

Backfire

February 2013



Exeter Trial Edition
The Magazine of the
**Bristol Pegasus
Motor Club**

Contents

Chairman's Chat

Editorial

Pit Lane Exit News

Exeter Trial

Autosport International

Membership Renewals

Club Night Venue

BPMC Merchandise

The Pegasus Open Speed Championship

List of Possible Events You May Wish to Enter

2013 Club Championships

2013 Calendar - Provisional Dates

May the Force be With You - Mercedes CL 500

KEEP ON TRACKIN'

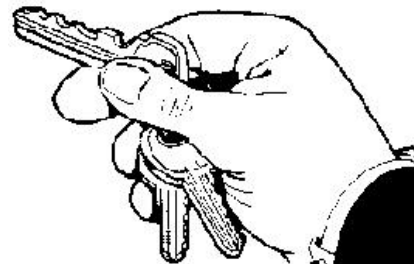
Chris Lewis

Pit Lane Entry News

Backfire

Chairman's Chat

By Ian Hall



Unfortunately we have started the New Year by postponing the Nav Ex scheduled for Jan 25th. With an encouraging entry and organizer Dick Craddy having already carried out 4 recces of the route it has been re-scheduled for March 1st.

After several events being cancelled last year due to waterlogged fields and now January snow causing the Nav Ex to be postponed – at least we know Global Warming and Climate Change are not affecting our normal island weather.

However, the good news for speed event competitors is our closed to club members Speed Championship organized by Cherry Robinson starts with the Great Western Sprint at Castle Combe on 23rd March and the Woolbridge Club's Wiscombe Hillclimb on 28th April. There are at least 30+ Sprints and Hillclimbs in the South West – so plenty of events to choose 6 qualifiers from. We will publish a known list of events in the next Backfire.

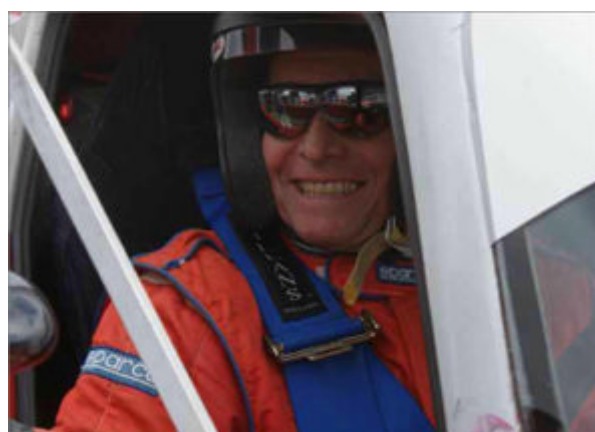
We have RaceRetro at Stoneleigh on Feb 22nd to look forward to and the trip is now fully booked.

My racing season beckons so I must return to my barn and work on the racer where it is a sweltering 1 deg C. The other members of Team North Wraxall suggested I build the engine on the dining room table but that didn't go down well with Jenny so on with my thermals again!

I hope all competitors will drop me or our new Backfire Editor Ralph Colmar a quick e-mail to tell us what plans you have for the season and results/write ups during the year.

Finally our good wishes go to Spence (Alan Spencer) for a speedy recovery after a recent illness.

IAN HALL – CHAIRMAN.



Editorial



Welcome to the Exeter Trial edition Backfire of 2013. I'd like to start by thanking my antecedents Martin Emsley and Andy Moss who kindly kept the editor's chair warm last month while I got up to speed with the Backfire editing software. I'd also like to thank everyone who has sent in photographs and stories for this month's issue and patiently answered all of my rookie questions .

I have wanted to take part in the Exeter Trial for several decades so I leapt at the opportunity when Alan Spencer kindly invited me to be his co driver in his unique Parsons trials car. You can find out how we and two other BPMC teams got on later in this issue.

Many thanks to Pete Stowe for his recollections from the past thirty years of BPMC Track Days at Castle Combe, the first of which appears to have been saved by a last minute recruiting drive in the Rolls Royce design office.

This coming month sees me taking the controls of the mini bus for our trip to Stoneleigh for Race Retro, for those in the back please fasten your seat belts I hope your ride will be a smooth and pleasant one.

I was looking forward to the Navigation Exercise on January 25th which has now been postponed until March 1st; I have OS map 162 already in my door pocket. I hope you will join us, if you're short of a driver/co driver you could do worse than try soliciting some help on the Bristol Pegasus Facebook Page which can be found at :-

<http://www.facebook.com/pages/Bristol-Pegasus-Motor-Club/110987775583397>

Membership Secretary Bob Bull has reminded me that this is the last issue of Backfire that will be sent out to BPMC members on the 2012 membership list and that March's issue will only be sent to members on the 2013 membership list. If you have not renewed your membership please do so as soon as possible.

I hope I have all the bases covered during my first month in the editor's chair, thanks to everyone who has contributed please do not hesitate to contact me with your stories, photo's and suggestions for future content.

Wishing you all a safe month's motoring, until next time.

Ralph Colmar - Editor

e-mail: backfire@bristolpegasus.com



Pit Lane Exit News

Membership Renewal Reminder- From Membership Secretary

Just to confirm the next Backfire will be distributed as per 2013 membership list only, I am told that my email was wrong in the last issue of Backfire the correct one is **bobbull@bobull.co.uk**

Next BPMC Club night 8:30pm Monday February 11th

The next club night will be on Monday February 11th at BAWA Leisure Centre, **note we have moved to Room 4.** This meeting will be a social/video evening.

