

Backfire

December 2012



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

Cover : Sunlight Textile Services Pegasus Sprint

Month	Date	Day	Event	Venue
Dec	10th	Mon	AGM & Buffet	BAWA, Southmead Road - 8pm
Dec	27th	Thur	Xmas Noggin & Natter	Rudleigh Inn, Easton In Gordano, BS20 0QD - 8pm

Deadline for Next Backfire: 1st January 2013

As always, we are looking for contributions for Backfire

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

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



Ian Hall FTD receiving his award from Steve Dummett - Sunlight Textile Services Pegasus Sprint 2012. Photos courtesy of Tony Booth & Martin Baker



Editorial

Martin Emsley

Well I for one am looking forward to three things; Firstly our club AGM which is a great occasion, an opportunity to review the year's activities, to celebrate the winners, have a say in our club's activities and finally a very pleasant chance to socialise over a pint and the buffet with fellow club members, I urge you to make your best efforts to attend. Secondly there is Christmas and whatever that may mean to each of us, personally a bit of time with the family and hopefully some vehicle-related presents sounds good. Finally your committee have been working hard to plan an even more exciting, varied and challenging calendar for 2013; hopefully there is something for everyone and you will be encouraged to be a part of some of them. Should you have something in mind or would want to be involved in some sort of organisation please have a chat with one of the committee.

Wishing you a Happy Christmas with a healthy and safe 2013.

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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.

Club Night Venue

Our new regular venue is -

BAWA Leisure Centre

589 Southmead Road, Filton, Bristol, BS34 7RG

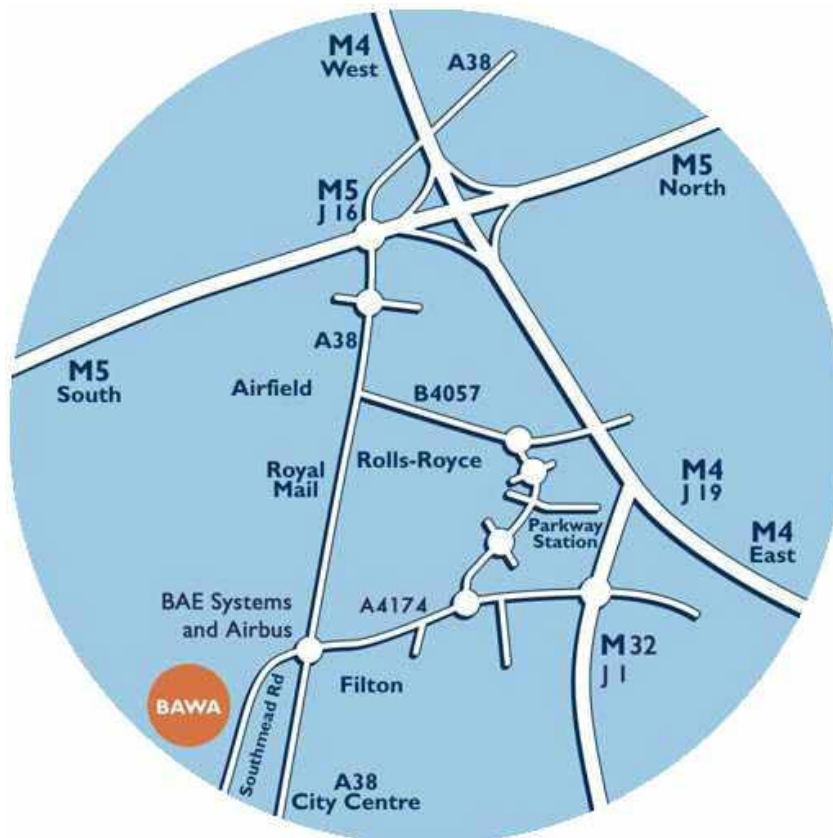


We meet from 8.30pm (8pm for AGM) in Room 7 which has excellent views of the sports field as well as parking visible from within the room

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 are 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 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.



Forthcoming Events

NOTICE OF AGM - Monday 10th December 2012



The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 10th December 2012 at the BAWA, Bristol.
The meeting will commence at 8.00 p.m.

Nominations for the Board of Directors should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH, no later than 26th November 2012.

Following the AGM there will be a presentation to the 2012 Award winners (a full list will appear in Backfire). There will be a free buffet during the evening. Please could those who hold perpetual club trophies ensure that they are returned to Tim by the end of November at the latest, preferably before then.

Included the November edition of Backfire was a copy of the Club's statutory accounts for the year ended 31st October 2012. We are required by law to submit these documents to Companies House and to circulate them to the membership ahead of the AGM. As usual, detailed accounts including an income and expenditure report will be presented for scrutiny at the AGM on December 10th.

BPMC Noggin n' Natter - Thursday 27th December

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

Nominations for the Board of Directors

If any of you are interested in joining the committee please complete the form below and send it to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP by the end of November.

