

Backfire

Bristol Pegasus Motor Club Magazine



December 2013

Club Members during our visit to the 2013 NEC Classic Car Show
Photo : Dave Garnett

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Acting Chairman's Chat

By Andy Moss

As we come to the end of another years events, I am looking forward to the clubs AGM, prize giving and buffet. It is always nice to review the years activities and look back at some of the very enjoyable events we have run during the year.

We had a busy November, which started with our club night when Graham Bunter, from Mendip raceway, visited us. Graham gave us an interesting overview of the both the history and current formulas in stock car racing before going on to tell us about Mendip raceway itself. Whilst some of the audience had visited or even driven at the circuit, for many of us this was our first insight into a different form of motorsport. Whilst many people associate stock car racing with old cars meeting their end in dramatic style, we learnt that the top end formula two stocks are custom built expensive machines.

Our next event was our annual trip to Avonmouth for the indoor charity Karting event. Despite Ken Robson initially having concerns about how many teams would enter, the event was a sell out and very well supported by both Pegasus members and the invited clubs. There was plenty of spirited competition on the night, and even those of us at the back of the field had a lot of fun. Most importantly the event raised well over a thousand pounds for charity.

The next day we were up bright and early for the club trip to the NEC for the classic car show. This continues to be an impressive event, and has a huge variety of exhibits as well as a huge trade area selling books, models, tools and parts. Once again we had a full minibus and enjoyed an excellent and entertaining meal on the way home.

Finally there was a good turn out of club members on the Allen trial. As usual I was still getting the car ready the day before the event, although at least now I am making improvements rather than anything fundamental. This time I had made some wind deflectors that worked pretty well and did a redesign of the tyre rack - this made it sit much lower which has made a great improvement in terms of rear vision as well as getting the weight of the tyres and tools a little lower. The event itself was very enjoyable - we ran as a Pegasus trio with myself and Rich Reynolds, being joined by Chris Thompson and Nick Wood out for the first time in Chris' new Marlin as well as Spence in the Parsons. Mal Allen was also out in his Marlin for the first time since a major engine rebuild, and he managed a very creditable 3rd in class 7, only dropping 1 mark on the hills all day.

Looking forward to next year, we now have the dates for all our major events, and have confirmed a lot of the smaller events as well - the first draft calendar is printed elsewhere in Backfire. Our Castle Combe Day has moved a little later and will now be on August 30th - as well as the track day activities we are planning to make the most of the day by having a much larger display of cars in the paddock and some other activities throughout the day. More details as everything is confirmed but this is definitely a date for the diary even if you are not planning to go out on track.

In the short term we will be having our traditional post Christmas gathering at ?? On Monday the 30th. This event replaces our January club night so our first formal club night of 2014 will be at BAWA in February. Our first competitive event of the new year will be our popular navigation event when we will again be crossing the Severn bridge to enjoy the challenge of the Gwent roads. Dick Craddy again organises - any road car is suitable and an easier route card and plenty of help will be available for new entrants.

Finally a mention for a special offer to encourage new members to join us for 2014 - anyone who has not been a club member in the last 5 years can enjoy a years free membership, so please encourage your friends and family to sign up. To make things fair those of you who are already members, we will also be giving all who renew for next year or who have recently joined some vouchers for discounts off club events next year. The easiest way to renew or for new people to join is via the club website.

Finally, it just remains for me to wish you and your family a happy Christmas and new year.



**Chris Thompson & Nick Wood out on Bristol MC's Allen Trial
Photo taken by new member Neil Thomas on Bitton Lane**

Editorial

After an entertaining talk by Graham Bunter from Mendip Raceway, this month's highlight was a club trip to the NEC for the Classic Motor Show where, thanks to the kindness of owner Mr Gibbs Christmas came early when, I got to sit behind the wheel of his 210 mph Bristol Fighter which was also the last Bristol ever to be completed.

The month finished with a round of skittles against a couple of the regions other motor clubs at Dundry, skittles turned out not to be our forte. If you have experience in the sport please make yourselves known to the committee so that we can give a better account of our selves next year.

On Monday 9th we will be having our AGM and buffet, along with the presentation of trophies the meeting will be your chance to get involved with the club committee.

Already plans for next year are taking shape, I look forward to taking part in the Navigation Exercise on January 24th which is being organised by our VP Dick Craddy.

If you are looking for a navigator, or if you would like to have a go at navigating do not hesitate to get in touch with me for what will be an entertaining evening.

There seems to be precious little time for reflection on my first year in the editors chair at Backfire towers, save to say without copious help from acting chairman Andy Moss and my fellow committee members many of the year most issue's would have been little more than lists of forthcoming events and events passed.