Friday 22nd February - Club Trip to Race Retro Show - Meeting Instructions

Unless you have personally heard from our new mini bus driver Ralph Colmar otherwise, the aim is to meet at Martin Emsley's by 8:15 for a prompt 8:30 am departure.

Martin's address is 61 Simmonds View, Stoke Gifford, BS34 8HQ



Navigation Exercise - Now on Friday 1st March 2013

Following the postponement of this event from 25th January, because of uncertainties about the road conditions in the Wye Valley, it will now be held on Friday 1st March 2013.

The compact and challenging road system to the west of the River Wye, between Chepstow and Monmouth, has once again provided the opportunity for another interesting Navigation Exercise that will attract Beginners, Novices and Experts. The 27 mile event will be held totally on OS map 162.

The signing on location is the public car park 'behind' Tintern Abbey and adjacent to the Abbey shop at map reference 162/540 ½ 011.

Route cards will be handed out at 7.20pm prior to the start time of 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 on 01454 414842
or craddy@old-down.freemove.co.uk**



Club Night 11th March - BAWA

We are very honoured to welcome back local historic ace David Franklin. David has some outstanding onboard footage from some of his recent outings which he has generously agreed to come and share with us. Spa - Ferrari 275GTB, Monza & Classic Le Mans - Aston Martin DB4GT and Spa - Ferrari 512M (See this from inside at 199mph!! Sure to be a great evening and one not to be missed.

NOTE : New Room - we will be in room 4



Clean out those little grey Cells - Tim Murray's BPMC Quiz 8th April

Tim Murray will be setting a Quiz for our monthly meeting at BAWA on April 8th; the quiz format will be: teams of up to four people; questions half-and-half motoring/motor sport and general knowledge, with rounds on specific subjects (eg F1, Rallying, History, Entertainment etc). There will be prizes for the winning team and probably for the runners-up too.

Editor's Note I look forward to seeing what fiendish teasers BPMC's quiz master comes up with.



Here is a general knowledge question with no prizes: what connects this Mercedes with a squeaking tin can and the Dark Side for answer see the "May the Force be with you" article in this issue.

Get Well Soon Alan Spencer

Wishing Alan Spencer a speedy recovery after his recent illness, on behalf of all at Backfire, the Bristol Pegasus Motor Club committee & membership .



2013 Major Events

Saturday 11th May 2013 - Llandow Sprint

Saturday 1st June 2013 - Castle Combe Tuition and Track

Saturday 19th October 2013 - Pegasus Sprint

Exeter Trial

A couple of months ago I was offered the opportunity to navigate a unique Parsons Trials car on the Exeter Trial by owner Alan "Spence" Spencer. After Alan kindly agreed to make a few modifications so that I could sit in the car properly by raising the seat and adding a four inch screen to afford some protection from the on coming wind I agreed to join him.

The Exeter Trial was first run on Boxing Day 1910 by the Motorcycle Club from London to Exeter and back. As the roads got better so the trials went off road to maintain some degree of challenge for those taking part. On the right the oldest vehicle taking part in this years event was the 1903 Mercedes 60hp Simplex driven by Ben and navigated by Roger Collings.



On a cold January Friday night Alan and I headed off in the Parsons to the first rendezvous at Burford Services, Cirencester where we joined 39 other motor cars at close to midnight.

The first part of the 2013 Trial was a regularity run over an 88 mile route to the Haynes International Motor Museum with an easy target time of 2 hours; mercifully I had prepared my wardrobe well and was comfortably warm sitting in the Ford Kent powered Parsons despite being exposed to the elements.

At the Haynes museum there was a compulsory two hour break during which I enjoyed a hearty full English breakfast and a 1/2 hour flat on my back to ease the inevitable stiffness that occurs after sitting in a confined space for 2 hours in ambient temperatures a couple of degrees above freezing.

After a very quick observed autotest, which one BPMC member managed to miss completely (!), at Haynes we headed for the first off road trial at Windwhistle Hill. By now I had a good grip on the abbreviations used in the route notes which Spence had thoughtfully copied and mounted onto a neat illuminated roller box as used by bomber command navigators in WW2 and by Denis Jenkinson to help Stirling Moss to victory in the 1955 Mille Miglia.

In the pitch black of the night from the navigator's seat of the Parsons at five in the morning the Windwhistle Hill observed section appeared to take place on a very wet and rutted and rocky forestry track, getting down to the start of the time section was almost as much fun as roaring back up to the top for a clean run which included a compulsory stop and restart halfway up.

From Windwhistle Hill we proceeded 5 miles to the next observed section Underdown II following the magnificent chain driven 1903 Mercedes 60 hp Simplex of Ben and Roger Collings with a burbling 9.235 litre / 563 cui 4 cylinder motor which was being guided by chain drive aficionado Duncan Pittaway and Ant Lucas in a raucous TVR V8S. The Mercedes needed a guide because the nominal navigator 70 year old Roger Collings was fully occupied holding on to two handles to stay in his completely exposed seat.

After another clean run up Underdown II we headed for the Musbury Garage check point, as we were running ahead of scheduled time Spence pulled over for a quick cat nap before we pulled into the Garage to get our route card signed. Daylight was appearing as we reached Observed Section 3 known as Norman's Hump where there was a long queue of competitors waiting.

We began to feel like we were on a roll as we cleaned Norman's Hump and the following observed sections Waterloo, Strets, Core Hill and Bulverton Steep which were all on wet surfaces thanks to the yule tide deluge that had ceased earlier in the week. Over the last few morning sections we were running last on the road with the course closing FIAT Panda 4x4 on our tail.