Position	Name	Signature
Proposer	Name	Signature

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

www.bristolpegasus.com

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 web 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



Meet The Committee

Malcolm (Mal) Allen Committee Member

Committee Position: Can't remember when I was co-opted onto the Committee, Sometime around 1980 I think. Took on the role of Membership Secretary in 1986. In 2007 decided to let another member of the committee have the pleasure of the role and returned to being a committee member without portfolio (whatever that means).

Occupation: Retired

Joined Club: Went to watch a Gymkhana in 1974 (ish) and was encouraged to "have a go" by Bob and Lesley Hart. Joined the then Bristol Aeroplane Motor Club and still "having a go".

Motorsport: When I first joined the Club I competed in Trials, Autotests, Road Rallies and the Club social events (Treasure Hunts, Nav Scatters, Gymkhanas etc) usually in whatever road car I had at the time. Later a friend (Mike Forward) and I bought an old Mini between us and we used that in Trials, Autotests, and Road Rallies etc. Over the years realised I "did not do" events that involved driving fast, so took to Production Car Trialling with an MG Midget (the nice thing about rebuilding an old car to go trialling is that you don't have to worry about things like getting the exact colour of green for painting the engine block).

Encouraged by another friend (Pete Hart) (yes, I have more than one) I later moved on to Classic Car Trials in which I drive my Marlin Kit Car (usually with Donny navigating).

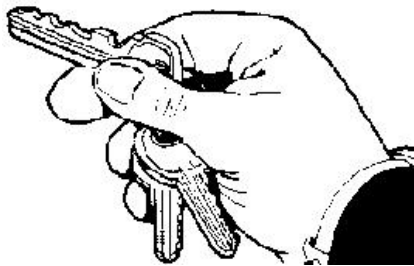
I also enjoy marshalling at the Sprints and helping out at the Club Production Car Trial that we run every year.

I still have the Midget and try to do a couple of Production Car Trials a year. Last year this MG was joined in the garage by an MGB GT, which took Donny and I on a

European Tour last September, 2600 miles in a 40 year old car and the only problem was a broken window winder (and this was an aftermarket replacement) British Leyland at its best.



Bristol Pegasus Motor Club: The Club has offered me a great deal of pleasure over the years and as a member of the Club I have met a lot of interesting people and made some good friends. Although at times the committee can appear to be a bit of a closed shop remember "you only get out what you put in", so, tell us, the committee, what you would like the Club to put on or do, if it's possible we will try to arrange it but we may need your help so be prepared to step up. ***"That all folks"***



Chairman's Chat

Andy Moss

Once again we are approaching the end of another year as we prepare for our AGM. We can look back on a varied mix of events in 2012, and while the weather had an impact on events such as the Drag Racing and Gymkhana we still had a lot of fun throughout the year with some great competitive and social events. We have an exciting calendar for next year with a few changes that we think will further improve what is on offer.

As some of you will know already, this will be my last Chairman's chat as I will be standing down at the AGM. It has been an honour to serve the club during my time as Chairman, but with increasing work and family commitments, as well as a desire to participate in events myself, the time has come for me to hand over the baton to someone else to lead the club into the future.

We are very lucky to have an excellent volunteer stepping into the role from January, when Ian Hall takes over. Ian needs no introduction to most club members being a very successful competitor in both Circuit Racing and Sprinting, as well as an MSA licensed speed Clerk of Course. There is no doubt Ian will bring a huge amount of knowledge and enthusiasm to the role of Chairman and I am sure he will provide help and encouragement to all our members. I trust you will all help and support him in return.



I will be remaining on the committee as vice chairman and will still be very involved in the club, giving Ian as much help and assistance as I can. I also intend to help out with promotion and publicity during next year as well as helping out with Backfire.

At the AGM we will be saying goodbye to three committee members, however I am pleased to say, while all are standing down from their formal roles, they will still be with us as active club members.

The longest standing of those leaving us is Martin Emsley who joined the committee in 1997. Martin has done an excellent job of editing Backfire for the last 12 months and has also acted as club equipment officer. In the past he has also been our charity co-ordinator and is well known to many of you as one of the clerks of course at the Pegasus Sprint and on our Auto Test events.



Another long standing member who will be standing down is Phil Harris who joined the committee in 1998. He will be well known to many of you from his sterling efforts organising our Castle Combe Track Day over many years along with Tony Smith. Phil has made a huge contribution to the committee with his enthusiastic input.

Finally we will also be saying goodbye to Chris Goodchild, who joined the committee in 2004 and served in the role of both Competition Secretary and Assistant Competition Secretary over many years before acting as an ordinary committee member in recent years. Chris has been an entrant in our track days and autotests as well as having a brief foray into sprinting. I would of course like to pass on my personal thanks to Martin, Phil and Chris for all their hard work.