Special thanks also go, in no particular order to Dick Craddy, Chris Clarke, Bob Bull, Lisa Selby, Micheal Kason, Dave Cooper and Chris Varey, Tim Murray, Martin Baker, Pete Goodman and Andrew Firks for contributing articles and photographs.

Apologies if I have missed anybody out, be sure your contribution to Backfire was appreciated by both my self and your fellow readers, my thanks to everyone in what ever capacity who has helped to keep Backfire on the straight and narrow and on schedule.

Finally all that remains is for me to wish you a Merry Christmas, a prosperous New Year and a safe months motoring.

Ralph Colmar

e-mail: backfire@bristolpegasus.com



Deadline for Next Backfire: 27th December 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

Pit Lane Exit News

AGM, buffet and Club Awards - 9th December 2013

8.00 pm BAWA award winners listed on back page of this issue.

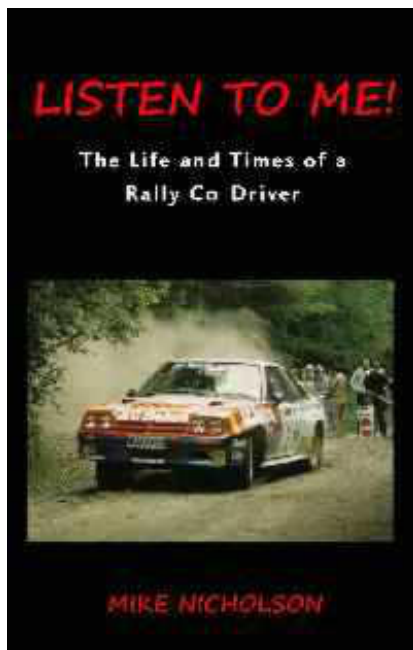
Monday 30th December - Post Christmas Club Meet

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

Navigation Exercise, Friday January 24, 2014

Club VP Dick Craddy will be running his annual traditional Navigation Exercise competitors are invited to meet at Coppice Mawr located at map reference 162/496 941 ½ on the B4235 to the west of Chepstow where route cards will be handed out at 7.30 pm.

"Listen To Me" - Last minute Christmas Present Suggestion



Anyone who came to Mike Nicholson's talk to the BPMC in November 2012 will not have failed to be amused by his amusing anecdotes garnered from the navigators seat while sitting next to a fine selection of the worlds top rally drivers in the 1970's and 1980's.

Mike has distilled 35 years top level motorsport experience into a 328 page volume available from www.mikenicholson.info/3.html

2014 Major Event Dates

Llandow Sprint - Saturday 10th May 2014

ACE Classic Tour - Sunday 1st June 2014

Castle Combe Track and Club Day - Saturday 30th August

Pegasus Sprint Castle Combe - Saturday 18th October 2014



Navigation Exercise Friday 24th January 2014

Once again you are invited to enter the 'traditional' January Navigation Exercise that will return to the high ground area to the west of the River Wye valley.

We are pleased to confirm that a little ingenuity has produced yet another challenging route.

The signing on location will be Coppice Mawr located at map reference 162/496 941 ½ on the B4235 to the west of Chepstow.

The required maps will be OS 1:50,000 numbers 162 and 171. The route length will be 28 miles.

Route cards will be handed out at 7.30pm.

Beginners, Novice and Expert route cards will be available.

Bridge tolls will be reimbursed for those who use the Severn Crossing. A receipt is requested.

Dick Craddy, the organiser, will be pleased to help should you require further assistance.

Dick can be contacted by telephone on 01454 414842, 07776 202663 or by e-mail at craddy@old-down.freemove.co.uk

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](#)



Speeding, Sports Cars and A Navigating Stripper

My early motoring consisted of a bright red, 250cc Honda 'Dream'. If I remember correctly, it dropped a valve whilst I was into a fast left-hander in Pembrokeshire and caused me a mild moment. At the time, I was training to be an aircraft technician in the Royal Navy working on Hawker Hunters and Fairey Gannets. I had some aspirations of becoming a fast-jet pilot, but, the British Admiralty (c. 1967) only wanted to train helicopter crews.

I stripped the Honda with a view to making a racing version that I could tear around the airfield's perimeter track on. However, whilst setting up a friend's Triton (Triumph engine and Norton frame, 650cc, and fitted with 'Wal Phillips' fuel injectors) we hit 134mph on the airfield approach road.

Unbeknown to me, there was a radar trap in force as the road (8 mph limit) was also used for testing rocket-carrying vehicles. At the squadron the next day, a message reached me that the captain was requesting an audience. Apparently, this was a serious civil matter and my CO would act as a character reference for me in court.

