

Backfire

January 2011



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

Cover: Action from the 2010 BPMC Castle Combe Track Day. Photo by Tony Smith
The 2011 event is on April 2nd - Tickets are on sale now - Enter early to get yours !

2011 BPMC Events Calendar

Recent updates shown bold

Month	Date	Day	Event	Venue
Jan	10th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jan	28th	Fri	Navigation Exercise	Tintern Abbey car park
Feb	7th	Mon	Club Night - Max Tyler Talk	North Bristol RFC
Feb	18th	Fri	Navigation Exercise / Scatter	Announced in time for the event
Mar	14th	Mon	Club Night - Martin Groves Talk	North Bristol RFC
Mar	18th	Fri	Navigation Exercise / Scatter	Announced in time for the event
Apr	2nd	Sat	Castle Combe Track Day	Castle Combe Circuit
Apr	11th	Mon	Club Night	
Apr	17th	Sun	Trial	Lower Grove Farm Dundry
May	9th	Mon	Club Night	
May	16th	Mon	Treasure Hunt	Announced in time for the event
May	30th	Mon	Llandow Sprint	
Jun	13th	Mon	Club Night	
Jun	18th	Sat	Autotest / Autosolo	
Jun	20th	Mon	Treasure Hunt	Announced in time for the event
Jul	11th	Mon	Club Night	North Bristol RFC
Jul	18th	Mon	Treasure Hunt	Announced in time for the event
Aug	6th	Sat	CCRC & BPMC Sprint	Castle Combe
Aug	7th	Sun	Treasure Hunt	Announced in time for the event
Aug	8th	Mon	Club Night	North Bristol RFC
Sep	12th	Mon	Club Night	North Bristol RFC
Oct	10th	Mon	Club Night	North Bristol RFC
Oct	15th	Sat	Pegasus Sprint	
Oct	28th	Fri	Navigation Scatter	Announced in time for the event
Oct	30th	Sun	Autotest / Autosolo	
Nov	14th	Mon	Club Night	North Bristol RFC
Nov	17th	Thu	Karting	Raceway Avonmouth
Nov	25th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	12th	Mon	AGM & Buffet	North Bristol RFC
Dec	28th	Wed	Xmas Noggin & Natter	Announced in time for the event

Monday 10th January

The first club night of 2011. Come along for a chat and a beer with like-minded enthusiasts.

Friday 28th January - Navigation Exercise

Organised by Dick Craddy

Yet again we return to the Wye Valley for the now-traditional season-opening event. This year the route will cover roads on both sides of the river. Once again Dick Craddy, who has organised this event, has been able to devise another route that will fully satisfy both navigators and drivers.

The event will require map 162 only. The start location is the car park adjacent to the Tintern Abbey shop at map reference: 539 ½ 011 ½. Signing on from 7.15pm. Route cards will be issued at 7.30pm. The distance will be 28 miles and the finish will be at a pub close to the River Wye. Bridge tolls will be reimbursed for those who use the Severn crossing. Beginners, Novice and Expert route cards will be available. Should you require further information, please contact Dick at: craddy@old-down.freeseve.co.uk

Monday 7th February - A Talk by Max Tyler

Racewear.co.uk is Britain's online racewear specialist - from your desktop to your doorstep. Max has been in the business since 1982 and knows a thing or two about motor racing overalls, gloves, boots and accessories. Max currently has a project '160 for 360' and blog detailing its progress. "It seemed like a good idea - the Porsche 924 I'd just bought for £160 would be an ideal car to represent racewear.co.uk racing with midgetmax.com in the 360MRC's 6-hour race at Snetterton in April 2011." Hear more when he comes to talk to us in February.



Monday 14th March - A Talk by Martin Groves, the 2010 British Hillclimb Champion

Martin Groves, three-time former champion, has taken the top spot for a fourth time at the wheel of his Gould/Cosworth GR55. In the second runoff at Doune, Groves stopped the clocks over half a second quicker than championship rival Scott Moran to take the title with two rounds remaining. In addition to his overall victory, he also set three new hill records along the way. It was a determined and hard-fought victory.

British hillclimbing is all about ultimate speed and precision, and even 1/100 of a second can and often does make the difference between winning or not.



Membership Renewals

If you have not already returned your 2011 renewal form make sure you return it to ensure you get Backfire next month. A spare copy is enclosed - don't forget you can get a discount if you choose to download Backfire.

