

# Backfire

February 2012



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

**Cover : Ian Hall at Castle Combe 2011**

## 2012 BPMC Events Calendar

Month	Date	Day	Event	Venue
Feb	10th	Fri	Navigation Scatter	See below for details
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 Scatter	See below for details
Apr	15th	Sun	Production Car Trial	Lower Grove Farm Dundry
Apr	16th	Mon	Club Night (Note; 3rd Monday)	The Parkway, Stoke Gifford
<b>May</b>	<b>5th</b>	<b>Sat</b>	<b>BPMC/BMC/WCCC Llandow Sprint</b>	<b>Llandow Circuit</b>
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
<b>Jun</b>	<b>30th</b>	<b>Sat</b>	<b>BPMC/BKCC/Quantum Track Day</b>	<b>Llandow Circuit</b>
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	8th	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

**Deadline for Next Backfire: 29th February 2012**

**As always, we are looking for contributions for Backfire**

**Editor: Martin Emsley Email: [backfire@bristolpegasus.com](mailto: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**

**Cover Picture** - Ian Hall leading the first lap of the first championship race; Castle Combe 2011 Sports Racing & GT series. Overall winner Simon Tilling following in his turbocharged Hayabusa engined Radical No. 23. Photo courtesy of Steve Smith



## **Editorial**

### **Martin Emsley**

People are already predicting a classic 2012 F1 World Championship justified in part by the number of World Champions on the grid. I personally feel it can never be 'classic' with so many cloned race tracks and all the fake 'aids'. Final straw for me is the new 'blocking' rule; all so false and is just about £££££! No my admiration and interest in 2012 lies with club-men & women who compete in real series, prepare and pay for their sport, yes sport, out of their own pocket, accept the setbacks and problems yet do anything they can to keep doing what they enjoy, they are true Champions.

It is my great pleasure to bring you an article from one of our most dedicated competitors and there is another in the March edition; they epitomise for me the brilliant 'Clubman' spirit. Cannot thank them enough for sharing these with us and I hope may just be the start of a stream of such articles sharing your sporting activities with the rest of BPMC.

Wishing you all a successful year however you chose to participate in Motor Sport.

## **Contents**

**Editorial**

**Forthcoming Events**

**Chairman's Chat**

**Membership**

**Meet The Committee**

**Escursioni**

**Articles**

**Event Reports**

**Letters**

**Clubman's Championship**

**Fantasy F1**

**Market Place**


**Remember When**

**Meeting Details**

## Forthcoming Events



## Navigation Scatter - Friday 10th February



The Nav Scatter on Friday 10th February is an invitation event with Bristol Motor Club. The start point is the service road off Hollywood Lane, Cribbs Causeway, OS Landranger reference ST575810. Although aimed at inexperienced crews it is hoped that there will be enough challenging navigation to interest more advanced competitors. The event will take place entirely on Landranger map 172; you will also need a map-board, map-reading light, torch, pencils, eraser and Romer (recommended). Signing-on will be from 19:00: route information will be handed out at 19:45. It should be possible to visit 75% of the points without covering more than about 50 miles, and the finish will be before midnight, at a time and location to be advised at the start. There will be no entry fee, but if you have not extended your own insurance please bring cash or a cheque for Third Party RTA Insurance cover, which will be available on the night for £15 per car.

Full details in the Supplementary Regulations available at [www.bristolmc.org.uk](http://www.bristolmc.org.uk). Any questions please contact Allen Harris, [allen@harris-bristol.com](mailto:allen@harris-bristol.com) 07970 198718

## BPMC Club Night - Monday 13th February

The February Club Night will be a social with the opportunity to carry out some Navigation Learning, this will be a beginners guide. This is in preparation for the March Nav-Ex, if this interests you please bring an OS 172 map with you. There will be plenty of help available. For those not having a go at the navigation there will be the opportunity to have a drink and a chat, plus to celebrate our historical links with the Bristol Aeroplane company we will have a Bristol Cars theme to our on screen films.



## Race Retro Club Trip - Friday 24th February

Race Retro - always a good Club outing and regarded by increasing numbers as the best show of the year.

Once again BPMC are providing a mini-bus, although this year we will be charging a nominal £5 that will go a very little way to helping bus hire / fuel. We will be stopping for food and/or refreshment at a very excellent hostelry on the return journey.

If you want to book your seat we suggest you get in touch as soon as possible; already we have had a number of bookings even before it had been advertised!

Call Martin Emsley on 01454 250067 to reserve your seat NOW or e-mail martin@emsley.ndo.co.uk



## **BPMC Club Night - Monday 12th March**

Guest speaker - David Render; Ex-military, ex-racing car driver, businessman. He has lived life to the full and all his talks are from first hand experience.

Be astonished at his exploits at aged 19 years when he commanded a troop of three Sherman tanks against the might of the German Panzers Wehrmacht and SS divisions.

Be amazed at his knowledge of Competitive car racing acquired over 50 years and finally be truly impressed at how this man built a bankrupt company called Warecrete into a thriving business that produced hundreds of tons of concrete and thousands of building blocks per day. He also owned and ran a farm which produced hundreds of tons of wheat and 5000 pigs per year, for food.



## **BPMC Navigation Scatter**

**Friday 16th March 2012**

For the March scatter there will be the usual mix of grid references and basic rally navigation for the majority of locations with a few harder bits of navigation to keep more experienced crews entertained. There will also be a time-limited intermediate checkpoint where extra route instructions (and bonus points) can be collected which will offer added interest to novices and experts alike. The event

will run on Friday 16th March with the start from the lay-by on the B4059 near Latteridge, grid ref ST172, 670/846 and will all be based on OS map 172. Signing on will be from 18:45 with the start at 19:30. The finish will be at the Swan Inn, Tytherington. Regulations and entry form will be published on the club website shortly. There is no entry fee but insurance will be required (details in the Regs). Contact Chris Goodchild for more details: [goodchild69@gmail.com](mailto:goodchild69@gmail.com) or 07875 388483.

## **Saturday & Sunday July 7th & 8th - Run What Ya Brung**

### **Drag Racing Weekend for BPMC**

RUN WHAT YA BRUNG... Puts YOU in the hot seat

[www.shakespearecountyraceway.com/rwyb.asp](http://www.shakespearecountyraceway.com/rwyb.asp)

BPMC has been invited for the weekend. If you would like to come either for a day or the weekend please let Nick know on 07786936941. The camping facilities are very good or there are plenty of B&Bs nearby. come and join other Club members for a great weekend.



**Note;** We are pleased to announce two new events at Llandow Circuit - Sprint Saturday 5th May & Track Day Saturday 30th June - More details coming soon ....

## **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 or call Andy Moss on 0117 9912702 if you would like a printed entry from posted**

## **Invitations**

### **Middle Barton Garage Open Day & 25th Anniversary Celebration Saturday 26th May**



Tony Castle-Miller requests the pleasure of any BPMC member for the Middle Barton Garage Open Day & 25th Anniversary Celebration on Saturday 26th May.