A BSA C15, also 250cc (still on 'L' plates by the way), was obtained at a knock down price from someone just off to sea. Woefully down on power compared to the Honda, this sufficed for weekend trips to Porthcawl, to see my girlfriend. In a fit of pique, I fitted new rings and gave it an oil change. It wasn't long before the big-end gave out and my girlfriend suggested that we could have more fun if I bought a sportscar.

When I left the navy I went to work for Borg Warner on the Type 35 automatic transmission. A tartan red MG Midget was spied on a trip to Cardiff. It had a torn hood and battery acid corrosion in the engine bay. A good finance deal was struck and repairs were soon effected to bring it up to condition. This was the 1275, twin SU, model with wind-up windows. True to her promise, my girlfriend did indeed ensure we had more fun with (in) it although the limited internal leg room did prove to be a bit of a challenge at times.

My main friends were into rallying at the time and dragged me around to watch the Welsh, RAC, Red Dragon and Cilwendeg events and something must have registered 'upstairs' for me to sell the Midget and buy a Mk1 GT Cortina (bored out to 1650cc) partially prepared for rallying.

Before embarking on any rally driving though, I was persuaded to do a spot of navigation in a friend's father's Hillman Minx. Port Talbot MC had a suitable 12-car event, and we went for it. All was going well until we hit a stone parapet belonging to a tricky right-hander, over a hump-back bridge and near a 'not-as-map' (that's my excuse anyway) junction. No excuse really, as we were in the wrong valley it turned out !

The Cortina was fitted with sump and tank guards and four Cibie Oscars at great expense. I had a small residency playing drums at a Porthcawl night club. One night, after a session backing a stripper (that's another story) at the club, I was giving her a lift home and

decided to give the car a run down some of the local lanes to test out the sump guard and lights etc. I gave her the 'Poti' magnifier and a local OS map and asked her to map read for me...amazingly, the bends were coming up as called and I was giving it some welly when an ominous cloud of steam emitted from the bonnet vents. No. 3 cylinder had broken through into the water jacket. The previous owner had not thought to have the 1500cc block tested for porosity before boring it out....

By way of compensation, I offered to take the young lady to Llandow to see some 'proper racing'. Shortly after arrival at the circuit, she was invited in to the new racing school where they had just taken delivery of some Alexis Formula Fords. They offered her a course of lessons at a seemingly vast discount. She politely declined, but, introduced me instead saying that I was some sort of up-and-coming star (screams of hysterical laughter).

Single-seaters take some getting used to. The Mk 18 Alexis had a tight cockpit, loose fitting belts and some strange camber curves. Bottom bend was like a badly ploughed field in those days (c. 1972), but after the school course, I managed a second and won my first trophy.

They then gave me a deal to race the Mk 23 Alexis (side radiators) and I won the next race after beating the guv'nor of the school. Next up was the Easter Bank Holiday meeting and some serious opposition.

By this time, I'd got to know the farmer who let his sheep use the infield for grazing in between events and school sessions. He was moving them after practice that morning and I knew Bottom bend would be covered in caked mud, sheep droppings etc...

I'd qualified about fifth and let the others go at the start. Sure enough, at Bottom bend on the first lap, cars were spinning everywhere. I romped home to some easy championship points, nursing a cracked exhaust manifold that sounded dreadful just behind my left ear.

The boss wanted me to go F3 at this point, but, I had no money left. He offered to take my Cortina (now with a new block and stage 3 head) plus some stereo equipment in part-ex for the drive. My girlfriend, very sportingly, also offered her Dad's MGB as security (how did she swing that one ?).

Alas, the F3 car didn't materialise as promised and it was to be quite a few years (after college and university) before I got to test current F3 machinery.

One of the mechanics at the school mentioned that there was a sales depot for Wynn's Oil Treatment based at the old control tower at Llandow. So, I went along to see if I could interest the MD in some sponsorship...it turned out that he was from South Africa and they had recently sponsored one J. Scheckter in saloon cars !

To be continued...

NOTICE OF AGM - Monday 9th December 2013

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 9th December 2013 at BAWA Leisure Centre, Southmead Road, 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, no later than 25th November 2013.

Following the AGM there will be a presentation to the 2013 Award winners. 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 middle of November.**

Included with Backfire is a copy of the Club's statutory accounts for the year ended 31st October 2013. These accounts will be submitted to Company's House and we 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 9th

2014 Club Committee - Your chance to get involved

We are now coming towards the end of the year, a time when new opportunities beckon.

Elections for elevation to the Club Committee will take place in December, so this is your chance to make your bid to obtain one of these coveted positions. While the present incumbents are all desperate to retain their places of privilege, there is a very good chance that a few young and enthusiastic members could usurp them while they're still parking their zimmer frames.