Deadline for Next Backfire: 28th January

As always, we are looking for contributions for Backfire

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

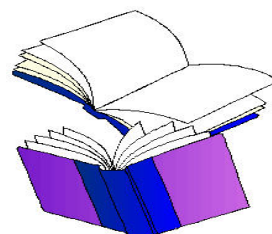
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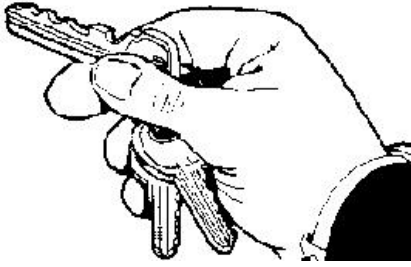
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The Amazon site sells books, videos, CDs, DVDs etc





CHAIRMAN'S CHAT

By Andy Moss

As many of you may have read in the e-mail update sent out just before Christmas we have a few changes to the calendar for next year. Two of these are related - our Castle Combe Tuition and Track day has moved to April the 2nd and we will be back at Castle Combe on August the 6th to run an additional Sprint with Castle Combe Racing Club. We hope club members will enjoy both events, so make sure you add the dates to your new 2011 calendars and diaries. Talking of calendars we still have a few of the full colour club calendars available - if you would like one there are details of how to order them later in Backfire.

As the Track day is earlier in the year, tickets are now on sale and we will be selling them on a first come first served basis. We will also be extending an invitation to some additional clubs - so members should enter early to make sure of their place. To help our own members get their entries in quickly we can hold on to your cheque until 1st of March before paying it in - if you would like us to do this just put a note in with your entry. The event details and entry form are on the web at www.castlecombetrackday.org.uk or contact Tony Smith on 07941 101413 to have a printed copy posted out to you. You can also phone Tony if you have any questions or e-mail him at entries@castlecombetrackday.org.uk

We have also moved the Car Trial to a week later - it will now be April 17th - this avoids a clash with the Kyrle Trial and allows the Cotswold Motor Sport Group to come along as well.

Back to past events and thanks to everyone who came along to the AGM and prize giving, we had a good turn out, and of course one of the highlights was the excellent buffet, thanks to John Puzey.

Thanks to everyone who put so much effort into sorting things out before the day - there is a huge amount of organisation involved. Thanks to Martin Baker who reported on the club finances and also to Rex Meaden for auditing the accounts. Dick Craddy organised the awards for the Colerne events and presented all the awards on the night, while Chris Goodchild sorted out all the other trophies. Martin Emsley arranged a charity raffle and a visit from Wiltshire Air Ambulance, who were pleased to receive a further cheque from the club.

As always part of the Chairman's job at the AGM is to review the club activities, and I was pleased that I could report on a very full and rewarding years events. Lets hope that 2011 brings as much success and enjoyment for all club members. We are trying very hard to fill the gap left by the loss of Colerne as a venue - this of course involves adding new events to

our calendar and, as with anything new, for these to be a success we will need the support of all members whether that is in the form of entering the new events or helping to organise.

Among the many trophies awarded on the night were a couple of special awards. The Kieron Winter Trophy this year was awarded to Chris Thompson and the Committee Rose Bowl to Steve Dummett. The Marshals Championship was won by Nick Wood, while Chris Goodchild took the honours in the Clubmans Championship. Well done to all.

The next event was our annual post Christmas gathering. Sadly we had to change venue at the last minute - the Golden Heart in Winterbourne Down, where we have met at this time of year for many years, has joined the many pubs that have sadly closed down. We moved to the White Lion on Frenchay common and had an enjoyable evening.

Finally a reminder that if you have not yet renewed your membership you will need to do so to receive your Backfire next month. At the AGM we discussed the ever increasing cost of printing and posting Backfire as this is one of the major out goings for the club - so a reminder that you can now choose to download Backfire over the internet. As well as helping save the club money you will receive a discount on your membership fee.

ESCURSIONI

By Martin Emsley

I assume by the time you read this it will be 2011 so I wish you all a safe, healthy and successful New Year. Over the break was looking at the BPMC calendar, it appears to me we have a very exciting mixture of events, certainly something to please most Club Motorsport enthusiasts. I hope I shall be able to share the enjoyment of a fair number of them with a lot of you. Is quite strange sitting here, looking out at the snow and tapping out these words and wondering what the reader will make of them. Maybe a few too many words but that is the opportunity that comes with quieter times between Christmas and New Year. Seriously I really enjoy reading about other people's adventures or activities and would really encourage some more of you to write a bit in future.



I do believe that 'sufficient' alcohol and my 'relaxation' watching 'The X Files' start to finish, gradually, were not a good combination on New Years Eve. As we looked out upon the clear,



dry night sky, at midnight, saw a few fireworks, but then all these glowing lights appeared drifting in the sky. Was it 'War of the Worlds' or 'Independence Day' for real? No of course not, simply dozens of 'Chinese lanterns' the likes of which we had never seen before. Was glad there were fewer fireworks because they really upset animals, but did worry about the ending for the lanterns and whether some

impromptu fires might be started. As the saying goes 'The truth is out there'

Some of you may understand the requirement of MSA licensed officials for us to run our sprints; their knowledge and experience certainly helps in the running of other events and general health of the club. We in BPMC are currently well blessed with a number of such people and Nick Wood decided to throw his hat into the ring and undertake the modular training for CoC Speed a while back. He has put himself about a lot getting involved in a number of outside events, as well as those of BPMC, which is not just very commendable but also brings with it the benefit of cross fertilisation of best practices.