[www.middlebartongarage.com](http://www.middlebartongarage.com)

We will lay on a BBQ and soft drinks although anyone who wishes to bring anything for the BBQ is welcome!! We want visitors to bring interesting cars, from Fiat 500s to dragsters, Veteran or modern (grey porridge will be consigned to the

field next door!!) – even Caterhams!! (that's a dyslexic spelling for Westfield) I look forward to seeing a strong contingent from BPMC with a variety of cars.

For those wishing to make a weekend of it, there is some very nice en suite B&Bs available, Troy Farm being once choice. The price range is £70 to £75.00 per night for a large en suite room with a FULL English breakfast.

For more details visit;

[www.troyfarmbicester.co.uk](http://www.troyfarmbicester.co.uk)

Troy Fram

Ardley Road

Somerton, Oxon OX25 6NG

**If you are interested in going please contact Nick Wood 07786936941 as he is liaising with Tony Castle-Miller re numbers etc.**



## **French Hillclimbs - 25/26/27 May 2012 & 1/2/3 June 2012**



La Pommeraye 25/26/27 May 2012

Saint Goueno 1/2/3 June 2012

Once again the organising clubs of Saint Goueno and La Pommeraye have extend a hand of welcome to British and Irish drivers wishing to attempt these world class hillclimbs.

The 3.2 km hill of Saint Goueno is situated in the charming Brittany countryside about 90 minutes from the St Malo or Roscoff. Thanks to its 450 volunteers the event is now considered to be the best organised hillclimb in France. The warm Breton welcome and legendry après-piste entertainment makes Saint Goueno unique and an absolute must do.

La Pommeraye hillclimb on the banks of the Loire near Angers is famous having the fastest average speed in the French championship calendar, it's 2.6 km of fast sweeping bends are not for the faint hearted. The course runs up through some very atmospheric vineyards and really gets the heart pumping as cars flash under the passerelle and negotiate the esses at over 130mph.

The two events have joined forces to offer drivers the opportunity to take part in the Masters Handicap Challenge. The winner receives a free Saint Goueno entry and accommodation for his family the following year. The competition as bogey time based making it as fair as possible. Last year's winner was Darren Warwick from Gurnsey.

Drivers taking part in both events qualify for a discount of 25% making the cost of entry just 105 euro per event which considering the experience and track time you get has to be great value for money! drivers may enter just one event if they wish.

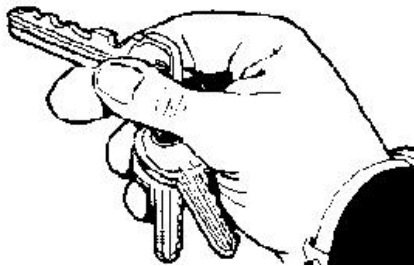
Any MSA driver Licence will do. HANS device not required if driving a pre 1977 car.

Entries can be made online at [www.hillclimbfrance.co.uk](http://www.hillclimbfrance.co.uk)

For more information please visit the website or call John Lloyd 0033 02 96 29 92 06







## CHAIRMAN'S CHAT

Andy Moss

We have already had our first competitive event of 2012 - our annual trip across the Severn Bridge for a Nav-Ex was again organised by Dick Craddy who found some excellent new roads for us to explore. One thing that struck me was how empty the roads were - we hardly saw another car all night. With a couple of Navigation Scatter events coming up, if you can plot a map reference you will know enough to have some fun. However, if you fancy having a go at some more complex types of navigation there is the opportunity to learn a little more at our February club. Some of our more experienced navigators will be on hand to explain all and you can try plotting some past events on the maps. Of course if you just fancy coming along for a beer and a chat you would also be very welcome, and as usual we will have some motorsport film on screen.

Earlier in January myself and Richard Reynolds were out competing in the Marlin on the Exeter Trial - the car was much better prepared compared with last year, although I still have a few things that can be improved further before the Lands End at Easter. It looks as though two other cars with Pegasus members will be joining us in Class "O" for the Lands End - most of the occupants will be on their first overnight trial. I can promise they will have a lot of fun - the atmosphere on these events really is something very special. If you find yourself in Cornwall over Easter you should consider spectating at Bluehills Mine - it was voted Venue of the Year in the MSA Magazine Readers Awards and with good reason - it really is a place any motorsport enthusiast should visit at least once.

For the March club night we will be welcoming an excellent guest speaker when David Render visits us - this promises to be a great opportunity to listen to someone who has a wealth of motorsport history to tell us about, and is also a very entertaining speaker - further details later in Backfire. It is looking as though we will again have some excellent guest speakers this year - if you have not come along to hear a guest speaker before why not make our March evening your first visit ?

Next a mention for some excellent social events over the coming months. First we will be visiting Race Retro which is always an excellent day out. Then looking forward to May we have again been invited to visit Tony Castle Miller at Middle Barton Garage. Those of you who came on our last trip to visit Tony will tell you what a great day we had, both in terms of the display of cars and the warm welcome we received. Last time we travelled by Mini bus but this time we are encouraging members to bring their cars as well, so there should be an excellent display. I have already booked my place !

Finally news of two additional events which we are pleased to announce this month. We are pleased to join forces with Bristol Motor Club and the Welsh Counties Car Club to run a single Llandow Sprint in May on the 5th. We are confident this combined effort will produce an excellent event with a good entry. Then at the end of June we have teamed up with Bristol Kit Car Club and Quantum Cars to visit Llandow again this time for a track day, which should be a lot of fun for the experienced driver as well as an ideal opportunity for new members to get out on track.



## Welcome to New Members

Welcome to Bristol Pegasus Motor Club, we all hope you feel you get great value for money from your membership. To that ends we would like to hear why you joined the club and what events you would like to be involved in, there are many opportunities to enjoy club motorsport and friendship with like minded enthusiasts.

Check out our website <http://www.bristolpegasus.com> for ideas and information.

Please feel free to email Bob Bull or call 01275 843839 to discuss how we can achieve your aims. Thanks and Welcome

A warm welcome to new member Mike Stewart in his Golf.

*Mike told us "I have recently become a member of the Bristol Pegasus Motor club. I have a Mk2 2.9 VR6 VW Golf and I would be very interested in taking it along to a few track days. I think I will start with the track days and move on to the sprints as has been suggested. The Golf isn't taxed or insured just yet as its hibernating for the winter, so I'm not sure if it will be on the road for February. I'd like to come along to the sprint events, if not marshalling, then just to watch."*



## Membership Renewals – Final Reminder !

Of course, if you've renewed already or joined after September please just ignore this reminder !

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)**



## Meet The Committee

### Andy Moss - Chairman

**Tell us about yourself ?** I live in Bradley Stoke with wife Liz, son Simon who is 16 and daughter Laura who is 13. We have a Cocker Spaniel dog.

**What do you do for a living ?** I served a technical apprenticeship at BAe in electrical and electronic engineering, but now work for a computer services company on servers for websites, databases, business and engineering systems.

**When did you join the club and why ?** I joined the club early in 1988. There were no games consoles or social networking at the time, so most of us were into cars, although none of us could afford ones that were any good. One of the first events I entered was the March Hare Scatter. In those days this was a really big event and it was quite exciting with nearly 30 cars entered. Although I could not claim to understand much of the navigation, the atmosphere was great. Next I tried autotests and trials, followed by the Castle Combe track day. I helped out marshalling and organising at Sprints before entering myself.