In return for a little of your time throughout the next 12 months, and a little bit of work (which can be tailored to suit your particular interests and skills) you will get the opportunity to be at the heart of the club's activities. You will be made very welcome by the current committee members who are a friendly and enthusiastic bunch. Those who are currently on the committee have a lot of laughs and find it a very rewarding activity.

Do not miss this opportunity to get involved. Just sign on the dotted line below

Nominations for the Board of Directors

If you are interested in joining the committee please complete the form below and send to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH by the 25th of November. You can be proposed/seconded by any existing member or contact the committee.

Position	Name	Signature
Proposer	Name	Signature
Secunder	Name	Signature

Pegasus Indoor Charity Karting 2013

Teamsport Avonmouth - Thursday 15th November 2013



Event Organised by Ken Robson - Photos By Andy Moss

2013 Clubmans Championship Final Positions

Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	Andy Moss	22.81	5	Yes
2	Ralph Colmar	12.00	5	Yes
3	Nick Wood	11.26	5	Yes
4	Liz Moss	9.92	2	Yes
5	Keith Firks	9.33	2	Yes
6	Adrian Jones	8.61	2	No
7	Mal Allen	8.33	2	Yes
8	Andrew Firks	7.67	2	Yes
9	Tim Murray	7.00	2	Yes
10	Tom Arnold	5.75	2	No
11	Chris Goodchild	5.38	1	No
12	Richard Girling	5.29	1	No
13	Alan Dillamore	4.92	2	Yes
14	Cherry Robinson	4.78	2	Yes
15	Pete Devall	4.64	1	No
16	Trevor Hartland	4.57	1	No
17	Brian Davage	4.50	2	No
18	Alan Spencer	4.46	3	Yes
19	Donny Allen	4.33	1	Yes
19	Duncan Pittaway	4.33	1	Yes
19	Ian Parr	4.33	1	No
22	Richard Reynolds	4.13	1	Yes
22	Sharon Reynolds	4.13	1	No
24	Bob Bull	4.00	1	Yes
25	Daniel Friel	3.50	1	No
25	Kevin Jones	3.50	1	No
25	Stephen Dummett	3.50	1	Yes
28	Chris Thompson	3.22	1	Yes
29	Ken Robson	3.00	2	No
29	Martin Watts	3.00	1	No
29	Pete Hart	3.00	1	Yes
32	Arthur Haskins	2.88	1	No
33	Matthew Johnson	2.67	1	No

33	Richard Hearnden	2.67	1	No
33	Robert Bellerby	2.67	1	No
33	Roger Brunt	2.67	1	No
37	Pete Goodman	2.43	1	No
38	Linda Dillamore	2.25	1	No
38	Simon Dodwell	2.25	1	No
40	Andy Wood	2.11	1	No
41	Danny Castleton	2.00	1	No
41	Ian Hall	2.00	2	Yes
41	Mark Astin	2.00	1	Yes
44	Brian Mulcare	1.91	1	No
45	Neil Davies	1.83	1	No
46	Mike McBraida	1.71	1	No
47	Jonathan Harber	1.38	1	No
48	Deborah Hearnden	1.00	1	No
48	Ian Perrett	1.00	1	No
48	Jenny Hall	1.00	1	No
48	Joe Robson	1.00	1	No
48	John Marshall	1.00	1	No
48	John Mearns	1.00	1	No
48	Martyn Davies	1.00	1	No
48	Wendy Perrett	1.00	1	No

Pegasus Speed Championship 2013

<i>Position</i>	<i>Name of Competitor</i>	<i>Total Points</i>	<i>No of Events Entered</i>
1	Martyn Davies	21.58	6
2	Trevor Hartland	20.90	4
3	Martin Watts	17.67	6
4	Roger Brunt	16.81	4
5	Toby Harris	14.46	3
6	Lisa Selby	13.36	3
7	David Garnet	11.92	6

2013 Marshals Championship Final Positions

Prepared by Chris Thompson

TOTAL POINTS SCORED	ENTRANT	POINTS SCORED' POSITIONS	NUMBER OF EVENTS
13	Tim Murray	1	5
10	Chris Thompson	2	3
10	Nick Wood	2	3
9	Alan Spencer	4	3
9	Mal Allen	4	4
8	Donny Allen	6	4
8	Liz Moss	6	4
7	Ralph Colmar	8	3
6	Andy Moss	9	2
6	Dick Craddy	9	2
5	Ian Hall	11	2
4	Alan Dillamore	12	2
4	Bob Hart	12	1
4	Cherry Robinson	12	2
4	Coralie Thompson	12	2
4	Mark Benstock	12	2
3	Bob Bull	17	1
3	Dave Bence	17	1
3	Martin Baker	17	1
2	Andrew Firks	20	1
2	Ann Mitchell	20	1
2	Carlie Hart	20	1
2	David Garnett	20	1
2	Jenny Hall	20	1
2	Keith Firks	20	1
2	Keith Yeandel	20	1
2	Mark Astin	20	1
2	Martyn Mitchell	20	1
2	Mike Bell	20	1
2	Pete Hart	20	1
2	Pete Stowe	20	1
2	Simon Child	20	1
2	Tony Castle-Miller	20	1