We are very happy to be able to welcome back Cherry Robinson to the committee, who is standing as an ordinary member after a short break. Cherry will be a huge asset to the committee.

All that remains for me to do is to thank all who have helped me during my time as Chairman. All the committee members do a huge amount of work to make the club the success it is today. We are also very lucky to have very supportive vice presidents who I am sure will continue to support the committee in their work. Any club is a reflection on its members, and in Pegasus we are lucky to have a bunch of like minded enthusiasts who make our club something to be very proud of – long may it continue.



Escursioni

Martin Emsley

Not quite to plan but.....Remembrance Day dawned crisp and clear, just right for an MX5 adventure! This was to be the third 'long' trip of the year, destination Lake District with usual rule of no motorways and provided it is not raining cats and dogs the hood remains down. Having spent many hours studying maps and the internet to find 'interesting' roads the scene was set.

Starting in Bristol up the A433 saw us passing the extremely colourful Westonbirt Arboretum and the truly wonderful shades of foliage were to be marvelled at for the rest of the day. First stop Morton in Marsh, arriving at 10.50 we just had time to abandon the car and join the several hundred people around the war memorial paying our respects to the fallen. I did reflect that if it were not for their sacrifice would we be able to enjoy a trip such as this! And it was poignant from a personal perspective as Dad and I have spent the last year researching the history of his uncle lost in 1916. After a very fine coffee it was time to get some more miles under the tyres.

Skirting Warwick, Birmingham and Uttoxeter finally stopped for a fine carvery at Kings Bromley, along the way we spotted some places of interest to us; Curborough Sprint Course and Denis Welch's (he of big Healey fame) workshop with many cups and trophies

visible in the windows, then passing Darly Moor a motorsport venue previously unknown to us, apparently used for motorcycle racing and track days! Finally at Leek arrived at The Peak District National Park. The sun was going down as we headed to Buxton before a loop to Bosley, Macclesfield, Buxton taking in the very popular and spectacular 'Cat and Fiddle' run in the dusk. Full speed ahead to Bamford and 'The Snake Pass' to Glossop; supposed to be a great drive but rather lost on us in the dark though the subsequent blast along the A628 was very good before cutting and running to the Premier Inn just outside Halifax having clocked 431kms (268miles) hood down, hat and heater on!



We struggled to find our way out of Halifax before arriving at a drizzly Hebden Bridge. The rain increased heading north to Keighley and Addingham but as long as we kept moving over 20mph the worst past over the top. Into the Yorkshire Dales National Park up the superb B6160, great gateway at Bolton Abbey and the fantastic ruins at Barden Tower to coffee stop at Conistone (appropriately) at which time the hood went up and would remain so for the remainder of the day. Low cloud and poor visibility saw an executive decision; as we would not see much cut the main route and find a few more 'good' roads headed towards The Lake District. We stumbled upon an 'ace' unnumbered road by accident, as good as any I have been on to Hawes. By this time my mate Rob was raving about how good the little car is, having not previously driven one for any distance, his compliments would continue to flow about the standard 1600 Eunors for the rest of our trip; he kept discovering better things about it.

Who needs to modify an already brilliant car? At times we were literally 'in the clouds' but they failed to spoil the flow of a great 17mile stretch of blacktop Hawes to Ingleton. Turning west via the obligatory Gateway Inn we arrived at our destination; The Sun Hotel in Coniston with a further 190kms (118 miles) on the clock and no problems, then settling in for a well deserved pint or two of Bluebird bitter in front of a roaring fire.



Whilst we were up there the cloud was low with a fair amount of rain so the planned drives across the Wrynose and Hardknott passes were shelved in favour of a visit to The Lakeland Motor Museum, most enjoyable, and local sightseeing! After a few days rest it also transpired that the planned route home would not work as speed limited villages rolled into one another and all sorts of traffic control signals slowing our progress; we



sadly abandoned the chosen roads for motorway. This proved another great compliment to the car, cruising easily at legal limit (honest) snug and dry with the hood up. We later calculated that with our earlier progress had we continued it would have taken 3 days instead of one! The filthy car was finally tucked into the garage having covered 1,141kms (709miles) the final task being to use a paperclip to

unblock the N/S drain holes and allow approx pint of water out that had been sloshing forward and aft all the way home! Now having learnt a bit about being over ambitious I shall start planning my first run for 2013.



The Karting Challenge 2012 Spence

The annual charity kart challenge, run by Ken Robson was again a good evening's racing at the Karting Centre at Avonmouth.

Team numbers were a bit down on previous years but it gave the 13 teams a bit more room to race and with a few novice teams, the room for them to have a go. The teams were made up from local companies, motor clubs, groups of friends etc.