This was not helped by the fact that Spence used an electric pump to inflate his tyres after each section which lost us time; unfortunately the Parsons is not really big enough to carry a time saving gas bottle as many other competitors did. For most of the observed sections we were running between 10 and 15 psi on the rear tyres for extra grip, too low a pressure to be running on the road sections to be safe.

Just after 10 we arrived at the Crealy Park time control where Spence borrowed Duncan's jack to swap the rear wheels over because the tyres on both sides had slipped on the rims; he also checked over the levels which were all fine during the one hour compulsory stop. After a brunch, chicken and fried rice with satay sauce that I bought at our local take away just before setting off from Bristol, we headed into the sunshine towards the afternoon sections starting with Tillerton Steep.



The morning had proved to be ecstatic with clean runs, but then Tillerton Steep began a run of drip fed cruel agony as there was a restart on a large slab of wet rock which offered absolutely zero traction. We had failed our first test.

Left a queue waiting to take on Tillerton Steep.

We then proceeded to Fingle Hill which we cleaned; with slightly raised spirits we continued the short distance to Wooston Steep behind the 1903 Mercedes Simplex which pulled an awesome handbrake turn to line up for the gates that marked the entrance to the path that led to the observed section.

Wooston Steep had two finishes according to class, being in the toughest class 8 we had to make a run past a left fork up to the top; unfortunately we got caught in the ruts which turned left and lost too much momentum to complete the test. The Exeter Trial is about completing 'cleaning' all the sections; if one completes all sections no more than ten mins behind schedule one is awarded a Gold medal, if one fails one section but completes all the rest within 20 mins of the target time one earns a silver, and a bronze is awarded if all bar two sections are completed within 30 mins of the target time.

After a third observed Autotest at Wooston Steep it was off to Ilsington Parish Hall for another compulsory hour break during which I enjoyed some decaffeinated coffee and some lovely cake. Next it was off round the corner to Simms; a long wait ensued as many cars failed to get to the top after the restart. We eventually blasted up the first part of the hill but could not manage the second and ended up being carefully guided, by the marshals who almost manhandled the car back to the corner so that we could reverse down the remainder of the course.

Our shot at a medal was over and, disappointed, we headed for Tipley Hill where another long queue awaited us. By now it was getting dark and colder again and since we were no longer in with a chance to win a medal we elected to skip Tipley Hill and headed for the final section Slippery Sam a cross between a rock garden and a bomb hole of a hill; again we flew up the first part but needed two attempts to clear the restart after which we flew around the last couple of corners bouncing over ground that might be an easy test for a four wheel drive but was a thriller in the tiny Parsons.

We then headed to the Trecarn Hotel, Babbacombe where exhausted we handed in our time card for the final time, glad to be in one piece, and that it had neither snowed or rained during the exhilarating 19 hour 250 mile drive. After a shower we joined many of the competing crews for dinner where tales of triumphs and failures were exchanged.

There were two other cars from the BPMC entered, both in the production class 'O' which was designed to be not quite the car breaker of the other 8 classes and as such took a slightly different route to the rest of us.

Andy Moss and Richard Reynolds teamed up in Andy's MG powered Marlin for the third time, while Chris Thompson had Nick Wood as his navigator in Chris's Suzuki X-90.

After missing the first observed test at Haynes and thus unknown to them at the time rendering the rest of their trip fruitless Andy and Richard suffered a puncture coming out of one section at 5am. Fortunately Chris and Nick spotted them and kindly stopped to shed some welcome light on to the offending wheel and the threads which secured it.

Both BPMC class 'O' cars cleared Underdown I; however the clerk of the course deemed the test too difficult as it would appear no one else managed to clear the test and so it was removed from the results !

Chris was eliminated from a medal for having rolled back on the restart at Windwhistle which both he and Nick dispute and for a novice mistake of crossing the stop line on the last test which Chris has vowed to learn from.

Andy and Richard having cleaned all the hills were disappointed to find they had missed the easy auto test at Haynes International Motor Museum.

Andy's Marlin is seen left at the Crealy Park halt.



Chris tells me that only six medals were awarded this year from the 69 Class O starters while there were 6 medals awarded in class 8 with just one vehicle from the class cleaning all the sections for a gold award from 19 competitors. Only three entrants in classes 1 - 8 won golds.

My thanks to the organisers and marshalls, which included BPMC members Pete and Carly Hart who were joined by Malcom and Donny Allen, to Chris and Andy for their observations and finally to Alan Spencer for kindly taking me along on this thrilling 19 hour event.



Ralph Colmar



Autosport International

Martin Emsley

After a dubious year or two, in my opinion, Autosport International is slowly beginning to regain past form and standard. That said there is always something to catch the eye and some very interesting people to talk to. We continue in our habit of attending on the Friday Trade Day as MSA licence holders and it is sufficiently busy without being overcrowded.

Of utmost interest was the Ferrea Valves stand in the engineering exhibition; they had a film of a valve with weakened or reduced pressure spring retaining it, typical of an engine that had done a fair few miles, it illustrated how much the top of the stem was moving and the rotation not just of valve but also retaining cap. Truly fascinating it you could envisage the damage being caused to valve seat and mating face and the movement nullified any accurate clearance so all the expensive roller rockers and super cam were definitely not all working to their optimum. Maybe a bit of a scare show to sell the product but it certainly made a point and gave a hitherto unseen internal view. A Bugatti W16 block and heads produced much admiration and head scratching, an art form without working.



