October 2011





# 2011 Clubman's Championship

## Final Results

### Results Prepared By Chris Thompson

TOTAL POINTS SCORED	CLUB MEMBER	FINAL POSITION	NUMBER OF EVENTS	ORGANISED or MARSHALLED
34.90	Andy Moss	1	11	Yes
29.39	Chris Thompson	2	11	Yes
26.29	Alan Spencer	3	11	Yes
25.36	Martin Baker	4	7	Yes
21.38	Nick Wood	5	9	Yes
21.17	Tim Murray	6	7	Yes
20.90	Chris Goodchild	7	5	Yes
17.87	Mal Allen	8	5	Yes
14.00	Liz Moss	9	7	Yes
11.50	John Corfield	10	4	Yes
11.29	Donny Allen	11	4	Yes
11.25	Alan Dillamore	12	4	Yes
10.67	Trevor Hartland	13	2	No
10.61	Pete Goodman	14	2	No
10.58	Ralph Colmar	15	4	Yes
10.00	Martin Emsley	16	3	Yes
9.80	Cherry Robinson	17	5	Yes
9.58	Coralie Thompson	18	3	Yes
8.50	Kevin Jones	19	2	No
8.00	Dave Bence	20	2	Yes
8.00	Dick Craddy	20	3	Yes
7.42	Mike McBraid	22	2	No
7.38	Martin Corfield	23	2	No
7.09	Andy Steel	24	2	Yes
7.00	Brian Davage	25	2	No
7.00	Lewis Bird	25	2	Yes
6.50	Martyn Davies	27	2	No
6.43	Merill Spooner	28	2	No
6.43	Tom Hartshorn	28	2	No
5.58	Richard Girling	30	1	No
5.50	Andrew Bisping	31	1	No

5.38	Toby Harris	32	1	No
5.09	Matthew Holley	33	1	No
5.00	John Puzey	34	1	No
5.00	Mark Brewer	34	1	No
4.83	Bob Bull	36	2	Yes
4.75	Lisa Selby	37	1	No
4.67	Maureen Harris	38	2	Yes
4.67	Phil Harris	38	2	Yes
4.33	Bradley Hobday	40	1	No
4.33	Pete Devall	40	1	No
4.00	Bruce Morgan	42	2	Yes
4.00	Ian Parr	42	1	No
4.00	Keith Yeandel	42	2	Yes
4.00	Mark Tooth	42	2	Yes
4.00	Paul Draper	42	2	Yes
4.00	Sam Lorenzelli	42	1	No
4.00	Simon Child	42	2	Yes
4.00	Simon Moss	42	2	Yes
4.00	Tim Moreton	42	1	No
4.00	Tom Arnold	42	2	No
3.78	Richie Devall	52	1	No
3.71	Elen Worthington	53	2	No
3.50	Ben Churchill	54	1	No
3.50	Colin Ladd	54	1	No
3.22	Joshua Moss	56	1	No
3.00	Bob Hart	57	1	Yes
3.00	David Poplar	57	2	No
2.67	Roger Croft	59	1	No
2.63	Jonathan Harber	60	2	No
2.43	Richard Hearnden	61	1	No
2.25	Chris Ferin	62	1	No
2.00	Ben Carver	63	1	No
2.00	Brian Watson	63	1	Yes
2.00	Carlie Hart	63	1	Yes
2.00	Carole Morgan	63	1	Yes
2.00	Chris Hartnell	63	1	No
2.00	Claire Meaddows	63	1	No
2.00	Dave Cutcliffe	63	1	Yes



2.00	David Garnett	63	1	Yes
2.00	Ian Hall	63	1	Yes
2.00	Lesley Hart	63	1	Yes
2.00	Mark Astin	63	1	No
2.00	Paul Williams	63	1	Yes
2.00	Pete Hart	63	1	Yes
2.00	Peter Carpenter	63	1	No
2.00	Phil Turner	63	1	No
2.00	Steve Courts	63	1	No
2.00	Trevor Newman	63	1	Yes
1.83	Phillip Morgan	80	1	No
1.42	Ken Robson	81	1	No
1.00	Duncan Pittaway	82	1	No
1.00	Ian Woolcott	82	1	No
1.00	Martin Watts	82	1	No
1.00	Matt Baggs	82	1	No
1.00	Roger Brunt	82	1	No
1.00	Steven Cooper	82	1	No