Bristol M/C only had 4 teams in this year, instead of their usual 6 teams, Bristol Pegasus M/C was represented by my team 'Spencers Speeders' made up of the Spencer family and two friends. There seemed to be more girls taking part in the teams this year, a good move I think, as I've always thought that teams should have at least one Woman driver in their midst. My Daughter, Claire and her friend Lucy, have threatened to have a all girl team one year, so which out BOYs, the girls are normally not as heavy as us and could put in more laps at the end.

The Karts are now all new handle really well, and the staff seem to have a better understanding of the word RACING, this along with some very clean and close racing made the event even more fun, and Bristol M/C were pushed down to 2nd and 3rd by another team which is a first for a long time, mind it was closely fought right to the end. The Speeders improved this year to finish 7th with only 8 laps down, I would give you the names of all the teams but the results sheet was printed off the page, so I'll do what I can do.....



1stDriven, 2nd BMC Disorder, 3rd Sampsons Tasties [BMC], 4th BMC Manic, 5th BMC Chaos, 6th.....wold Wonders, **7th Spencers Speeders**, 8th.....ies Finest, 9th Motorsport, 10th Cubists, 11th.....ng Road B.....s, 12th Bunch of Stigs, 13th Bullets, sorry about all these missing names.

Team Spencer Speeders were Claire Spencer..... Andrew Spencer.... Guss Saunders.....Lucy Collman and me Alan Spencer.

Great event run very well by Ken Robson, will need another BPMC team for next year, get practicing. See you on next year's event.....Spence



Photos by Scott Boulton



The Flying Horse Named Pegasus

Pegasus (Ancient Greek: , *Pégasos*, Latin *Pegasus*) is one of the best known mythological creatures in Greek mythology. He is a winged divine horse, or pterippus, usually depicted as white in colour. He was sired by Poseidon, in his role as horse-god, and foaled by the Gorgon Medusa. He was the brother of Chrysaor, born at a single birthing when his mother was decapitated by Perseus. Greco-Roman poets write about his ascent to heaven after his birth and his obeisance to Zeus, king of the gods, who instructed him to bring lightning and thunder from Olympus. Friend of the Muses, Pegasus is the creator of Hippocrene, the fountain on Mt. Helicon. He was captured by the Greek hero Bellerophon near the fountain Peirene with the help of Athena and Poseidon. Pegasus allows the hero to ride him to defeat a monster, the Chimera, before realizing many other exploits. His rider, however, falls off his back trying to reach Mount Olympus. Zeus transformed him into the constellation Pegasus and placed him up in the sky.

Hypotheses have been proposed regarding its relationship with the Muses, the gods Athena, Poseidon, Zeus, Apollo, and the hero Perseus.

The symbolism of Pegasus varies with time. Symbol of wisdom and especially of fame from the Middle Ages until the Renaissance, he became one symbol of the poetry and the creator of sources in which the poets come to draw inspiration, particularly in the 19th century. Pegasus is the subject of a very rich iconography, especially through the ancient

Greek pottery and paintings and sculptures of the Renaissance. Personification of the water, solar myth, or shaman mount, Carl Jung and his followers have seen in Pegasus a profound symbolic esoteric in relation to the spiritual energy that allows to access to the realm of the gods on Mount Olympus. In the 20th and 21st century, he appeared in movies, in fantasy, in video games and in role play, where by extension, the term "pegasus" (plural: "pegasi") is often used to refer to any winged horse.



November Club Night - Mike Nicholson

Tim Murray

At the November club night we had a hilarious talk from Mike Nicholson, former rally co-driver and Vauxhall Motor Sport Manager. I'll do my best to give you a flavour of what he told us, but even if I reproduced every word verbatim it still wouldn't do him justice. The reason - he's an incredible impressionist, and his take-offs of many people including Scandinavian rally drivers, Bernie Ecclestone and – especially – Tony Pond brought the house down.

Mike started off with 'the boring bit' – his career after he stopped co-driving. He became Vauxhall's Motor Sport Manager in 1989. He was responsible for the introduction of Formula Vauxhall Lotus to this country. This was a very successful formula which did wonders for the careers of the likes of Allan McNish, Mika Hakkinen, David Coulthard and Rubens Barrichello. Another successful series was Formula Vauxhall Junior – Van Diemen chassis with Nova GTE engines, but Mike felt that the Vectra V6 Challenge didn't quite match the others.

Mike was behind Vauxhall's efforts in the British Touring Car Championship, in which they were a top team for many years with drivers such as John Cleland, Yvan Muller, Jason Plato and Fabrizio Giovanardi. Sadly, General Motors' slide towards bankruptcy has now led to Vauxhall pulling out of all motor sport.

John Cleland's driving on the road was always getting him into trouble with the law. On one occasion he was summonsed for doing 107 mph on the A1, and if given penalty points he would have lost his road licence and thus his racing licence, which would have been disastrous. He was therefore strongly advised to say **absolutely nothing** about being a racing driver when he appeared in court, but to stress the importance of his licence for running his garage business. This he duly did, and they took pity on him and allowed him to keep his licence. However, just as he was leaving, the chairman of the magistrates, a 'stern old girl', stopped him and said: 'Oh, by the way, Mr Cleland – good luck in your next race'.