**When did you join the Committee ?** I bumped into Bob Hart on the way to work late in 1991 and he asked me if I would like to join the committee. At my first meeting they discussed the need to find a Backfire Editor and as we had computers and a printer in work, I offered to have a go - it was a couple of years before I had a computer at home. I took on the Chairman's job at the end of 2008.

**What does your role in the club involve ?** I make sure our committee meetings keep to some sort of agenda and that the banter does not get out of hand. I spend a lot of time twisting arms to get people to volunteer to help, as well as doing all the jobs that no one else volunteers for ! I also try to keep us thinking about new things we can do to move the club forward. My job is made much easier by the enthusiastic and efficient team we have on the committee who all work hard to keep the club running.

**What Car(s) do you Drive ?** I have too many cars really, but tend not to part with the interesting ones once I have bought them. My everyday road car is a Mazda 6 which is a good family and tow car. The first of my more interesting cars is a 1970 Rover 2000 which I have now owned for 24 years. I have a Westfield which I built between 1999 and 2003. I enjoyed the challenge of building it and have enjoyed using it for the club Track Days and Sprints, as well as on the road. The most recent addition to the fleet is a Marlin Roadster. I bought this in 2008 - the tax disc on it was from 1992!. The plan to do the minimum needed to get it back on the road soon turned into a major rebuild which involved stripping it to a chassis, re-spraying it, changing the engine, gearbox and axle and pretty much replacing or re-conditioning everything else. I have had a lot of fun in it, both on local events and the MCC Exeter and Lands End Trials. There are still a few jobs left to finally get it how I want it, but I think that will always be the case ! Liz has just bought a Peugeot 107 - it goes really well considering its 1000cc engine only has 3 cylinders. It costs £20 to tax and perhaps most importantly these days is good on petrol. Lots of features reminds me of the Classic Mini - it is very space efficient and functional - perhaps more of a Mini than the cars that carry the name today as these seem to be getting bigger and less like the original.







## ESCURSIONI

### Martin Emsley

Well of course my favourite Christmas present was the Can-Am calendar I received, another Pete Lyons original, which he kindly signed. It is a great pleasure to have it hung by my computer and I often contemplate the machinery pictured, will certainly give me pleasure all through the year. It gives me a great deal of pleasure to receive articles from you and I love reading other people's stories. I do have one plea after last month though - Bob, please take me for a ride in your new Porsche.



I must say it was heartening and a highlight to meet folk from other motor clubs at Autosport International. We beat ourselves up over so many things yet having had a chance to chat and benchmark I concluded that, as a club we are doing pretty well, not to get complacent but simply re-balancing a viewpoint. I also discovered what an incredible calendar of varied events we stage. I was also fortunate enough to receive copies of other magazines which whilst different from Backfire, as they reflect their Motor Clubs, was most revealing and encouraging.

All in all I thought it not a great show really, it is at least a third smaller than a few years ago, lots of the smaller stands gone and quite possibly Race Retro becoming even more focused upon the clubman and grass roots motorsport. I have to admit I dislike Stoneleigh as a venue, but it is probably affordable for the types of suppliers and stands I want to see whilst the NEC is now almost certainly not. I have racked my brains over what really interested me and in truth very little. Was great to see Mark Elvin on the Thrust Bloodhound stand, he recently started work for the team as a full time detail designer. He explained to us about the rocket motor fuel pump that is to be driven by the Cosworth F1 engine, most interesting and we tried to persuade him to rejoin BPMC and also give us a talk, watch this space. He will have his work cut out over the next year or two turning the concept into reality and as he said the aim is to be successful and work themselves out of a job! Great thing to have on the CV though.



My favourite car was the 'Indy roadster', I should have read the blurb instead of drooling over it, but it was simply gorgeous, and different. Had an interesting chat with our friend Whizzo about silicon implants, trusting a man of his experience might be able to express a valid, balanced, opinion, he was delighted to be set a task of carrying out further research and reporting back! Silverstone Classic had a large stand; it sounds like they have seriously taken on board the feedback from last year and are looking to make some serious improvements. Alas their plans to move the drag racing display to a more suitable part of



the venue seem to have come to nought so our resident speed star Chris Hartnell is unlikely to be there demonstrating 'Backdraft'. Whilst Thrust was attracting a lot of attention Bluebird electric appeared to be almost abandoned between halls, no detail cards and no one in attendance, which was a shame, we did see Don Wales on The Autosport stage.



I also made some new International contacts both French and Chinese, though language proved difficult I did record an interview for the Chinese contingent so could become an international star and icon to the largest population in the world or.....may cause an international incident! They presented me with a badge, heck I don't even know which way is up, but what really makes me happy is that I now have one that 'Woody' does not, I think!

The company was great, had a good crack, we managed to stay together suggesting the show was not so busy, most of all though the other four had their work cut out trying to keep me out of trouble! The auction had some simply wonderful cars for sale; a great quartet in Alan Mann racing colours, I will have to wait for my copy of Classic & Sportscar now I am a subscriber and have enough car cleaning products for the next year or so thanks to the offer. I certainly lost out in the competition to bring the least stuff home, or was it just for rubbish? guess I lost that too. It was the usual refuel at The Swan, Tockington to complete a simply wonderful day with superb company and I have not enjoyed myself that much for quite a while; thanks for putting up with me team.

Continuing the 'Whizzo' mentions - saw that he has finally achieved celebrity status in his home town of Bromyard in Herefordshire; The veteran racer (73) was tasked with turning on the Bromyard Christmas lights. I wager that got the young ladies crowding around him if only to find out who he is!

Another 'continue' is to congratulate club member James Paige on his appointment to Classic and Sportscar magazine, we wish him a long and successful career there, I am biased as he is now running an MX5 which he reports upon in 'Our classics', my favourite bit of the magazine, and there are now two very good reasons for a subscription!

I see in one of the magazines that 'David Tremayne is planning to drive his own jet car 'Stay Gold' at extreme speeds this year', it is powered by a Rolls-Royce Viper. When I saw the picture it reminded me very much of Split Second, driven by Mark Newby, which was also powered by a Rolls-Royce Viper engine. This being the 'sister car to the Bristol Siddeley Orpheus engined, Vampire that Richard Hammond crashed at Elvington in 2006. Both being part of the Primetime Land Speed Engineering Team. So I dug a bit deeper to find Julian Webb campaigning 'Split Second' in 2011 and if you compare the pictures.....can anyone shed some more light upon this? Think I might look at Jet cars for Backfire sometime soon.....unless of course someone else would like to?