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

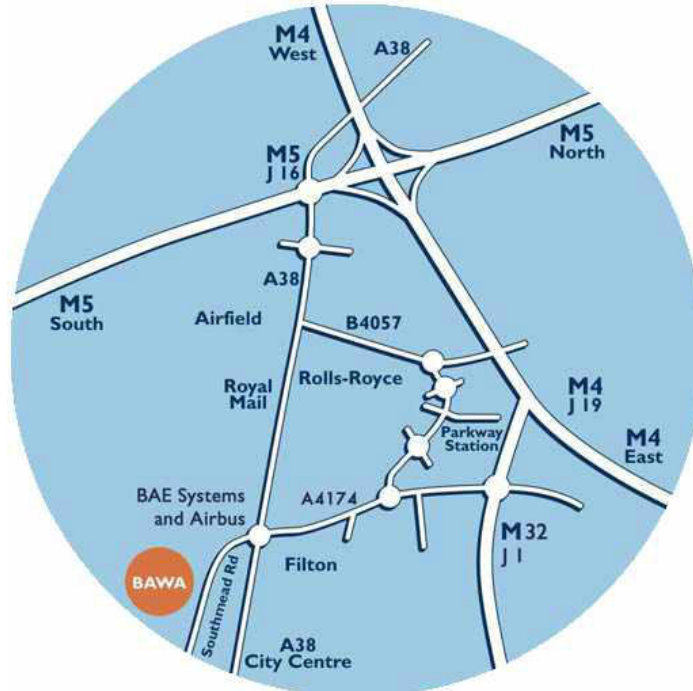
589 Southmead Road, Filton, Bristol, BS34 7RG



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 : Next BPMC meeting at BAWA is Monday 9th December.
This is our AGM, buffet & prize giving so starts earlier at 8:00pm.

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

Final Results Table - Prepared by Andy Moss

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Joker Race	Total
Ken Robson	Hamilton	Vettel	Mercedes	Williams	Mercedes	Spanish	702
Martyn Davies	Hamilton	Rosberg	Lotus	Mercedes	Mercedes	Australian	685
Mike Marsden	Raikkonon	Vettel	Mercedes	Sauber	Rosso	Monaco	641
Helen Davies	Grosjean	Raikkonon	Lotus	Mercedes	Mercedes	Chinese	622
Tim Murray	Maldonado	Rosberg	Lotus	Mercedes	Redbull	Belgian	613
Dom Bennett	Hamilton	Vettel	India	Lotus	Rosso	Japanese	610
Alyson Marsden	Hamilton	Vettel	Lotus	Sauber	Caterham	Australian	609
Ian Hall	Bianchi	Vettel	Marussia	Redbull	Marussia	Australian	603
Rex Meaden	Hamilton	Vettel	Lotus	Rosso	Sauber	British	601
David Garnett	Raikkonon	Vettel	India	Lotus	Williams	Australian	598
Mary Craddy	Hamilton	Vettel	Lotus	Williams	India	Belgian	597
Matt Johnson	Hamilton	Vettel	Lotus	Williams	Sauber	Italian	587
Mal Allen	Hamilton	Vettel	Lotus	Williams	Sauber	Brazilian	578
Joe Robson	Alonso	Hamilton	Mercedes	Williams	Mercedes	USA	577
Mark Niblett	Hulkenberg	Raikkonon	Lotus	Mercedes	Mclaren	Hungarian	532
Ross Willing	Hamilton	Vergne	India	Redbull	Caterham	British	531
Martin Baker	Hamilton	Resta	Lotus	Sauber	Redbull	Canadian	531
Alison Bennett	Raikkonon	Vettel	India	Williams	Ferrari	German	525
Liz Moss	Alonso	Vettel	Rosso	Williams	Lotus	British	509
Simon Moss	Raikkonon	Vettel	Sauber	Williams	Ferrari	Abudhabi	509
Jenny Hall	Hamilton	Vettel	Marussia	Mclaren	Caterham	Canadian	494
Caroline Meaden	Button	Grosjean	Caterham	Mercedes	Redbull	Hungarian	486
Charlie Emsley	Button	Rosberg	Mercedes	Rosso	Ferrari	Monaco	482
Dick Craddy	Alonso	Raikkonon	Mercedes	Williams	Sauber	Italian	475
Richard Reynolds	Hamilton	Raikkonon	India	Sauber	Lotus	German	457
Steve Clark	Resta	Rosberg	Sauber	Rosso	Redbull	British	441
Bill Farrow	Alonso	Hulkenberg	India	Lotus	Mclaren	Australian	412
Helena Sarsted	Button	Raikkonon	Mercedes	Williams	Mclaren	British	402
Ann Farrow	Button	Resta	Caterham	Lotus	Redbull	Monaco	394
Martin Emsley	Garde	Raikkonon	India	Mclaren	Redbull	British	393
Victoria Phillips	Hamilton	Resta	Ferrari	Sauber	Williams	British	386
Kate Umfreville	Button	Maldonado	Lotus	Rosso	Redbull	Canadian	385
Pete Stowe	Hamilton	Raikkonon	Mclaren	Sauber	Williams	British	377
John Page	Button	Raikkonon	Lotus	Williams	Lotus	Belgian	371
Donny Allen	Alonso	Rosberg	Caterham	Mclaren	Williams	Usa	332
Thomas Wigley	Button	Hamilton	Mclaren	Williams	Marussia	Monaco	279
Marc Rogers	Button	Sutil	Mclaren	Rosso	Mercedes	Bahrain	268
Andrew Moss	Button	Resta	Mclaren	Williams	Mercedes	British	259
Chris Bennett	Button	Vergne	Mclaren	Rosso	Mclaren	Canadian	203
Sharon Reynolds	Button	Chilton	Caterham	Marussia	Rosso	Bahrain	178