Mike started rallying at age 14 'to impress the girls'. His first event was a 12-car rally, co-driving a local farmer's lad in a Ford 10 van. This had the notorious Ford windscreen wipers driven by suction from the inlet manifold, which stopped working at full throttle. This was something of a disadvantage for a rally car and they lasted a mere half mile before the farmer's lad couldn't see where he was going and crashed out. Then Mike persuaded his bank manager to fund the purchase of a 105E Anglia, which he rallied for a

while until the money ran out, so it was back to the left-hand seat.

Mike started doing Motoring News rallies, co-driving for the likes of Roger Platt, Russell Brookes and Tom Seal. He then moved on to stage rallying. One year he was co-driving for Pat Ryan, and following a fine 7th place on the Welsh they decided to have a go at the Sherry Rally in Spain. They needed a tow car, so Pat paid the vast sum of £12-10-0 for a Victor estate and they set off across France. They hadn't gone far when suddenly all the doors flew open. On investigation they found that the car was so rusty that it was slowly pulling itself apart, (hence the doors opening). The engine was also falling out. They scrounged some wire from a farmer's fence, lashed everything back together and continued the journey.

They made it to the rally, and were determined to make a good impression when leaving the start, so Pat gave the engine some stick as they left the ramp and it promptly grenaded – end of rally. Feeling glum, they returned to their hotel and threw the head waiter into the swimming pool. They were puzzled by the man's peculiar swimming style, until they realised that the poor chap was having an epileptic fit. They got into a lot of trouble ...

Pat's performances had been so good that they were promised some works drives for British Leyland. They had high hopes that this might be in one of the new TR7s, but were disappointed to be given first an Allegro and then a Marina, although Mike did say that because the Allegro was wider and longer than the Mini it had the potential to be a good rally car if they'd developed it properly.

Mike had some great rallying stories. On the 1981 Circuit of Ireland the teams stayed in Belfast's Europa Hotel, which Mike took great delight in telling the Scandinavians was the most bombed hotel in the world. Per Eklund took this to heart, so when there was a thunderstorm in the night Per thought it was a bomb and ran out of the hotel screaming, stark bollock naked.

On the 1978 RAC he was with Pentti Airikkala in a Chevette HSR. After the Donington stage they were running late and needed to make up time on the road section, so Pentti headed off full tilt from Donington and floored it when they got onto the M1 – 119 mph flat out. After a while Pentti asked Mike: 'How much longer on the M1?' 'Oh, about 30 miles,' said Mike. 'OK'. They continued on for a bit, and Pentti asked again how many miles were left on the M1. 'About 15, why?' 'Look behind,' said Pentti. Mike turned round to see blue flashing lights. 'How long have they been behind?' 'Since we left Donington' 'Er, Pentti, you **have** to stop.'

So they did, and a very big, very angry police sergeant got out and approached the Chevette. He yanked open the right-hand door which nearly came off in his hand, being a flimsy fibreglass item. He found Mike, who pointed across to Pentti in the driver's seat on the left. Policeman went round to the left, opened the door and started jabbing Pentti in the chest with his finger, shouting:

'WHY THE HELL WERE YOU DOING 120 MPH ON THE M1????'

'Well,' Pentti replied, 'it wouldn't go any faster.'

Mike co-drove for Derek Bell on the 1988 RAC. Derek was unused to rallies, so when he came down on the first morning to find snow and ice everywhere he asked whether the event would be cancelled. Things were going fairly smoothly, apart from an off into a field of frozen cabbages, until they approached a junction in Kielder to find they were on sheet ice. After a few pirouettes they ended up in the ditch facing back the way they had come, and in the headlights they saw a group of lads descend to the road and start polishing the ice with brooms to get it nice and slippery for the next victim.

In his years at Vauxhall Mike was a member of the FIA Touring Car Committee. After a fairly disastrous event at Magny Cours called the Touring Car World Cup, Mike and the other committee members were summoned into Bernie Ecclestone's presence. Bernie personally made them all tea, which Mike reckoned to be the worst cup of tea he'd ever had, then asked them to explain the debacle. Mike put his views forward. He learned that after the meeting Bernie had said, 'Well, that was a waste of time. If it hadn't been for that c**t from Vauxhall, no-one would have said anything at all.'

Tony Pond to Mike, at the start of the last day of a Manx Rally: 'I'm going to drive round this f***ing island faster than anyone's ever done before – get out now if you want.'

These are just a few of the tales Mike told us. We were very fortunate to get him along to talk to us, and would like to thank him for some excellent entertainment.