Most moving was the Richard Burns tribute with many of his own rally cars displayed. Standing admiring a Subaru, still bearing battle scars, I pondered over the tragic early loss of such a talent and whether Sebastian Loeb would have won his many titles had Richard still been competing, this led on to the obvious question of Schumacher's titles had Ayrton lived to challenge him, then I gave up thinking, pointless ponderings; it is the way it is. As an aside have now seen the brilliant 'Senna' film 3 times and it continues to fascinate, having closely followed F1 in that era it is a revelation as to what happened in the heart of the 'sport'.

Saw 'big' John Surtees, but he did not recognise me, why should he? On to the Jackie Stewart display of cars, and weren't they magnificent, a lovely collection of vehicles well laid out with an iconic Tyrrell transporter as the backdrop, I drooled over these beautifully presented machines almost as much as the Porsche 917 displayed elsewhere, that is until I spied the three Lancia LC2's lined up, just incredible. Was expecting certain stands such as Silverstone Classic, they had a massive display last year, but they were probably saving their display money for RaceRetro; bring it on.





The auction always holds some 'interesting' cars such as Rodney 'only fools and horses' Ford Capri, Lamborghini tractor and on a slightly more serious note a Lola T70 Mk3 and an Alan Mann racing Mk1 Ford Escort. The historic Team Lotus stand was very professional, cars beautifully displayed and a smiling Live Chapman sharing the time of day. I also bumped into a couple of the Ma5da series race cars and team, most interesting to hear about the cars and series, just hope I can get to see them race again this year.

There were a large number of beautifully presented Mk2 Ford Escort rally cars in many liveries and of course the usual centrepiece displaying examples of each F1 car from last year. I always find it interesting, close up, studying the detail differences between the teams but have no idea how some of the aerodynamic parts interact as a package. Car of the show, no doubt about it a Lamborghini Miura in original striking lime green hue, simply awesome and we were told this example gets serious use. Well maybe I will revise how I stared; excellent, exhausting and fascinating show; that is why I go and for the unexpected delights just waiting to be found.



Editors Anorak



This was only the second Autosport International I have visited the first was 1987 !

It was first time I had seen Jackie Stewart's Derek Gardener designed Tyrrell 003; with which he secured the 1971 World Drivers Championship and Tyrrell secured the World Constructors Championship.

It has recently come to light that when Ross Brawn did his due diligence for the purchase of the Honda team at the end of 2008 he discovered that the company number under which it was operating at Companies house was originally assigned to the Tyrrell Racing Organisation Ltd in 1964.

Tyrrells old company number now belongs to Mercedes-Benz Grand Prix Ltd who this year will be represented by Lewis Hamilton and Nico Rosberg.



Membership Renewals – It's that time again !

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

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

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

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

The web option works 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. With the download link you can download Backfire when it suits you, so we won't be clogging up 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.

Please complete all areas on the forms both paper or online to ensure we have your current details. The March 2013 issue of Backfire will only be sent to those on the 2013 Membersip list.

If you have any questions contact membership secretary Bob Bull on 01275 843839 or bobbull@bobull.co.uk

Club Night Venue

IMPORTANT NOTE : We will be meetin in ROOM 4 from January

Our new regular venue is -

BAWA Leisure Centre

589 Southmead Road, Filton, Bristol, BS34 7RG

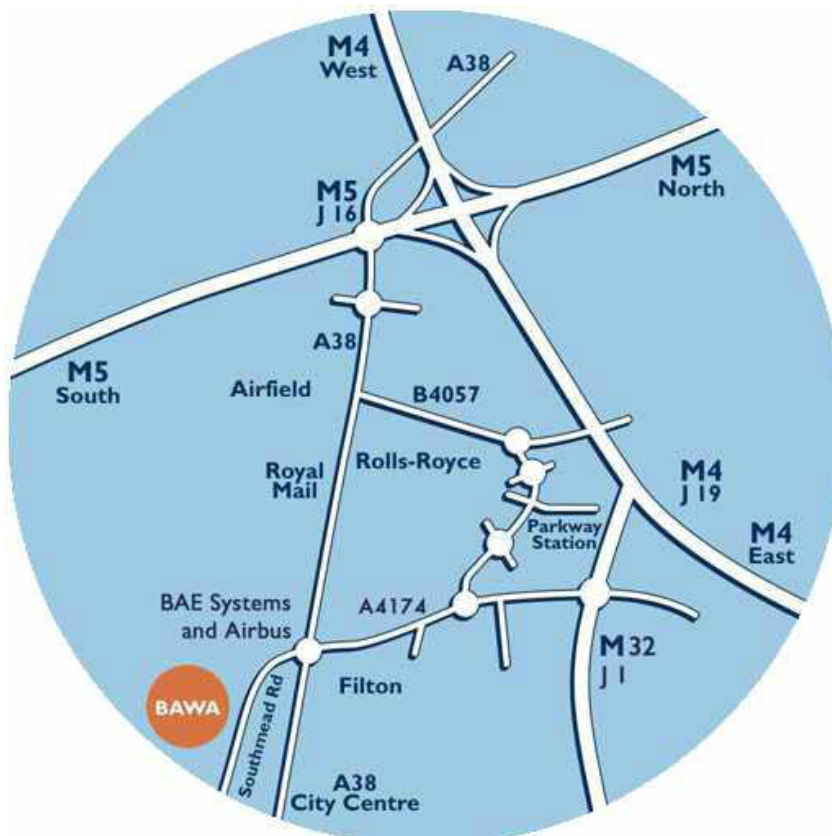


We meet from 8.30pm (8pm for AGM) in **Room 4** which has excellent views of the sports field as well as parking visible from within the room

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

Please Note : There is no requirement to be a BAWA member or show a membership card – simply mention that you are here for the Pegasus Motor Club in Room 4

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 meeting will be March 11th Room 4

BPMC Pin Badges

Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish. These are a must for club members and available for £2.00 each from Martin Emsley.