2013 Allen Classic Trial - Sunday 24th November

Report by Chris Thompson
Photos taken by Andy Moss

After the last minute switch to the Suzuki X90 for the Edinburgh Trial it was a relief to get the Marlin ready for the Allen Trial. The Allen Trial being the perfect event to test it out on as it is our local event being organised by Bristol MC.

The short journey to the new start, The Bull at Hinton was the furthest I had driven the car since purchasing it. At the scrutineering and trailer park we were met by the familiar faces of Rob Gilmour and Pete Hart. Pete conducted a diff test; the topic of illegal diffs has been a hot topic on the Classic Trials Facebook page of late.

More familiar faces were to be found looking after signing on, Donny Allen and Carlie Hart.

Naturally Nick Wood as my passenger had made sure we arrived at the start with plenty of time for the compulsory bacon butty. Our start time was fairly late so we never saw Mal Allen and his Marlin but with only 1 min intervals between us, we saw plenty of the other Pegasus crews, Andy Moss passengered by Rich Reynolds in another Marlin and Spence in his Parsons Special.

We made our own scenic way to the first section, Tog Hill which was a gentle start to the event. Bitton Lane was next which included a restart, which we got off with no issues. This was followed by Little Uplands with a restart which caught out a few, whilst it was slippery we got off it with no real drama.

Guy's Hill was sorting the men out from the boys when we arrived, so it was a case of joining the queue, break out the coffee and have a chat with other competitors. Nick negotiated an invite to a sprint at Aintree whilst we waited, well he would wouldn't he. We managed to get off the tricky restart but failed to get enough momentum to skip over some slippery tree roots though the cloud of tyre smoke showed that we had made a determined attempt.

Next was Traver's rocky track again the Marlin got off the restart but we nearly got stopped when the car slid up against the side of the ruts but the power of the x-flow kept us going.

At the top of the Travers are the Ubley sections. Last year in the X90 in trickier conditions we really struggled and twice needed recovery by Land Rover. This year what a difference we sailed through them. Last year Nick did not enjoy them one bit but with a more capable car, more experience and better conditions he had a smile on this face as he bounced away to help us get off a restart.

The first timed special test was straight forward but we were far too sympathetic to the car and posted a slow time. Same applied to the second and final special test on Burlledge Hill. The observed section at Burlledge was cleared with no difficulty.

At this point Spence in his class 8 car had to disappear off to attempt Big Uplands and its "Grand Canyon" and deep holes which had been deemed only suitable for class 8.

As we arrived at the last section we thought we might climb it in day light, how wrong we were. John Walker is a great hill to finish the event though it really wanted to challenge competitors and marshals this year. Quite a number of cars needed to be recovered following punctures, one car with two tyres punctures. Whilst we had a lengthy wait it was no real hardship chatting to other competitors and marshals. It was interesting to hear the comments of those in class 8 that had attempted Big Uplands, especially those with tales of coming to rest grounded out.

When we got to start the section it was pitch black. We waded through a water splash with no problem and were making our way up the hill with no difficulty until we went across a rough section and lost all forward facing lights. Let's say driving out of the section completely blind with Nick shouting instructions whilst standing up holding on to the windscreen with one hand and with the other holding a Pound Land head torch is an experience to be talked about but not repeated.