Avenue Drivers Club

Tim Murray

I first learned about the Avenue Drivers Club from former club vice chairman Rob Taylor (currently with Marussia in F1) when Rob turned up to Tony Castle-Miller's open day in 2010. Rob's brother Tony is one of the people behind the club, which organises a get-together of interesting and classic vehicles in Bristol's Queen Square on the second Sunday of every month. The Avenue Cafe opens early at 9-00 am to cater for the assembled enthusiasts.

However, for some reason I never quite managed to make it to a meeting until Ralph Colmar, a regular attendee, offered me a lift down there last month. I then realised what I'd been missing. Not only was there an amazing assembly of interesting vehicles ranging from 1920s Bentley and Crossley to modern supercars, but I discovered a lot of old friends, some of whom I hadn't seen for many years.



Among them were many past and present club members such as Andy Cooper who was there with wife Jill and Morris Minor convertible, and their friends the Burgess family with a beautiful 1928 4½ litre Bentley Van den Plas. Ted 'Ferret' Walker turned up in his beautiful yellow Porsche GT2. James Page was there with his family – James is enjoying his new role at Classic & Sports Car magazine.

I really hadn't expected to see Rob Taylor, but suddenly there was a shout and there he was. His eldest son is studying in Bristol, so Rob and another son had come down from Oxfordshire to visit him and take in the ADC meeting.



I was most impressed with the turnout, but some of the regulars reckoned it wasn't as good as usual. So make a note in your diary – second Sunday of every month, Queen Square, and come along to see some fine motor cars and meet some nice people.



Pictures courtesy of Ralph Colmar

Sunlight Textile Services Pegasus Sprint





Pictures courtesy of Tony Booth & Martin Baker

AGM Prize Giving - 2012 Award Winners

Andy Moss
Chris Goodchild
Paul Johnston
Colin Ladd
Richard Girling
Kevin Jones
Tom Arnold,
Martin Watts

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
Bristol Pegasus MC - Champion Marshal
Bristol Pegasus MC - Marshals Championship 2nd
Bristol Pegasus MC - Marshals Championship 3rd

Dear BPMC,

I've acquired a Merlyn Historic FF 1600 (Mk 20) to campaign in the HSCC series next year . I'm a complete novice (middle aged doctor) and I'm looking for perhaps a retired old hand who would be willing to impart some knowledge over a period of time and give me a hand from time to time in preparation etc. I'm very happy to pay for these services and I wondered if you knew of anyone in the Bristol Area it may suit from time to time ? (I live about 5 minutes from Cribbs Causeway)

I know there are plenty of preparation specialists around but I'm keen to learn and do as much as I can myself and build up the knowledge and equipment over time. Clearly going to a prep specialist with this request is not in their interests.

Regards, Tim (07904 185671)





2012 Club Championship Final Positions

71 CLUB MEMBERS SCORED POINTS

Prepared By Chris Thompson

TOTAL POINTS SCORED	CLUB MEMBER	FINAL POSITION	NUMBER OF EVENTS	ORGANISED /MARSHAL
23.17	Chris Thompson	1	8	Yes
23.17	Andy Moss	1	7	Yes
13.00	Alan Spencer	3	6	Yes
13.00	Liz Moss	3	5	Yes
11.50	Alan Dillamore	5	4	No
11.50	Ralph Colmar	5	6	Yes
11.17	Martin Baker	7	3	Yes
10.50	Tim Murray	8	4	Yes
9.50	Tom Arnold	9	2	No
8.25	Chris Goodchild	10	2	No
8.00	Nick Wood	11	3	Yes
7.00	Martin Emsley	12	2	Yes
6.00	Cherry Robinson	13	3	Yes
6.00	Mal Allen	13	2	Yes
5.67	Toby Harris	15	1	No
5.33	Lisa Selby	16	1	No
5.00	Bob Bull	17	3	Yes
5.00	Dick Craddy	17	2	Yes
5.00	Matthew Johnson	17	1	No
5.00	Pete Devall	17	1	No
5.00	Richard Girling	17	1	No
4.67	Pete Goodman	22	1	No
4.33	Brian Davage	23	1	No
4.33	Ian Parr	23	1	No
4.00	Colin Ladd	25	1	No
4.00	Donny Allen	25	2	Yes
4.00	Simon Child	25	2	Yes
3.50	Martin Watts	28	1	No
3.50	Martyn Davies	28	1	No
3.50	Mike Kason	28	1	No