BPMC polo or sweatshirts

Fancy a shirt with the club logo on? Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order.

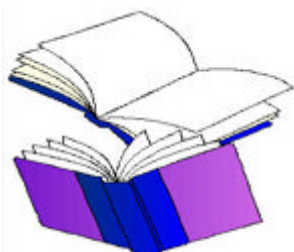
alanspencer@orange.net 01179 712587

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



Sweatshirts & polo shirts are available in the following colours and sizes:

White, grey, light blue, royal blue and black - S, M, L and XL.



Online Books, Videos, CDs, DVDs

Visit the bookshop

www.bristolpegasus.com

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

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](#)**



The Pegasus Open Speed Championship

New for 2013



For many years the club organised an Open Championship to allow us to reward the efforts of club members competing in a wider range of events than those offered in our own calendar.

For 2013 we plan to revive this approach by running an Open Speed Championship. Members entering **any non-race speed event** can register for this and claim points for the events they enter during 2013. Each month we will keep you up to date with the latest positions in Backfire, and we hope some of the entrants may report on the events they have entered and send in pictures of their exploits.

This is an internal closed-to-club challenge and there will not be a fixed calendar of events, you can claim points for any speed event you enter including our own events. We will provide you with information in Backfire about the many events the club gets invited to during the year to give you a few ideas of what you could enter.

Registration - Competitors must register for the championship by contacting the championship co-ordinator. Speed Championship stickers will be issued which should be displayed on your car during events.

Number of Qualifying events - Your best six event scores submitted during the 2013 season will count. The closing date for points to be claimed is the 1st of November 2013. To claim points email a copy of the event results to the championship co-ordinator.

Points Points are awarded according to the formula below

$$\left(\frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- Points are awarded according to finishing position in class.
- Non finishers 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 4½).

Marshalling Credit

Entrants may make a single claim of 5 points for marshalling or organising at a Speed event. Such an event will be classed as one of the competitor's 6 events.

Awards The top three entrants will receive awards. Ties will be decided by the most 1st place positions, followed by most 2nd place and so on.

Officials

Championship co-ordinator: Cherry Robinson **email: cherryzrobinson@hotmail.com**
Championship Stewards: The Club Vice Presidents

List of Possible Events You May Wish to Enter

Date	Organising Club	Venue	Event Type
23/03/2013	BMC	Castle Combe	Sprint
07/04/2013	Bournemouth & DCC	Clay Pigeon Raceway	Sprint
28/04/2013	Woolbridge MC	Wiscombe Park	Hillclimb
04/05/2013	Plymouth MC	Werrington Park	Hillclimb
05/05/2013	Plymouth MC	Werrington Park	Hillclimb
11/05/2013	Welsh Counties CC / BMC / BPMC	Llandow	Sprint
18/05/2013	Torbay MC	Wiscombe Park	Hillclimb
18/05/2013	Brighton & Hove MC	Goodwood	Sprint
19/05/2013	Burnham-on-Sea MC / Taunton MC	Wiscombe Park	Hillclimb
01/06/2013	BARC Wales	Pembrey	Sprint
02/06/2013	BARC Wales	Pembrey	Sprint
08/06/2013	Sutton & Cheam MC	Abingdon	Sprint
08/06/2013	Truro & DMC	Tregrehan	Hillclimb
09/06/2013	Truro & DMC	Tregrehan	Hillclimb
15/06/2013	Taunton MC / Burnham-on-Sea MC / Torbay MC	Manor Farm	Hillclimb
15/06/2013	Brecon MC	Epynt	Hillclimb
16/06/2013	Taunton MC / Burnham-on-Sea MC / Torbay MC	Manor Farm	Hillclimb
16/06/2013	Brecon MC	Epynt	Hillclimb
22/06/2013	BARC(SW)	Gurston Down	Sprint
22/06/2013	BMC	Castle Combe	Hillclimb
13/07/2013	Camel Vale MC	Castle	Hillclimb
14/07/2013	Camel Vale MC	Castle	Hillclimb
21/07/2013	Torbay MC	Clay Pigeon Raceway	Sprint
27/07/2013	BARC Wales	Pembrey	Sprint
03/08/2013	Camel Vale MC	Castle	Hillclimb
03/08/2013	Brighton & Hove MC	Goodwood	Sprint
04/08/2013	Camel Vale MC	Castle	Hillclimb
07/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
08/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
14/09/2013	Brighton & Hove MC	Brighton	Speed Trial
21/09/2013	Woolbridge MC	Manor Farm	Hillclimb
22/09/2013	Woolbridge MC	Manor Farm	Hillclimb
06/10/2013	Bournemouth & DCC	Clay Pigeon Raceway	Sprint
19/10/2013	BPMC	Castle Combe	Sprint

2013 Club Championships

Prepared By Chris Thompson - Changes for 2013 identified in **bold** Clubmans Championship



Points will be awarded for all BPMC events entailing the use of a car.
Points are awarded according to the formula.

$$\left(\frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- 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 4½).
- The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts. For the Test Day organisers points only will be awarded.
- **For club events such as Touring Assemblies, Test Days etc where no result is declared members who enter will receive 2 bonus point towards the Clubmans championship. Qualifying events are defined by the club committee.**
- **Points will no longer be awarded for Organising or Marshalling which will be recognised separately in the Marshals Championship, however note that in order to be classified in the final championship results entrants must have marshalled or organised an event.**

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 Championship

Trophies for 1st, 2nd and 3rd will be presented based on organising & marshalling.