After change of fuse and pumping up the tyres we made it to the finish. Now added to the To Do list is sorting out earth wiring and wiring up head lights and side lights so that they are not on a single fuse.

Thanks to Bristol MC for putting on a great event and particularly Pete and Carlie Hart (Clerk and Secretary) who must put a lot of time and effort into putting the event on. For those that do not know Pete and Carlie have dual nationality and are long standing Pegasus members.

Allen Trial Pegasus Members Class Positions

	Class Positions
MAL ALLEN	3
CHRIS THOMPSON	5
ANDY MOSS	12
ALAN SPENCER	19

Type <http://www.classictrials.co.uk/Gas1311Allen.htm> into your computer and you will find video climbs of the event, which include Mal on three sections.



New start venue was the Bull at Hinton



Interesting use of a men at work sign



Spence waiting at Guys Hill



Rich, Nick and Chris with Chris' Marlin



Spence and passenger



Pegasus Trio at Mill Lane



Many of the cars entered are pretty unique



Cars wait for John Walker the final section

Circuit de Bretagne 16th & 17th August 2013

The Musketeers arrived at the Brittany Ferries loading ramps at about 5.30pm for an 8.15 sail, herded into the waiting area car park and the entertainment duly began. Chris Spencer, Dave and Chris Champion arrived well prepared and dispensed their extensive range of beverages (Speckled Hen, Old Peculiar and other real ale brand names) so we dutifully imbibed an hour or so away.

Our first encounter with the dreaded French Foreign Legion was on British Soil, just before embarkation, what cheek! "Please over votre rear" says froggy - "quell reason deserie vous" I reply in my perfect French! "Ve are looking for ze knives" he replied after I had opened up the trailer and bonnet of my car! Then he goes on to grass on his French countrymen, "these Frenchies won't declare their knives and try to keep them!"

Desmond, Kevin, Tony and Paul were all in early and Kevin (who is very good at that sort of thing) was charged with legging up to the deck 8 and booking a table(s) for 12. As usual we were almost last on board so quickly deposited minimal overnight bag into broom cupboard (cabin) and dashed into restaurant (with undue haste) to take up our places. I'm sure that No. 1 daughter Helen was impressed with the sheer effortless, faultless execution of the exercise.



Cars were discussed over dinner with Graham's Ultima being highly polished as usual (and this time using the same windscreen as the last venture!) Ian had hurt his knee so had brought his mere 5L supercharged Mercedes roadster, Desmond brought his undamaged Lotus Elise (breathed on) and Chris Champion, his immaculate

GT40 in impressive dark blue livery. Yours truly with the Ultima Spyder again, newly fitted with new carbon rear pads, new brake light switch, new rear drive cv joint and re-welded front anti roll bar.



After a fretful night's sleep in the 'cupboard' we assembled on the car deck to be issued with Rubber Duck walkie talkies and given address names (1,2,3,4,5 etc.) - all of which were promptly forgotten. The French official dockside greeting comprised machine gun armed army/police - no doubt looking for Dick, Tom and Andrew who had taken the ticket and declined to attend!

Some of our Musketeers proceeded south via the motor museum at Lohoe, others stopped to watch re-enactments of the American wild west (must have been the Speckled Hen). We made a dash for the hotel, parking, pool and food before the gannets arrived. Pleasantly surprised with the 1¼ hour journey (towing the Beastie). We parked, booked in and to our surprise found the hotel full to the brim with a multi national/cultural clientele.

After unloading the holiday booze comprising red and white wine, Boddingtons and Doombar into the fridge. We popped down for a swim and food and watched for the others to trickle in.



Being a French bank holiday we were devastated when we arrived at the 'leg over the wall' bistro to find it closed!! Back to the crowded hotel for food then (along with about 200 'surprised' diners) what joy. To pass the 2 hour break between taking orders, getting served each course etc. we devised a cunning plan of under the table drinks dispersion; starting with the bottles then, ambitiously proceeding to the rather bulky 3 litre wine boxes. The expression on little Dave's face as he gently

squeezed a 3 litre box between his knees while trying to direct the stream of red wine into the neck of a concealed bottle was a sight to behold. The trouser legs soon dried, along with the socks, and amazingly his expertise improved immensely over the weekend earning him the title of 'expert tit stream squeeze box supremeo'. Later in the bar the staff were so stretched that we were forced to do a stint of do it yourself beer pouring, needs must!