## Bristol Pegasus Fantasy Formula One 2011

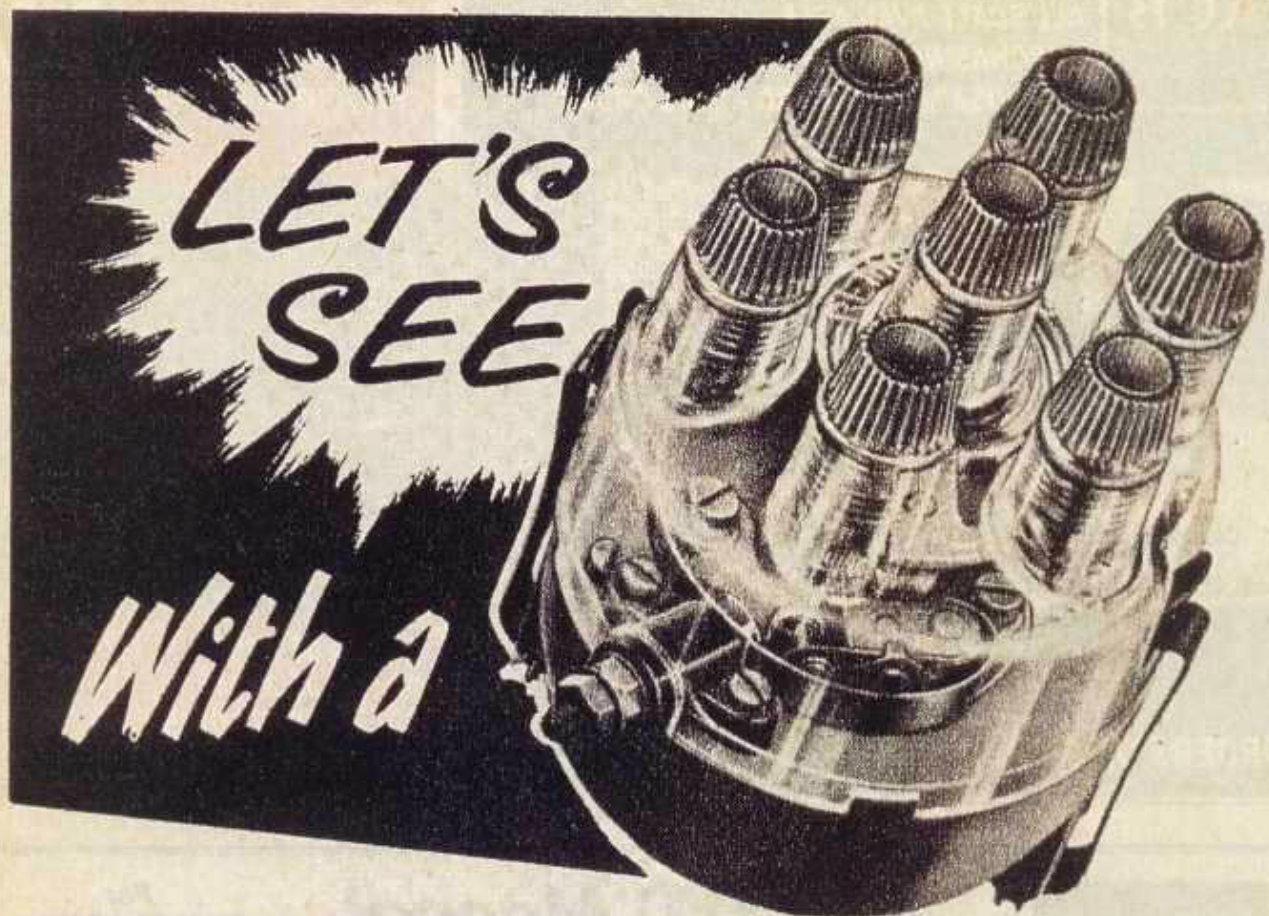
### FINAL 2011 RESULTS

Prepared by Simon Moss

Name	Driver 1	Driver 2	Team 1	Team 2	Engine	Joker	Score
Martyn Davies	Ambrosio	Vettel	Redbull	Virgin	Virgin	Australian	1096
Millie Parker	Glock	Vettel	Redbull	Virgin	Virgin	Australian	1086
Helen Davies	Rosberg	Vettel	Sauber	Williams	Red Bull	Malaysian	980
Dave Cutcliffe	Rosberg	Vettel	Ferrari	Sauber	Virgin	British	975
Jonathan Prestidge	Alonso	Vettel	Lotus	Mercedes	Virgin	British	941
Steve Clark	Resta	Vettel	Ferrari	Rosso	Rosso	Belgian	924
Joe Robson	Alonso	Vettel	Lotus	Renault	Sauber	Australian	917
Ann Farrow	Ambrosio	Vettel	Ferrari	India	Renault	German	912
Jenny Hall	Hamilton	Vettel	India	Sauber	Williams	Monaco	903
Martin Emsley	Alonso	Vettel	Rosso	Williams	Renault	Belgian	889
David Garnett	Perez	Vettel	Ferrari	Sauber	Williams	Italian	877
Rex Meaden	Glock	Rosberg	Redbull	Rosso	Ferrari	British	853
Andrew Moss	Buemi	Webber	India	Mclaren	Lotus	Belgian	802
Simon Sweet	Button	Webber	Mercedes	Sauber	Sauber	Australian	797
Chris Bennett	Alonso	Kovalainen	Ferrari	Lotus	Ferrari	Belgian	788