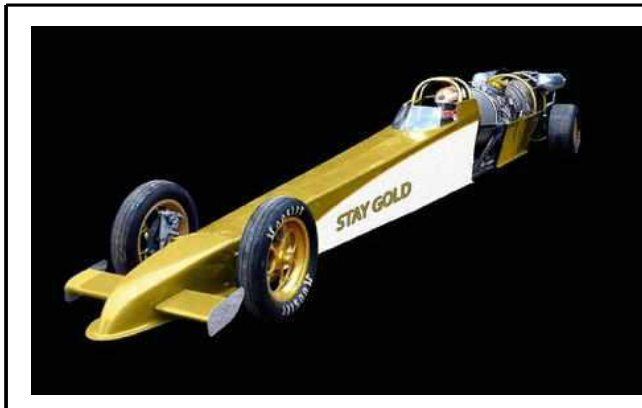


Photo courtesy of Jerry Sturman

## 1965 Shelby GT350

Chassis No: 6S771

Purchased by present owner 21 years ago, built in November 1965, '66 model, very original car, re-built to "R" model specification in the early 1990s by Roger Dowson Engineering, Swindon Racing built engine with original alloy T10 gearbox, over axle tramp bars etc., Excellent competition history, very usable, still has original glass, heater, headlining, carpets, radio etc., easily converted back to standard car or to a full race, many original parts and spares with the car, finished in the original Ivy green metallic. **Priced at £150,000. (Pounds Sterling) great investment potential AND great fun!**

For complete details contact David Franklin

Tel: Office +44 (0)1275 845 226

Mobile: +44 (0)7775 895 470

E-mail: [franklin@huntsmangarage.co.uk](mailto:franklin@huntsmangarage.co.uk)

Found the attached advert in a magazine, anyone got some cash going spare that they can donate to me?

Must confess that I was not aware David was putting this fabulous car up for sale. Though I do question where values come from; when I look at 'exotic cars' it is all about investment again though without, seemingly the '80's madness.

Again really good high end cars seem a better investment potential than bricks & mortar or shares etc. Anyway I also got questioning what makes this almost 15 times the value of the one I had certainly not the sum of parts?

And could I get that many more times enjoyment out of it than I got out of mine? Makes you wonder sometimes.

Must apologise to MX5 specialist Richard Jones - I forgot to put his contact details in the last Backfire

## MX5 Central

All Parts for Mark 1 MX5s and Eunos

[www.mx5bitz.co.uk](http://www.mx5bitz.co.uk)

Richard Jones

Proprietor

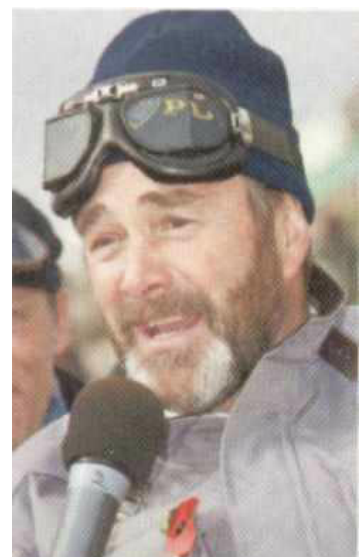
[Ricbasilbrush@supanet.com](mailto:Ricbasilbrush@supanet.com)

07794469476

1, Ynys-y-Coed, Oakdale

Blackwood, Gwent

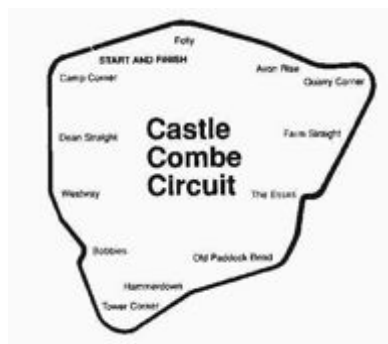
NP12 0EG



Finally Who is this man?

# Not Quite a Perfect Season

Ian Hall



It all started, that is my 2011 Castle Combe 'Sports racing GT' plans after almost seizing up my Wildcat-Rover V8 at Cadwell Park May 2010; the water pump belt had come off taking the oil pump belt with it. This was entirely due to a new rule 6 weeks before the season started requiring championship cars to have

a generator! Now my car was not designed for one I have always relied on a large battery, anyway I rigged up something to allow me to compete but it must have moved during the race taking off both the water pump and oil pump belts! On the last lap of a frantic race, having passed 22 cars, then freewheeling over the line with zero oil pressure in 5th place & 1st in class, that after starting from back of the grid following a first lap puncture in qualifying. It's always a fun challenge from back of the grid, though a bit hairy around the narrow and twisty confines of Cadwell and I hadn't been taking enough notice of my gauges – not enough time to look down! Upshot of it was 3 well-cooked rods and a bent 80 thou, and therefore scrap crank, ouch! Paying out for a very expensive new crank and a set of rods meant I was out until a cool October, end of season Castle Combe, when it all performed well; leading a gaggle of squabbling sports racing Radicals for 4 laps before waving them by.

Optimistic of a good start to 2011, but it didn't start that way; got beaten for the first time at Great Western Sprint (in Darrian) by the soft tyred Audi TT 4.2litre turbo – I've only used my hard-ish race tyres up to now for some wild and fun sprints. At the late Easter CC Sports Racing & GT Championship it was very hot, muggy with no cooling wind and my marginal cooling simply couldn't cope. I didn't think I was running too hot, but how wrong I was – it cooked 5 pistons! With May Day a week later time didn't allow a major strip and rebuild so I was out until a very wet Spring holiday meeting.

I've always enjoyed wet weather racing, in fact prayed for it to help level the competition, but my wets were now 11 years old! We think the UK is a pretty wet country, but I hadn't had a wet race for years & what followed was my worst ever wet performance due to horrendous understeer. Things were not looking very promising in the championship points department, but fortunately the main opposition in the sports racing class weren't doing too well either! Finally at the June double-header, I had 2 wins and 2 fastest laps; amazingly I was Class B (GTs) leader & 2nd overall in championship. Points scored down to 6th in class plus 1 for fastest lap BUT 6 class starters were required for full class points and the class had been between 6-10 starters up to now.

The double header in July was next, but I was "marrying off" my daughter Caroline and had to miss the Saturday race and thus qualifying. Wedding day was fabulous, the bride absolutely stunning (I'm only slightly biased of course!) So no problem; start from back of the grid, alongside the fastest 'Hayabusa turbo Radical' which I could always beat for the first three quarter lap!

Took 8 cars in a busy first lap and onto tail of my class leader, where I sat for a couple of

laps watching and dicing with 'Martin (Morris-Minor turbo) Baker's' Radical. However the race was running out and it was time to remove digit and pass them both, setting my fastest race lap so far in 2011. Unfortunately the financial rot was setting in, the competitors, mine included, and the country's, so only 4 class B starters, thus only 5 points instead of 7.

Two weeks later another double header weekend & again only 4 starters, of the 4; 1 grenaded his engine big time 3 separate holes in the block, the closely following one found his oil; big high speed accident, so that was two out for the rest of the season. I didn't even get started; stalled my engine on the line; that was a first time ever & got punted into retirement. Fortunately I had 1 and only 1 spare wishbone at home, also set up length wise for that very corner suspension, only having to adjust tracking! Also my 'scheduled for next meeting' pair of rear wheels and new tyres were able to replace the accident wrecked one. The Clerk of the Course allowed me 3 laps during Sunday's Sport 2000 practice to check it all out & scrub the new tyres. 15 cars scheduled for Sunday's race, but only 10 actually started – too many double-header meetings (6 races in five weeks) & only two of us in class B the writing was on the wall!