3 points will be awarded to event organisers

2 points will be awarded to marshals

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

- Event organisers points will be awarded to those who organise **any club event including non-competitive events** including 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.

Officials

Championship co-ordinator : Chris Thompson

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

2013 Calendar - Provisional Dates

All dates & events are currently provisional

Date	Event	Time	Club	Venue
Friday 4th January	Exeter Trial		MCC	
Saturday 5th January	Exeter Trial		MCC	
Sunday 3rd February	Cotswold Clouds Trial		Stroud	
Friday 8th February	Navigation Event		BMC	
Monday 11th February	Club Night	8.30pm	BPMC	BAWA
Friday 22nd February	Race Retro Club Trip		BPMC	Stoneleigh
Friday 1st March	Navigation Exercise	7pm	BPMC	South Wales
Monday 11th March	Club Night - David Franklin	8.30pm	BPMC	BAWA
Saturday 23rd March	ASWMC : Great Western Sprint		BMC	Castle Combe
Friday 29th March	Lands End Trial		MCC	
Saturday 30th March	Lands End Trial		MCC	
Sunday April 7th	ASWMC : Clay Pigeon Sprint		Bournemouth	
Monday 8th April	Club Night	8.30pm	BPMC	BAWA
Saturday 13th April	MGCC Kimber Classic Trial		MGCC	
Sunday 14th April	MGCC Kimber Gymkhana		MGCC	
Sunday 14th April	Kyrle Trial		Ross	
Saturday 20th April	Bristol Classic Car Show			
Sunday 21st April	Bristol Classic Car Show			
Sunday 28th April	Cross Trophy Trial		BPMC	Dundry
Saturday 11th May	ASWMC : Llandow Sprint		BPMC/WCCC/BMC	
Monday 20th May	Treasure Hunt		BPMC	
Saturday 1st June	Castle Combe Track Day		BPMC	Castle Combe
Saturday 1st June	ASWMC : Pembrey Sprint		BARC	Pembrey Circuit
Sunday 2nd June	ACE Classic Tour		BPMC/ACE	
Saturday 2nd June	ASWMC : Pembrey Sprint		BARC	Pembrey Circuit
Saturday 8th June	ASWMC : Abingdon Sprint		Sutton & Cheam	
Monday 10th June	Evening Touring Assembly		BPMC	
Saturday 22nd June	ASWMC : Dick Mayo Sprint		BMC	Castle Combe
Saturday 29th June	Llandow Track Day		BPMC/BKCC	Llandow
Sunday 7th July	Sunday Treasure Hunt		BPMC	
Saturday 13th July	Frenchay Car Show		BPMC	
Sunday 14th July	Bristol and Bath Car Tour		Riding for disabled	
Sunday 21st July	ASWMC : Clay Pigeon Sprint		Torbay	
Saturday 27th July	ASWMC : Pembrey Sprint		BARC	
Monday 5th August	Bring Your Car Club Night		BPMC	
Sunday 11th August	Gymkhana		BPMC	
Sunday 18th August	Mendip Production Car Trial		MGCC	
Saturday 7th September	Wiscombe Hillclimb		5 Clubs	
Sunday 8th September	Wiscombe Hillclimb		5 Clubs	
Monday 9th September	Club Night	8.30pm	BPMC	

Saturday 14th September	Wiscombe Hillclimb		MGCC	
Sunday 15th September	Tour and Test		BPMC	
Friday 4th October	Edinburgh Trial		MCC	
Saturday 5th October	Edinburgh Trial		MCC	
Sunday 6th October	ASWMC : Clay Pigeon Sprint		Bournemouth	
Sunday 13th October	Kimber Trial		MGCC	
Monday 14th October	Club Night	8.30pm	BPMC	
Saturday 19th October	Pegasus Sprint		BPMC	Castle Combe
Friday 25th October	Navigation Event		BMC	
Monday 11th November	Club Night	8.30pm	BPMC	
Thursday 14th November	Charity Karting		BPMC	
Friday 15th November	NEC Classic Show Club Trip		BPMC	
Sunday 24th November	Allen Trial		BMC	
Monday 9th December	Club AGM and Buffet	8pm	BPMC	
Monday 30th December	Christmas Pub Meet		BPMC	

Further events - Dates TBD

TBD February	BMC Autosolo		BMC	
TBD August	BMC Autosolo		BMC	
TBD	Breakfast Meet		BPMC	
TBD	Caring With Cars			
TBD	Speedway Club Trip		BPMC	
TBD	Stock Car Racing Club Trip		BPMC	
TBD	Mini Factory Visit		BPMC	
TBD	Morgan Factory Visit		BPMC	

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Deadline for Next Backfire: 1st March 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

May the Force be With You - Mercedes CL 500

A couple of weeks ago I met up with fellow BPMC members Nick Wood, Cherry Robinson and Alan Spencer at the January Avenue Drivers Club meeting at Queen Square where amongst the vehicles on display was this 1996 Mercedes CL 500.

During the late 1980's Mercedes Benz are said to have spent a billion dollars developing the W-140 platform which was to form the basis of the Next Generation S class launched in 1991.



For 1992 an S class coupé was launched known as the SEC, in 1996 the SEC was renamed the CL (Coupé Leicht). Bruno Sacco is credited with the design of the CL coupé's final appearance.



The CL could be ordered either with a 5 litre V8 known as the CL 500, or a 6 litre V12 known as the CL 600. The CL 500 is considered to be the better car because the motor was both lighter and shorter which improved both weight distribution and consequently handling.