Alison Bennett	Kobayashi	Rosberg	India	Redbull	Rosso	German	784
Donny Allen	Alonso	Sutil	Mclaren	Sauber	HRT	British	777
Joanna Prestidge	Button	Resta	Ferrari	Lotus	Ferrari	Malaysian	772
Mike Marsden	Alonso	Rosberg	Ferrari	Rosso	India	British	769
Ken Robson	Alonso	Webber	India	Renault	Sauber	Australian	753
Mary Craddy	Barrichello	Button	Mclaren	Sauber	HRT	Italian	750
Alex Wooldridge Smith	Rosberg	Webber	India	Mercedes	Ferrari	Canadian	749
Judith Bird	Button	Rosberg	Renault	Sauber	Ferrari	British	741
Rob Parker	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	735
Victoria Phillips	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	735
James Page	Alonso	Rosberg	Lotus	Renault	Red Bull	Spanish	732
Peter Farrow	Massa	Trulli	Ferrari	Sauber	Mclaren	Japanese	727
Chris Hartnell	Barrichello	Button	Lotus	Mclaren	Lotus	Monaco	723
Elisabeth Lewis	Alonso	Rosberg	Ferrari	Virgin	Renault	Spanish	718
Alyson Marsden	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	710
Bill Farrow	Alonso	Rosberg	India	Mercedes	Ferrari	Monaco	710
Mal Allen	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	710
Charlie Emsley	Buemi	Heidfeld	Ferrari	Rosso	Red Bull	British	704
Simon Moss	Petrov	Webber	Ferrari	India	Lotus	Italian	701
Ian Hall	Alonso	Hamilton	Lotus	Mercedes	Virgin	British	695
Claire Meaddows	Button	Schumacher	Mercedes	Virgin	Mclaren	British	694
Liz Moss	Button	Kovalainen	Mclaren	Williams	Lotus	Turkish	692
Tim Murray	Barrichello	Button	Ferrari	Sauber	Renault	Turkish	688
Richard Grove	Hamilton	Rosberg	Ferrari	Lotus	Sauber	Indian	681
Caroline Meaden	Buemi	Button	Ferrari	Williams	Renault	Hungary	673
Richard Ibrahim	Alonso	Barrichello	Ferrari	Rosso	Renault	Italian	668
Sharon Reynolds	Barrichello	Webber	Hrt	Mercedes	Williams	Chinese	661
Paul Bird	Alguersuari	Rosberg	Mercedes	Renault	Red Bull	British	652
Chris Lewis	Button	Rosberg	India	Mercedes	Williams	British	637
Martin Baker	Alonso	Buemi	Ferrari	Williams	Renault	Italian	633
Pete Stowe	Kovalainen	Rosberg	Mclaren	Williams	Renault	British	603
Matthew Johnson	Alonso	Resta	Mercedes	Renault	India	Brazilian	550
Julie Farrow	Hamilton	Resta	India	Mercedes	Mercedes	Monaco	545
Richard Reynolds	Button	Massa	Renault	Williams	India	Singapore	545
Ross Willing	Hamilton	Rosberg	Mercedes	Williams	India	British	534
Dick Craddy	Heidfeld	Rosberg	Ferrari	Williams	Renault	British	490
John Page	Barrichello	Heidfeld	Ferrari	Renault	Sauber	Monaco	465

Remember When?



# KLEARKAP

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- ★ UNAFFECTED BY OILS AND PETROL
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# Monday 12th December

## AGM, Prize Giving and Buffet

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2011 at The Parkway Tavern. The meeting will commence at **8.00 pm**. Partners welcome.

## Wednesday 28th December - Natter & Noggin

Join us for a post Xmas drink and social at the Rudleigh Inn, Easton In Gordano, BS20 0QD. All welcome from 8 pm



Bristol Pegasus Motor Club  
www.bristolpegasus.com

Club Calendar 2012



Bristol Pegasus Motor Club  
www.bristolpegasus.com



March 2012



Bristol Pegasus Motor Club  
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## 2012 Bristol Pegasus Club Calendar

### An ideal Xmas present ! Just £4 + £1 P&P

Many members enjoyed previous years club calendar and we have again printed a full colour calendar in the same format for 2012.

These are again a limited edition and once they are gone no more will be printed, so make sure you get in quick if you wish to enjoy this excellent record of club events last year.

The cost per calendar will be £4 and they will be the same full colour format as last year. You may send us a cheque to reserve your calendar for collection at the AGM or if you wish us to post your calendar please add £1 postage and packaging. Send cheques payable to Bristol Pegasus Motor Club to 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP.

Any remaining calendars will be on general sale at the AGM on a first come first served basis.