However made my best ever 2011 start leading overall into Quarry, was 2nd into the 'Essess' and 3rd out of Camp, waving by a Radical from class A. Held 3rd until lap 10 when bad miss-fire set in dropping me to 5th at end of race. Was very dispirited though, spent ages (weeks) trying to find very elusive misfire, thought it was a fuel problem; wouldn't rev above 4000, then took the heads off thinking head gaskets due to residual water pressure, stripped & refurbished heads, similar carburettors and distributor all to no avail, finally a new coil; 'twas the coils secondary windings! Ever experienced that one? I did but a long time ago.

With all this time consuming work & other family car problems, don't problems always manifest themselves together, I had missed the August Monday meeting. So went to Mallory Park & watched the Pre-2012 Classic Sportscar Clubs "Special Saloon & Modsports" races as a preview to a new series for those types of car raced from the late 1960s to 1990's – just my sort of races, I did them back then and my Darrian fits the regs & no Radicals! Some very interesting cars appeared, many of which had been in garages for years, so many turned out that they had to put on 3 races.

These are very much period cars and promise a good spectacle, one of the races is planned for Castle Combe. Despite the cut-off date my car is eligible, it was being constructed although was not running; it was originally built in mid 80s then I changed from a space frame to Darrian tub with bonded in roll cage. It is very strong and as it was started in 1985 can run, was originally going to be a Karmann Ghia; I still have the moulds and was being built to the then special saloon regulations rules. At long last I will be away from the pesky Radicals which have half the weight and are more agile, less frontal area but same brakes as me. So trip was to view series I plan to race in during 2012, met up with a load of folk who were asking where my car was.

At Combe for the final meeting of the year and in practice I did the fastest lap I have ever



done around the circuit and stuck it on 2nd row of grid 99.9mph. Went to start it for race, nothing, battery was flat, of course there is no means to charge it onboard my car I charge it between track time. Unfortunately the guy who had crashed earlier in the season managed to repair his car and gained points at the August meeting. So had to push start it, the car got slower and slower. I was exploring many bits of track trying to keep out of peoples' way in an attempt to gain points, the rubbish I collected on tyres took weeks to get off even using heating. I manage to get fastest lap at every meeting apart from the wet one and got extra points; thus won class & was third overall. For years I have wanted to win a local Championship, but Combe is just so rough I won't be doing the series this year, the Radicals cope so much better, I so much enjoy racing at different circuits and will be travelling around the country again.

For 2012 I plan to have the biggest Rover V8 am currently awaiting parts from Wildcat. They were involved in the speed record by MG early 1990s at Bonneville Salt Flats Utah USA using blocks which can be taken out to 6 litres. Wildcat owned my original engine but now due to rebuilds I have had to replace some of the parts which I now own. Nothing like cubic inches as the yanks say. Interestingly this has been an ongoing development of the engine with the associated problems. One of the many things I have learnt that the Wildcat engine needs 100 miles running on mineral oil before switching to race synthetic, that's 100 slow laps of Llandow, boring! And very different to my A series experiences where they used to get 10 mins of 15min practice session running on Castrol R40. My first race is 26th May at Silverstone so there is a deadline and a lot of work to do, including 6 weeks in New Zealand, all a bit tight. May have to start the season with the old 5.2litre. Because the cooling is marginal, I already have the largest radiator possible, but for the new engine I am going to mount the old smaller radiator in series with the current one and hopefully overcome the cooling problems.



Ian Hall at Cadwell Park, bottom of the mountain, *"I love cadwell, best circuit in the country, but narrow track and I was carving my way through the rest of the cars."*

Picture courtesy of Steve Smith

# Ian Hall at Castle Combe 2011

## Courtesy of Pete Stowe





# Autosport International 2012

David Garnett

Well that's Christmas and New Year over and I'm looking for motor-related events to fill the winter break before the hill-climb and sprint season starts in the spring. One event to consider is the Autosport International Show that opens for 4 days mid-January. I've been attending for over 12 years now and have seen some evolution in its size and format. Of interest to MSA licence holders is the £5 discount and the opportunity to avoid the crowded weekend 'public' days by visiting on the Thursday or Friday 'trade' days.

Still missing the Mark 1 Focus that I owned for 7 years but replaced last August, it was nice to be welcomed by a Mark 1 Focus rally car on the British Rally Heroes stand, ex. Colin McRae and Nicky Grist. The latter could be seen at the show giving good advice to buyers of Stilo helmets, which although developed for rallying with built-in communication I found to be amongst the most comfortable helmets I've ever tried on.

As usual I hot-footed over to the F1 display to have a close eye-ball of last season's cars. It's a great opportunity to compare different design aspects between each of the marques. In previous years some imaginative display work has shown the cars in life-size dioramas either on a starting grid or around a famous corner of a GP circuit. Unfortunately this year's display was the most disappointing yet, with only half of the racing teams present, and most horribly, a 'box' of tape to cage the cars in and totally ruin any chance of decent photographs. Some redemption was made by the Senna tribute with a line-up of his machinery including a DAP go-kart that I hadn't seen before, and the Toleman TG 183B that he opened his F1 career with. This was an excellent display augmented by photographic backdrops and information boards. Oh, and the much seen McLaren MP4/4 still stole the whole show as the most elegant looking F1 car ever.

The Noble Car Club were present with a fine line-up of M12s, and I spent a lot of time discussing the practicalities of ownership with them. Tempting. Just around the corner the Noble dealers were displaying a brace of the latest M200 which are finished to a very high standard, and so they should be at £200k a piece. Now who would pay that when facing them is a choice set of road-going supercars including the McLaren MP4-12C which would make you a £35,000 saving over a Noble. Also showing were an Audi R8, Porsche GT3, Nissan GT-R, Lamborghini Gallardo, Ferrari 458, and Lexus LFA being easily the most expensive at £350k. It's nice to see these together with fact boards and prices for comparison.

Ginetta were well represented and after enjoying watching G50s and G55s duelling it out on TV it was good to see the cars close-up, and encouraging to see another British car marque flourishing. They have even bought the rights to develop and produce a nice-looking road car previously marketed by Farboud.

I had a good talk with the builder (John Corbyn) of the Jedi that I race. He was on the BRDC stand with his son's (Fraser) car. Apparently half a dozen Jedum were due to perform in the action arena that afternoon (sadly this is a £10 extra that I have never taken



up). Despite the organisers asking for the silencers of the Jedics to be removed, I still didn't hear them running.

I always find innovation to be interesting and one sight that caught my eye as a structural engineer was a bicycle with a bamboo frame! Obvious when you think about it: nature's carbon-fibre! Connecting the bamboo 'straights' would always be the difficult bit, and I was surprised again when I was told that what looked like fibre-glass nodes were in fact made from hemp and resin. The lightness of the frame was impressive, and the developer had adequately proven the durability of one bike by undertaking an extended mountain tour in Europe. I answered my own question of why the Chinese don't use them by suggesting that the pandas would eat them!

Further stands showed the very first Lotus single-seater, a cluster of historic F1 cars shown by the FIA, and a good line-up of historic F3 cars including a Kieft driven by Sir Stirling, and a Cooper driven by a certain Bernard Ecclestone.