Among the innovative features of the Next Generation S class were the double glazed windows; among innovative features dropped due to budget and time over runs was the air suspension that would appear on the S Class in 1999.

This particular CL 500 has an interesting ownership history, the first two owners are both well known for their famous fictional portrayals, yet ironically their faces are much less well known.

Kenny Baker purchased the car new in 1996 when it would have cost in the region of £100,000. Kenny who has starred in *The Elephant Man*, *Time Bandits*, *Willow*, *Flash Gordon*, *Amadeus* and *Labyrinth* is probably best known as the actor who starred in all six *Star Wars* films to date as R2-D2.



Amusingly when Kenny sold the car it passed over to the Dark Side when Bristol's very own Dave Prowse bought it.

Dave, a former British heavyweight weightlifting champion, is probably best remembered by my generation as the Green Cross Man but has film credits that include the original *Casino Royal*, *A Clockwork Orange* and most famously Dave was the man who played Darth Vader in the original *Star Wars* Trilogy.



Dave's west country accent earned him the on set nickname Darth Farmer and in the films his parts were voiced over by James Earl Jones.

KEEP ON TRACKIN'

Pete Stowe looks back at the origins of the Castle Combe Track Day, which has its 30th anniversary this year.

With the recent demise of the Colerne sprints, the Castle Combe track day (or Tuition and Drive Day, to give its official name) has become the Club's longest running major event, and 2013 will see its 30th anniversary. Now one of the few proper club days at Castle Combe, and unique in that it's promoted by a motorsport club, it remains a popular event on the BPMC calendar. It also has a wider significance in that it paved the way for sprints at 'Combe, for, had we not built the relationship with Castle Combe through the track days in the eighties, the Pegasus Sprint would never have come about in 1991.

Yet the first Club track day in August 1983 very nearly didn't happen.

Having had several years successfully co-promoting the Two Clubs Sprint at Colerne, during 1982 the then committee were actively pursuing additional events that might suit the growing membership. One outcome from this was a second sprint, the Wessex, at Colerne. Around the same time the opportunity arose to take up one of the track days at Castle Combe, and the committee thought this would be an ideal event for attracting newcomers, and be a simple step towards entering sprints – this was well before the proliferation of specialist operators offering a variety of airfield track days. Also, with the track activity in the hands of the Castle Combe Racing School, it would need little organisational effort in comparison to a sprint.

While there was healthy interest from within the Club, it was thought prudent to share the day with another, like-minded, club and we therefore approached a Gloucs-based motorsport club with similar interests. Early in '83 Gerry Bath, Rex Meaden and myself (I was then the Club Comp. Sec.) met with the other club's rep in a Tetbury pub, and we agreed to go ahead on a 50-50 basis, with about 40 entrants thought necessary to break even.

The track had been booked for Saturday 6th August. Two weeks before that Rex, handling the entries, had received bookings for eight of our 20 places. The other club had just one, with little likelihood of many more! That close to the event it wasn't looking good, but with much last minute phoning around and persuasive talking the committee eventually conjured up a good enough entry to go ahead. A recruiting drive in the Rolls-Royce Design Office had produced a crop of new members (one being Pete Goodman, then running a Golf GTi); several local road-rallying friends were persuaded to try circuit driving for a change, and three of Mike Bell's mates came up from Exeter in a poor unsuspecting Vauxhall hire-car. There were 37 entries, and only a small loss of £1.60 was made on the event.



Left Pete Goodman in his Volkswagen Golf GTi, one of the last 1600's built. Pete notes the amazing amount of roll his car displays at what was his very first track day saying "I did not hold back even on my first ever T Day!"

The day itself proved excellent. The format, just as it is today, with small batches on track, proving extremely popular with those taking part. Among them, those still members of the Club included Dave Cutcliffe (Lotus 7) and Gerry Bath in his Minim, and with quiet racing cars also being allowed Bob and Lesley Hart were out in the Formula Junior Elva-DKW. Rob Taylor was in Dave Smith's 750 Formula Centaur, but the more typical road-going machinery ranged from a Ford Fiesta to Porsche 911 and Ferrari 308. Backfire the following month reported that "spinner of the day was T.. M....y"

Right The legendary "T.. M....y" driving his fearsome Ginetta at the very first BPMC Track Day in 1983.



Having eventually got this first event successfully off the ground it was quickly decided it was worth repeating, and for the next few years the Club continued as the sole promoter. However, following a dip in entries in '86, the committee again had to consider co-promoting.



For the following year Howard Strawford at Castle Combe put us in touch with Graham Robinson of the Mini-Cooper Register who were eager to get involved, and the 1987 event included 20 assorted Minis.

They had a great time and were keen to return the next year – and have been coming back ever since. Graham and his Mini chums proved to be a great bunch to work with, and it's probably true to say that without their support over the years the event may well have foundered long ago.

The 30th anniversary track day will be on Saturday 1st June – long may they continue.

Chris Lewis

We regret to report the death of club member Chris Lewis following a long battle against a brain tumour. Chris had been a member for some 11 years. He was a regular marshal at the Wessex Sprint, and came on a number of our Stoneleigh trips. However, he was really an old car enthusiast, especially MGs. He owned several, including a TF which was his regular car for commuting to work, a PA and a PB. His wife Elisabeth is French, and right from when they were very young their children Yann and Andrea would be loaded into one or other of the draughty MGs for midwinter trips across France to visit the in-laws for Christmas.