3.33	Barry Curtis	31	1	No
3.00	Andrew Bisping	32	1	No
3.00	Bob Hart	32	1	Yes
3.00	CoralieThomps on	32	1	No
3.00	Dave Bence	32	1	Yes
3.00	Duncan Pittaway	32	1	Yes
3.00	Ian Hall	32	2	Yes
3.00	Simon Brown	32	1	No
2.67	Craig Evans	39	1	No
2.67	Grahame Harden	39	1	No
2.50	Christian Folkard	41	1	No
2.33	Richard Fortune	42	1	No
2.25	John Marshall	43	1	No
2.00	Alison Bisping	44	1	Yes
2.00	Bruce Graham	44	1	Yes
2.00	Carlie Hart	44	1	Yes
2.00	Chris Hartnell	44	1	Yes
2.00	David Garnett	44	1	Yes
2.00	David Poplar	44	1	Yes
2.00	Kathleen Bray	44	1	Yes
2.00	Keith Yeandel	44	1	Yes
2.00	Lewis Bird	44	1	Yes
2.00	Mark Benstock	44	1	Yes
2.00	Martyn Mitchell	44	1	Yes
2.00	Matthew Searle	44	1	Yes
2.00	Mervyn Walters	44	1	Yes
2.00	Mike McBraida	44	1	No
2.00	Pat Moore	44	1	Yes
2.00	Paul Bird	44	1	Yes
2.00	Pete Hart	44	1	Yes
2.00	Simon Moss	44	1	Yes
2.00	Tony Castle-Miller	44	1	Yes
2.00	Trevor Newman	44	1	Yes
1.83	Nick Cook	64	1	No
1.00	Andy Baverstock	65	1	No
1.00	Elen Worthington	65	1	No

1.00	Hannah Nolder	65	1	No
1.00	Kevin Jones	65	1	No
1.00	Mark Chapman	65	1	No
1.00	Neil Davies	65	1	No
1.00	Richard Hearnden	65	1	No



Bristol Pegasus Fantasy Formula One 2012

2012 Final Results Prepared by Andy Moss

Congratulations to Dominic Bennet who is our
2012 Fantasy F1 Winner - we will be in touch to
arrange your prize.

Dominic Bennett	Resta	Vettel	India	Lotus	Ferrari	British	562
Joe Robson	Resta	Vettel	India	Lotus	Ferrari	Australian	554
Elisabeth Lewis	Alonso	Vettel	India	Rosso	Lotus	Spanish	542
Ken Robson	Hamilton	Vettel	India	Sauber	India	Chinese	534
Matthew Johnson	Schumacher	Vettel	India	Lotus	Sauber	Australian	508
Chris Lewis	Resta	Vettel	Ferrari	Sauber	Caterham	British	501
Mike Marsden	Resta	Vettel	Lotus	Mercedes	Caterham	Monaco	500
Tim Murray	Raikkonen	Rosberg	McLaren	Williams	Sauber	Belgian	495
Dick Craddy	Raikkonen	Rosberg	McLaren	Williams	Sauber	Australian	493
Steve Clark	Hulkenberg	Vettel	Mercedes	Rosso	McLaren	German	491
Martin Emsley	Glock	Vettel	Ferrari	Hrt	McLaren	Malaysian	487
Ann Farrow	Resta	Vettel	Caterham	India	Redbull	Monaco	479
David Garnett	Raikkonen	Resta	McLaren	Sauber	Sauber	British	471
Chris Thompson	Hamilton	Hulkenberg	Lotus	Mercedes	India	British	465
Simon Child	Raikkonen	Resta	Lotus	Rosso	Lotus	Abudhabi	465
Richard Ibrahim	Vettel	Senna	McLaren	Rosso	Caterham	British	460
Charlie Emsley	Alonso	Rosberg	Marussia	Mercedes	Redbull	British	458
Alexander Wooldridge Smith	Resta	Vettel	Caterham	Mercedes	McLaren	German	457
Helena Sarsted	Button	Ricciardo	Lotus	Williams	Redbull	British	452
Martin Baker	Grosjean	Maldonado	Lotus	McLaren	Rosso	British	452
Ross Willing	Hamilton	Rosberg	Ferrari	India	Marussia	British	443

Martyn Davies	Hamilton	Hulkenberg	Mclaren	Rosso	Rosso	Australian	428
Ian Hall	Hamilton	Senna	Caterham	Redbull	Marussia	Monaco	426
Liz Moss	Petrov	Senna	Mercedes	Redbull	Williams	Japanese	426
Victoria Phillips	Hamilton	Ricciardo	Ferrari	India	Sauber	British	426
Chris Bennett	Alonso	Kovalainen	Caterham	Ferrari	Ferrari	Italian	425
Bill Farrow	Hamilton	Petrov	India	Mclaren	Marussia	Italian	423
Helen Davies	Button	Hamilton	Lotus	Rosso	Caterham	Malaysian	422
Mark Niblett	Resta	Rosberg	Caterham	Mclaren	Mclaren	Monaco	404
Pete Stowe	Kobayashi	Kovalainen	India	Mclaren	Mclaren	British	403
Claire Meaddows	Button	Schumacher	India	Lotus	Sauber	Monaco	398
Richard Reynolds	Rosberg	Schumacher	Ferrari	Williams	Sauber	Monaco	393
Alison Bennett	Button	Resta	Mercedes	Williams	Ferrari	British	390
Jenny Hall	Hamilton	Resta	Mclaren	Rosso	Hrt	Canadian	387
Coralie Thompson	Resta	Schumacher	India	Mercedes	Redbull	British	374
Rex Meaden	Hulkenberg	Resta	Mclaren	Mercedes	Caterham	British	373
Caroline Meaden	Button	Kovalainen	Mclaren	Williams	Hrt	Hungarian	368
Andrew Moss	Resta	Petrov	Mclaren	Mercedes	India	British	358
Simon Moss	Button	Schumacher	Mercedes	Williams	India	Australian	341
Mary Craddy	Resta	Schumacher	Caterham	Redbull	Rosso	Malaysian	340
Alyson Marsden	Button	Webber	Caterham	Mercedes	Hrt	Australian	338
Chris Hartnell	Button	Resta	Hrt	Mclaren	Hrt	British	334
Sharon Reynolds	Kovalainen	Rosberg	Hrt	Mercedes	Rosso	British	265