The show is a great chance to do some early shopping for the next season's racing, and the best bargain I found was a carbon-fibre Sparco helmet on Nick Algar's 'Plays-kool' stand for a mere £499 (sadly, the XL size would only fit my head if I was ever to win FTD), but I did manage to negotiate a deal from Demon Tweeks on a box of 'Molecule' products (for treating my new Nomex overalls) and got £20 off normal prices. Paid for my ticket that did.

So was this the best show yet? No, not by a long margin, but there was plenty of fascinating machinery to see, a chance to meet fellow racers out of season, and it certainly beats a day at work.



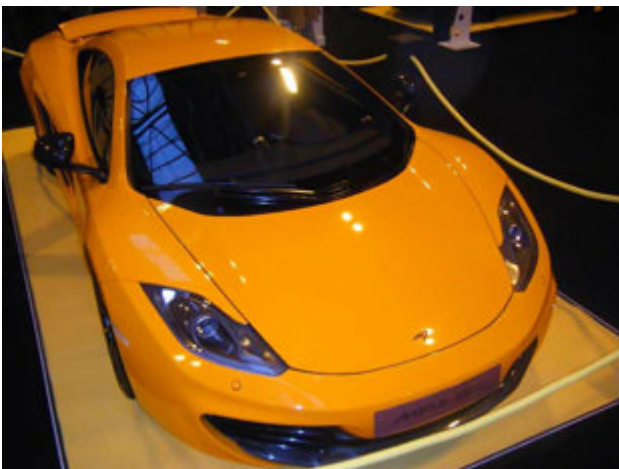
More Autosport International images from David Garnett in March edition of Backfire



## Autosport International 2012







Photos by Martin Emsley



## Exeter Trial 2012



Austin 7 Ulster Replica



One of many Marlins



Some of the many motor cycles



Lots of Escorts were out both Mk1's as well as this Mk2



Marlin with two increasingly popular newer vehicles – Mazda MX5 and Suzuki X90



Leige queues behind Morgans in Hitchcombe Wood



A good turn out of Triumphs including this TR7



TR3A at Islington Village Hall stop

# Navigation Exercise – Friday 27th January 2012

Dick Craddy

## **Another trip in the Wye Valley and a slightly controversial win for Andy and Chris**

Once again this event started at Coppice Mawr, a picturesque picnic area close to Shirenewton on the B4235. Four crews signed on and having been given the 'driving standards' briefing required by the Gwent police, the route cards were handed out. It was good to see Martyn and Katie (daughter) Davies returning for their second January event and for the new crew of Bob Bull (with his daughters Cooper 'S') accompanied by Ralph Colmar sitting in the navigators seat for the first time.

As usual three levels of route cards were available being (1) Beginners route cards giving only straight forward 6 or 8 figure map references, (2) Novice cards which additionally incorporate route definition by false origin map references, a straight leg, grid squares and tulip arrows and (3) Expert cards, where the route definition incorporates the same features as the Novice version but where the false origin, tulip and straight leg sections are defined in a more obscure way.

The 26.5 mile route, using maps 162 and 171, went further south and east than previously but in doing so kept away from Usk, which is a sensitive area. From the start the competitors drove east to Shirenweton and Llanvair Discoed, leaving towards the south west before travelling north to skirt the Wentworth reservoir and drive through and then west to east around the north of the Wentworth wood to Earlswood. From there the route then took competitors north to Devauden before dropping down the sides of the Wye valley, visiting The Cot, before finishing at the Anchor at Tintern adjacent to the Abbey.

Given that 50 clues had to be answered it was a pity that Andy Moss and Chris Goodchild, having obtained a clean sheet with a 250 point score, and no time penalties, were penalised 50 points for having elected to take the Novice rather than the Expert card at the start. Nonetheless it was a very commendable effort on their part which did not detract from their winning position.

High praise is due to Martyn and Katie who came second with 165 points beating Chris Thompson and Alan Dillamore by 5 points.

The final placings therefore were as follows:

- 1 Andy Moss and Chris Goodchild
- 2 Martyn and Katie Davies
- 3 Chris Thompson and Alan Dillamore
- 4 Bob Bull and Ralph Colmar

Once again my thanks to the crews who turned out in order to sample another demanding route in this area which never disappoints.

Should you wish to read more a report on the event can also be found on Ralph Colmar's blog: <http://www.psychoontyres.co.uk/>



## Navigational Exercise - 27th January 2012



Pictures by Dick Craddy

## BPMC Guide To..... Navigational Exercises

We hope this guide will give you an idea about these events and maybe encourage you to 'give it a go'. If there is anything in this guide you do not understand or would like to discuss further please contact a member of the committee.

Most events these days are planned on the 1:50000 metric Ordnance Survey maps. The scale of these is approximately 1.25" to 1 mile. The basic reference for any point on a map is a six figure reference, eg 744591. The way to remember which grid reference to read first is 'crawl before you walk', i.e. the first three reference figures should be read from grid markings along the bottom of the map and the last three from markings up the side. The six figure reference gives an accuracy of position within 100 metres. Occasionally a reference will be given with eight figures, or else a half will be used - this is to accurately define a junction say, where confusion may exist with only six figures given.

The next type of instruction gives directions associated with a reference, e.g. WSW734589NW. This shows you approaching the crossroads from West of South West and departing to the North West. A series of references can be given, out of order, Places may be specified as being a distance from a map reference such as:- go to crossroads 6Km from 681630 1/2 and 2Km from 735594 1/2.

Pictorial route directions may also be used, the best known method probably being the "Tulip" diagram. This first appeared on the Dutch Tulip Rally many years ago. The principle of this method is to show a diagram of all road junctions on the route. The diagrams show the junction as it is displayed on the map, rather than how the driver sees it. The dot shows the direction you arrive from and the arrow the direction to go or depart.

Another method of pictorial representation is the "Herringbone" or "Straight Leg". The principle is quite easy, you drive along the centre line of the diagram, and the branches off each side are junctions you pass on the way. Convention demands that coloured roads are shown as solid lines and whites are shown dotted. As with tulips you start from the spot.

## **Essential Equipment**

When taking part in an event you will need to equip yourself with the following items:

### **MAPS**

Road events invariably use Ordnance Survey 1:50000 metric maps, which are regularly revised and updated (the version number being given at the bottom of the legend e.g. 172 A3). It is worth having the latest edition, or at least marking new roads, etc. on to an older map, or the route instructions are unlikely to fit.

### **ROMER**

An essential device for quick accurate plotting of map references. It's very easy to lose a romer, so attach a length of string to loop around your neck or wrist.

### **MAP LIGHTS**

To supplement the usual dim interior car lighting. Keen types also invest in map magnifiers, which are magnifying glasses with a built in light source.

### **MAP BOARD**

A sheet of stiff card to support the map while plotting.

### **PENCILS**

Pencils and a rubber are also essentials, while many navigational events may also call for a protractor, drawing compasses or a ruler, a calculator may also come in handy at times.

## Letters

Dear Andy,

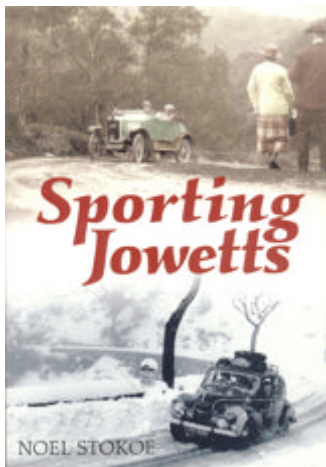
I was delighted to receive your letter telling me that I had been awarded the 'Committee Rose Bowl'. Thank you to everyone for this award and thank you to the club for all the enjoyment that I have derived from being a member over the years.