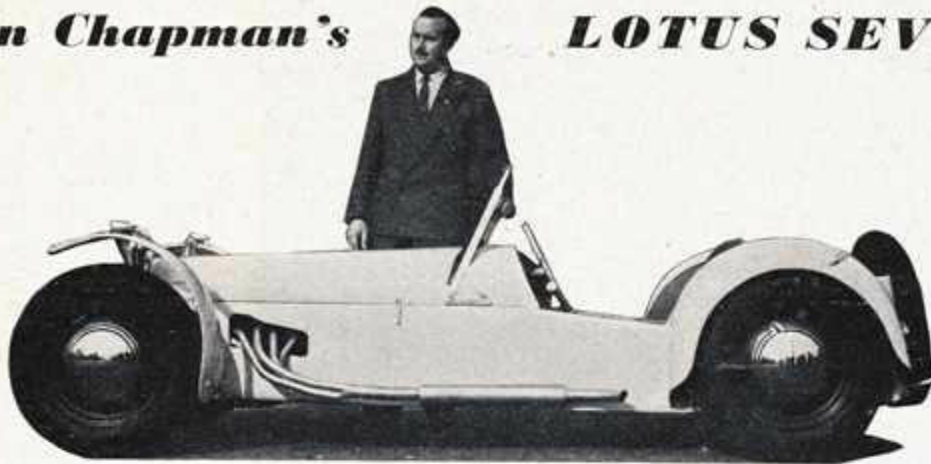
Chris's vast collection of car spares was legendary. Most of the basement of his house was given over to boxes of bits, spare engines, gearboxes etc, and there were loads more in the garage. I worked in the same department as Chris at RR for many years, and when Chris was around, no decent sturdy cardboard box ever got thrown away – he always snaffled them to put more spares into.

Chris was a good friend and colleague, and a true enthusiast who will be much missed. Our sincere condolences to Elisabeth, Yann and Andrea, and to all his family and friends.

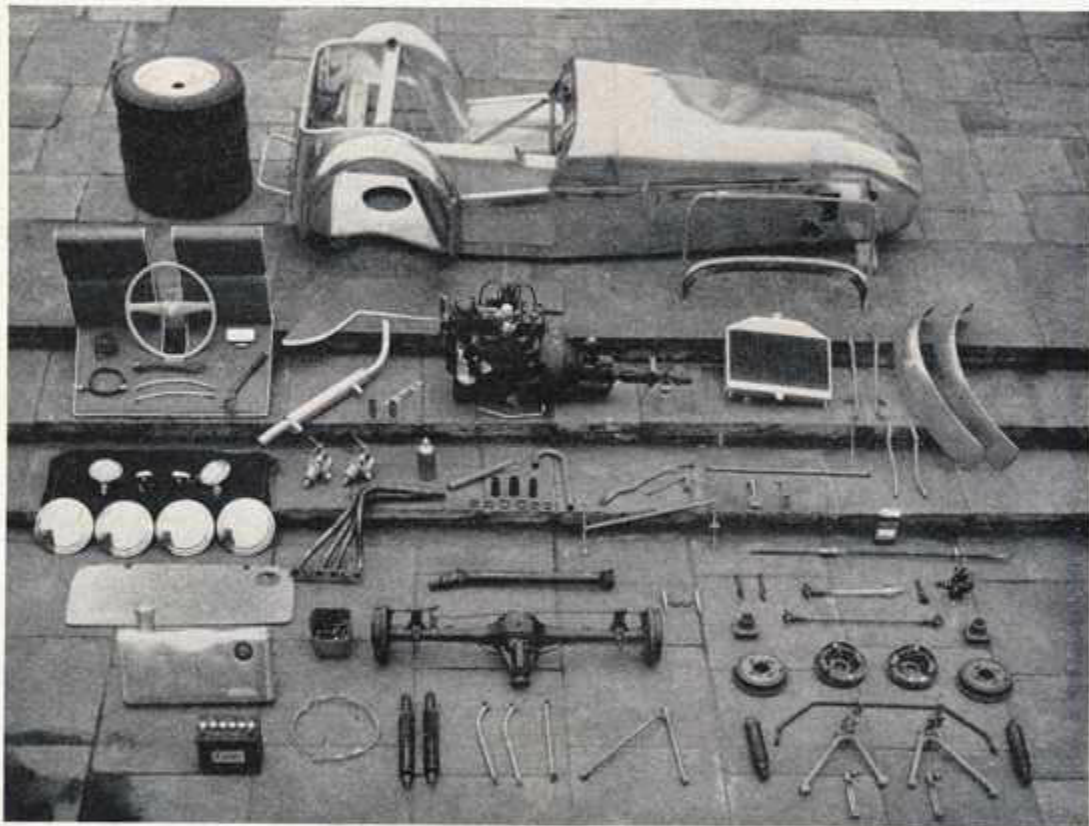
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Pit Lane Entry News

Committee Rose Bowl - Thanks From 'Crazy' Chris Hartnell



"Please can you pass on our thanks to the whole Pegasus committee for awarding me the 'Committee Rose Bowl' for 2012, at last month's AGM. It was amazing and totally unexpected, and it is such an honour to receive such a prestigious award with all its history, especially seeing the names of all the previous winners. I am humbled to be amongst the winners, and very grateful for the award."

Here is a pic of Claire and I later that night. It still hasn't sunk in! We were amazed!

Many thanks!

'Crazy' Chris Hartnell

Editor's note: I hope you will all join me in wishing Chris all the best in his 1/4 mile endeavours this coming season, I look forward to seeing Chris in action on my annual pilgrimage to Shakespeare County Raceway in May.

Backfire