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.

Remember When?

THE MOTOR MAY 12 1962

ROVER 3-Litre Saloon (MARK II) **high performance, remarkable luxury**

Since its introduction at the last Motor Show, the Rover 3-Litre Mark II has proved that Rover's traditional luxury, comfort, and silence are by no means incompatible with very high speeds and virile performance.

Remember what the "Motor" Road Test Report had to say: "The higher speeds attainable by the 3-Litre Rover and its success in the recent Lige-Sofia-Lige Rally indicate that legendary strength has been allied to a new, higher standard of roadworthiness appealing to the fast, even sporting driver . . . With more sporting appeal comes a greatly improved gearchange and better roadholding, but lavish trim and a tasteful, roomy interior firmly emphasise that it remains an impressively quiet saloon, in which initial cost is secondary to sound engineering and meticulous attention to detail." 3-Litre Manual: Basic price £1359.8.0, plus P.T. £283.9.7, Total £1641.9.7. 3-Litre Automatic: Basic price £1499.10.0, plus P.T. £294.4.2, Total £1793.14.2.

ROVER—ONE OF THE WORLD'S BEST ENGINEERED CARS

The Rover Company Limited, Solihull, Warwickshire. London Office and Showrooms: Brookvale House, Piccadilly. Dealers of this car and the world-famous Land-Rover.

Market Place - For Sale



Peugeot 205 GTi Race Car and Race Car Shells for sale.....

Firstly Track prepared 205 GTi (New build), Tuned 1905cc engine (165 – 170bhp), Twin 45mm Dellortos, Stainless catch tank, New GAZ coil-overs, New bushes, New plastic windows with front sliders on both doors, Newly refurbished Speedline alloys in white, Safety Devices roll-cage, no interior trim, seam welded, repainted floor, tubular exhaust manifold, sports exhaust, very tidy bodywork

(really nice). No Tax or MoT but was legal before all the track preparation was started. Small amount of work will qualify it for sprinting or racing, £1999 ono.

..... Second

Motorsport prepared bodyshell for any form of competition, fully stripped, seam welded, T45 comprehensive roll-cage welded in, sand blasted inside and out (and underneath), repainted in white, no doors or additional panels (can be provided for more dosh) but comes on new Koni (I think) front coil-overs, front frame with new or reconditioned parts and a used rear beam, race gauges and a cut-down flocked dash, race pedal box. Make no mistake, thousands has been spent on this shell. Trying to get V5C for it as was promised to me on receipt from "Specialist Vehicle Preparations", but it was built from an early D plate shell so only has the chassis plate to swap if you were doing a re-shell £1999 no offers.

..... Thirdly

Motorsport prepared bodyshell for any form of competition, fully hand stripped, seam welded, mounts for a Safety Devices C44 challenge or C42 bolt in caged welded in, Rally jack sill mounts welded in and shell repainted. Completely bare shell, no additional panels or suspension. No documents. £895 ovno.

Contact Paul Bird 07919 807360

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.

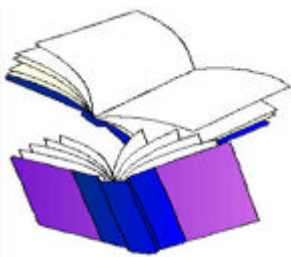
alanspencer@orange.net 01179 712587

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



Mal Allen tackling the 2001 Autotest in his Classic Trials Marlin

Dates for your diary - Full details inside

BPMC AGM & Buffet - Monday 10th December - 8pm BAWA

Club AGM - Support your Club, have your say, celebrate the trophy winners and enjoy the buffet and a shandy

BPMC Noggin n' Natter - Thursday 27th December - 8pm

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

Coming Soon - Please see the BPMC website for the full 2013 Calendar



Wishing you all a wonderful Christmas, see you in 2013

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