I regret that I was not at the AGM, I would have enjoyed being able to thank everyone in person. I hope I may take the opportunity of doing so through the pages of our magazine 'Backfire'.

As you suggest, I will attend the March club night to receive the award, which is much appreciated.

Best Regards,  
Gerry Bath.

Club member Pat Butt has very kindly donated this book to BPMC, unfortunately he is unable to get to Club meetings at the moment. He goes on to say he was employed by The Bristol aeroplane company during WW2 on Beaufighter production at W.S.M. (Sounds interesting).



### **An engaging collection of thrilling reminiscences by Jowett drivers involved in sporting adventures**

In this compelling book looking at the sporting history of the Jowett company, Noel Stokoe has compiled an absorbing selection of thoroughly entertaining personal accounts by Jowett drivers in competition from 1906-1954, including the mammoth treks across Africa to the Le Mans class wins of the 1950s Jupiters and the rally successes of Javelins. The beauty of this period was that in the early years after the war private individuals could enter prestigious events and stand a chance of doing reasonably well. Big business and corporate backers had not moved into the sport at that time, although sadly this situation did not last for long. By the late 1950s the private entrant no longer stood any realistic chance against the 'big boys' and their corporate backers. However, the reminiscences of these local enthusiasts deciding to 'have a go' in pre-war trials and record attempts provides an engaging record of a time now past.

This is a good opportunity to raise some funding for the BPMC chosen charity; The Wiltshire air Ambulance. I had a quick glance and it looks like a very interesting, readable book, but I also wonder what is Pat's connection to Jowett; is he in one of the 'stories', did he own one or is simply a marque enthusiast? So please get in touch with the Backfire Editor and make an offer. The book is inscribed - To Pat with very best wishes, from Noel Stokoe.





## 2012 Club Championships

### Prepared By Chris Thompson

Points will be awarded for all BPMC events entailing the use of a car.  
Points will be awarded for both competing in and organising an event.

#### Competitors Points

Points are awarded according to the formula.

- Points are awarded according to finishing position in class or if there are no classes, by overall finishing position.
- Non finishers are included in number of starters and will be classed as finishing in last position.
- For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position  $4\frac{1}{2}$ ).
- The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts. For the Test Day organisers points only will be awarded.

#### Officials Points

3 points will be awarded to event organisers

2 points will be awarded to marshals

1 point will be awarded for setting up an event on the day before an event

- Event organisers points will be awarded to those who organise events such as Navigation Events, Treasure Hunts, or who act as Clerk of the Course, Secretary of Meeting or Entries Secretary.
- Should an event be cancelled due to circumstances beyond the organisers control, points will still be awarded.

#### Awards

Awards are given to the first three in the end of year standings. In the event of a tie it will be decided by the following criteria

1. The person who has marshalled or organised the most events
2. The most 1st place positions, followed by most 2nd place and so on

#### Marshals Trophy

This trophy will be presented for the highest score based on organising & marshalling only.

#### Officials

Championship co-ordinator : Chris Thompson

Championship Stewards : The Club Vice Presidents are appointed as Championship Stewards.

## Club Championship Positions as at February 1st

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
4.75	Andy Moss	1	1	No
4.75	Chris Goodchild	1	1	No
3.50	Martyn Davies	2	1	No
3.00	Dick Craddy	3	1	Yes
2.50	Alan Dillamore	4	1	No
2.50	Chris Thompson	4	1	No
1.00	Bob Bull	5	1	No
1.00	Ralph Colmar	5	1	No

## Bristol Pegasus Fantasy Formula One 2012 Regulations

The Bristol Pegasus Fantasy Formula One competition is now into its 17th year and continues to be popular with members. Our rules differ a little from those found in the "real" F1 championship so make sure you read them carefully.

Entry is free and open to all club members. One family member may also submit an entry. Results will be published in Backfire each month and will be available between magazines on the club website.

Prizes – Whilst our Fantasy F1 contest is mostly for fun, a gift voucher will be awarded to the winner. We will accept entries up to the first race – the Australian Grand Prix. Entries should arrive by **Friday 16th March** - Good Luck !

### Rules

- You must pick any TWO drivers, any TWO teams and any ONE engine from the listings below
- You have a budget of £100m; if you exceed this amount your team will not be accepted. For every £1million you've gone under budget, 2 points will be awarded at the start of the season.
- Your driver must finish the race to score points
- Replacement drivers do not count, likewise if one of your teams doesn't complete the season, you cannot replace them. However the rest of your drivers/teams/engines will still count and you will score points.

- Team and engine scores are based on the highest finishing machine of your chosen make
- Engines score ½ points
- Race Bonus Points : Pole position 3 points. Fastest lap 2 points. Hat-trick (pole, fastest lap & win) 5 extra points.
- All participants have to pick a joker race, this will count as double points so pick wisely.
- Points will be as follows:  
1st = 10, 2nd = 9, 3rd = 8, 4th = 7, 5th = 6, 6th = 5, 7th = 4, 8th = 3, 9th = 2, 10th = 1

## Car and Driver Costs

Constructor	Cost (£M)	Engine	Engine Cost (£M)	Race Drivers	Driver Cost (£M)
Red Bull	60	Renault	25	Sebastian Vettel	35
				Mark Webber	30
McLaren	50	Mercedes	20	Jenson Button	35
				Lewis Hamilton	30
Ferrari	40	Ferrari	15	Fernando Alonso	30
				Felipe Massa	25
Mercedes	28	Mercedes B	14	Michael Schumacher	20
				Nico Rosberg	15
Lotus	24	Renault B	11	Nick Heidfeld	20
				Romain Grosjean	15
Force India	14	Mercedes C	9	Paul di Resta	10
				Nico Hulkenberg	8
Sauber	12	Ferrari B	7	Sergio Pérez	10
				Kamui Kobayashi	10
Toro Rosso	8	Ferrari C	4	Daniel Ricciardo	8
				Jean-Eric Vergne	8
Williams	8	Cosworth	4	Pastor Maldonado	5
				TBA	4
Caterham	5	Renault C	3	Heikki Kovalainen	5
				Jarno Trulli	3
HRT	3	Cosworth B	2	Pedro de la Rosa	2
				TBA	1
Marussia	2	Cosworth C	1	Timo Glock	2
				Charles Pic	1



## 2012 Formula 1 Race Dates

1	AUSTRALIAN (Melbourne)	18 Mar
2	MALAYSIA (Kuala Lumpur)	25 Mar
3	CHINESE (Shanghai)	15 Apr
4	BAHRAIN (Sakhir)	22 Apr
5	SPAIN (Catalunya)	13 May
6	MONACO (Monte Carlo)	27 May
7	CANADA (Montréal)	10 Jun
8	EUROPE (Valencia)	24 Jun
9	BRITISH (Silverstone)	08 Jul
10	GERMAN (Hockenheim)	22 Jul
11	HUNGARIAN (Budapest)	29 Jul
12	BELGIAN (Spa)	02 Sep
13	ITALY (Monza)	09 Sep
14	SINGAPORE (Singapore)	23 Sep
15	JAPANESE (Suzuka)	07 Oct
16	KOREAN (Yeongam)	14 Oct
17	INDIAN (New Delhi)	28 Oct
18	ABU DHABI (Yas Marina)	04 Nov
19	UNITED STATES (Austin)	18 Nov
20	BRAZIL (São Paulo)	25 Nov



The easiest way to enter is online at [www.bristolpegasus.com](http://www.bristolpegasus.com) or Complete the form below – if you do not wish to cut your Backfire send entry on a photo copy or a plain piece of paper to the **Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP**. You may also e-mail entries to [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk)

## 2012 Fantasy F1 Entry Form

Remember : You have £100m to spend on two different drivers, two cars and an Engine.