Next day after breakfast and with the Musketeers fully fettled it was off to the circuit via an interesting diversion packed route. Poor Helen (No.1 daughter - teetotaller) moaning that I had already turned her into a 'lush'. It was difficult reversing back from a motorway slip road towing a trailer in formation but we managed it with great aplomb!



Barry kindly rounded us up on arrival for the mandatory 'briefing' which fuller than the usual, pass on the left and don't crash. I used the initial laps to see if the brakes worked and was slightly alarmed to find that 'not really' was the order of play. After consultation with our breaking guru, Ian, the advice was to ignore the symptoms, carry on and everything will be fine! And so it was - brilliant.

To be continued

Chris Varey

2013 Calendar

For latest news visit www.bristolpegasus.com

Date	Event	Time	Club	Venue
Monday 30th December	Christmas Pub Meet		BPMC	

Pit Lane Entry News

Guest Speaker Graham Bunter - Monday 11th



Graham Bunter kindly came and gave BPMC members a talk on Monday November 11th.

Graham recounted how he had been involved in the sport since the early 1970's and how he came to take over Mendip Raceway in 2000. Among the many fascinating snippets we gleaned was that Stock Car racing in the UK was initially imported from France.

In 1955 it was such a big attraction that people were turned away at the gates of the first meeting where community singing was part of the entertainment during the interval.

Stop Press - BPMC Skittles Team

BPMC were asked at short notice to put together a skittles team to play against a couple of local motor clubs at the Royal British Legion in Dundry on Monday the 25th.

Liz Moss was in contention for the Ladies prize until the last ball.

Seated left to right, Tim Murray, Liz Moss, Chris Thompson, Mal Allen, Andy Moss, Alan Spencer and Donny Allen.



2013 Award Winners

The following members have won awards in 2013 that will be presented at the AGM at BAWA on Monday the 9th of December

ADRIAN JONES	KEITH FIRKS	MARTYN DAVIES	RICHARD GIRLING
ANDREW FIRKS	MAL ALLEN	NICK WOOD	ROLAND PANES
ANDREW MOSS	MARK SYLVESTER	RALPH COLMAR	TIM MURRAY
BOB BULL	MARTIN WATTS	RAY JACOBS	TREVOR HARTLAND
CHRIS THOMPSON			

Monday 30th December - Post Christmas Club Meet

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

2014 Provisional Calendar

Fri 25th Jan	7pm	Navigation Event	Plot and follow a route around South Wales
Mon 10th Feb	8.30pm	Club Night	Our usual mix of speakers and socials, BAWA Room 7
Mon 10th Mar	8.30pm	Club Night	Our usual mix of speakers and socials, BAWA Room 7
Mon 14th Apr	8.30pm	Club Night	Our usual mix of speakers and socials, BAWA Room 4
Sun 27th Apr	All Day	Cross Trophy Trial	Our trial at Dundry - most road cars are suitable
Sat 10th May	All Day	Llandow Sprint	We team up with BMC to run our sprint at Llandow
Mon 19th May	7.30pm	Treasure Hunt	Evening scenic drive with questions, finish at a pub
Sun 1st Jun	All Day	ACE Classic Tour	Classic, Sports and Kit Car Charity tour
Mon 9th Jun	7.30pm	Bring Your Car	Evening gathering of interesting cars
Sun 6th Jul	am	Treasure Hunt	Sunday morning Treasure Hunt finish at a country pub
Mon 4th Aug	7pm	Evening Tour	Short evening scenic tour with finish at a good pub
Sat 30th Aug	All Day	Castle Combe Day	Our own track day, display of cars & paddock activities
Mon 8th Sep	8.30pm	Club Night	Our usual mix of speakers and socials, BAWA Room 7
Sun 22nd Sep	All Day	Grass Autotest	Fun driving tests on a smooth grass surface
Sun 5th Oct	All Day	Autumn Classic	Club display at the Castle Combe Classic Race Meeting
Mon 13th Oct	8.30pm	Club Night	Our usual mix of speakers and socials, BAWA Room 7
Sat 18th Oct	All Day	Pegasus Sprint	Our Sprint at Castle Combe Circuit
Mon 10th Nov	8.30pm	Club Night	Our usual mix of speakers and socials, BAWA Room 7
Thu 13th Nov	7pm	Karting	Our Indoor endurance Karting raising money Charity
Fri 14th Nov	All Day	NEC Classic Show	Club Trip to this impressive show at the NEC
Mon 8th Dec	8pm	Club Night - AGM	Our annual Buffet, prize giving and AGM
Mon 30th Dec	8pm	Christmas Meet	Post christmas informal get together

More events still to come. As well as more social and competitive events we are also arranging a couple of trips to car related factories and workshops - more details in the new year. We are also in the process of arranging the details of next years BAWA club nights when again hope to have a selection of entertaining guest speakers.