**Driver 1 :**

**Team 1 :**

**Engine :**

**Driver 2 :**

**Team 2 :**

**Joker Race :**

( One race to score double points)

**Name:**

**Address :**

**Telephone :**

**E-Mail :**

## Market Place



### For Sale

Trailer / Caravan wheel lock, £10  
Phone Simon 07986556004 or e-mail  
[simonjchild@hotmail.com](mailto:simonjchild@hotmail.com)

### For Sale

#### 1985 Ralt RT30 Novomotor Alfa Romeo F3 car

£15000 firm - only selling due to lack of use with other projects taking my time.

1998cc, short stroke, monoblock genuine Novomotor. One of only 11 built with Alfa Power out of 55 ish RT30 chassis. Chassis #566. Finished 3rd in 1985 Swedish F3 Championship with Hakan Olluson. Run in early 2000s by Phil Lynch in Sprint Championship. Rebuilt from ground up in 2007 by Middle Barton Garage. Tub sent back to Arch Motors, suspension crack detected, powder coated, re wired, new water pump, re-sprayed, 2 sets of wheels (Technomagnesio and Dymag), crack detected and refinished. Engine rebuilt by Connaught in 2004 - Jenvey throttle bodies, DTA management. On board starter - can run by yourself. 2011 (no events since) , engine run on Bob Watson's rolling road producing 202bhp - slightly up on 2004. Very flat torque curve. Hewland Mk9 Gearbox rebuilt by JP Race in Silverstone with fresh clutch fitted by MBG. Car only needs fresh tyres and a set up for running this season - its in super solid condition. Still on Crossplies per original and very easy to drive. Best Colerne 75secs , Shelsley 29s - would go faster with a decent pilot !



Parts to convert back to 1985 F3 spec including original Ralt wings and floor come with the car.

Trailer - (2006) DG4000 box trailer built by Graham Henson in Lancashire. 5ft high, side door, 14 foot bed (Brian James base) , electric winch, wheel hangars, shelf. Super condition and always stored in a dry garage.

Phone Phil Jones 07789863484

### Wanted

#### Opel Manta 'A' or 'B' sump

Phone Dave Smailes 07855124953



## 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.

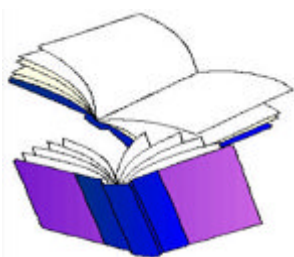
alanspencer@orange.net 01179 712587

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.



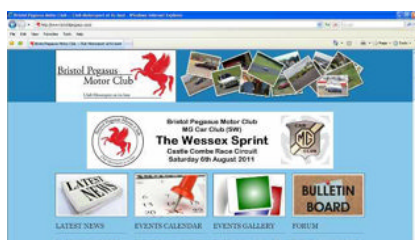
Online Books, Videos, CDs, DVDs

**Visit the bookshop**

**[www.bristolpegasus.com](http://www.bristolpegasus.com)**

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance



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Bristol Pegasus Motor Club  
www.bristolpegasus.com

Club Calendar 2012



Bristol Pegasus Motor Club

www.bristolpegasus.com



March 2012



Bristol Pegasus Motor Club

www.bristolpegasus.com

## 2012 Bristol Pegasus Club Calendar

**Last Few Available! Just £4 + £1 P&P**

Even though you have missed out on January 2012 our calendars go through to the end of January 2013 so still have 12 months of use left in them. Collect at the February club night or add £1 postage/packaging. Send cheques payable to Bristol Pegasus Motor Club to 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP.

## Remember When?

# BROOKLANDS



**The BRITISH RACING DRIVERS' CLUB presents**  
**6th INTERNATIONAL**

## 500

**MILES/ RACE**



**Commencing 12 noon**  
**SATURDAY,**  
**SEPT. 22<sup>nd</sup>**

***The World's fastest  
Long Distance Race***

**40 of the FASTEST TRACK RACING CARS**

John Cobb's Napier Raltten, Holder of Brookland's Lap Record, Whitley Straight's Masserall and Overberg, Boggs, Riley, H.G. Magnette, Captain Woolf Barnato's Barnato-Hasson Special, Alfa-Romero, Aston-Martins, Austins, Bentleys, etc.

**FAMOUS DRIVERS**, including Sir Malcolm Campbell, Whitley Straight, John Cobb, Kaye Don, G. E. T. Eyston, R. T. Harman, Freddie Dixon, Major Gardner, Cyril Paul, E. R. Hall, W. G. Swire, J. Dunlop.

**ADMISSION** Adults . . . 3/6  
**Children** Under 12 . . . 2/-

Cheap Brookland Rail and Admission Ticket from Southern Railway Station

Organized by the **BRITISH RACING DRIVERS' CLUB, LTD.**, Banglora House, Newton St., W.C.2. Phone: Holborn 0161

# 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.



# Dates for your diary

Full details inside

## Navigation Scatter - Friday 10th February

Chance to have a good evening exploring local roads whilst finding locating answers.

## BPMC Club Night - Monday 13th February

An opportunity to learn about basic navigation and chance to meet other 'petrol heads'. We will also have a Bristol Cars Theme to our films on the big screen.

## Race Retro Club Trip - Friday 24th February

Fantastic 'Clubsport' show, great social event - book your place now!

## BPMC Club Night - Monday 12th March

Guest speaker David Render is coming to talk about 1950's and how he started in Motorsport. Well known for competing in speed events in an exciting mix of cars such as Lotus and March Formula 1 cars David is a very entertaining speaker so this should be an excellent evening.

## BPMC Navigation Scatter - Friday 16th March 2012

A well planned event suitable for both the beginner and more experienced Competitors

## Middle Barton Garage Open Day & 25th Anniversary Celebration Saturday 26th May

Invitation to what promises to be a very special event, not to be missed

## Bristol Pegasus Track Tuition & Test Day 2012 Saturday 11th August

Drive your car on track at Castle Combe Circuit with the option of free professional tuition included in the price. Limited cars on track, a better class of driver and a bargain price .....

**Note; Two new events at Llandow Circuit - Sprint Saturday 5th May & Track Day Saturday 30th June - More details coming soon**

**For all the latest news  
Why not visit our website  
[www.bristolpegasus.com](http://www.bristolpegasus.com)**