One module of the Clerk training is devoted to Judicial issues. Now as we mostly know; theory is all very well but it is experience that really counts. In speed events we are extremely lucky that most compete for fun and obey the rules; there is next to no judicial matters to deal with. So I suggested to Nick venturing to Clay Pigeon karting where there seems to be a judicial incident, to be dealt with, just about every race. I did this whilst

training; thanks to Dick Craddy for the idea and facilitating, and found it invaluable. Thinking I could do with a bit of a refresher decided to go along and support Nick. With the snow arriving early we expected cancellation, but no 'The Turkey Trot' was on; a supposed

fun end of season event on 5th December. On arrival we were warmly welcomed and were able to undertake a thorough briefing over a rather excellent, value for money, bacon roll! Howie Chappell (Clerk for the day) would 'look after' Nick and proposed that Nick would 'run' any judicial hearings with his support! Quite scary but what an opportunity, Howie being very experienced and would not leave Nick exposed. I was supposed to observe and was going to debrief each 'hearing' with Nick but as the Club were short of a Steward I was only too pleased to stand in, though it meant I could not 'sit in'. I was able to spend time with Howie's trainee clerk, Andy, and we learnt a lot from one another. Though cold and icy the sun came out and it was a splendid day; saw some great racing, developed and shared a lot; we both decided that we would like to venture there again in 2011. We did see some rather strange goings on; a wheelie bin race with proper regulations, Officials and prizes, great fun and absolutely hilarious. Also these rather strange 'specials' which did a 'demo lap' to check the track surface for ice! Make of them what you will, we could not stop laughing, they were very well made, obviously a lot of time and effort had been expended. Very impressive was when petrol money was thrust at Nick; their Club policy being that no one should have to pay when training to be an Official and they decided to help out, we were bowled over. I would like to congratulate Nick for the way he once again engaged with new people, enthusiastically got into the task in hand and made a valuable contribution to the event and his own experience. Well-done mate.



As you will have previously read it was a pleasure and honour to present a cheque to the Wiltshire Air Ambulance at 'The Pegasus', and when Martin suggested a further cheque at the AGM I was amazed. Ken has to get a huge amount of thanks for his unstinting enthusiasm at organising the annual Charity Kart event. This year he was faced with the additional challenge of Avonmouth being closed and a last minute re-arrangement to Hullavington, it again being hugely successful. Very many congratulations and thanks for all your efforts.

Combined with a good AGM raffle I was proud to present a cheque for £1,600 on the night. Our guest Paul briefly explained what it means to them and thanked everyone for their efforts. May I ask you once again to think about contributing / donations during 2011 as we continue to support The Wiltshire Air Ambulance. As an aside, we have successfully sold items for charity on E-Bay, so if you have an unwanted item which might raise a few pounds but don't 'do' E-bay then pass it this way and one of us will sell it. Also if buying from Amazon, go through the Club web site as we then receive a percentage which is put in the charity 'bucket'. Thank you

On behalf of the **Wiltshire Air Ambulance Appeal**, I am writing to thank you for your kind donations.

Please pass along our sincere thanks to all those who participated and contributed.

The Air Ambulance does not receive funding and is totally dependant on the generosity of the public in order for it to remain in operation. Each year we need to raise in excess of £500,000 and we therefore value all donations and support which help us to achieve this target.

Thank you once again.

Yours sincerely

Claire Kelly

Wiltshire Air Ambulance Appeal

Whilst preparing for the AGM I got thinking about how things have changed. I for one am very thankful for the way Andy stepped up to the mark after Kieron's untimely death, pulled BPMC together and has successfully stamped his own mark upon leading our club. Few of us can realise the huge contribution and amount of time Andy puts in on behalf of BPMC. He is truly a club sport enthusiast; as well as all his club work he also finds time to prepare and compete in three very different vehicles / disciplines. Amazing, I wonder if he has more hours in the day than the rest of us, as he has a, successful, demanding job and lovely family.

My activities on e-bay continue to engross me; for those who don't know, back in 2004 I sold a number of books and model cars, that had just been in boxes in the roof during several house moves, to raise just over half the money to purchase my Mustang. So a pretty useful tool, in recent times I have simply converted items we no longer require into those which we



do want. Am now approaching the 1,000 mark for feedback and whilst there are some complete idiots out there I have found overall the process to be most satisfactory and pleasurable. It is interesting that often other people who do not have computers etc approaching me to sell stuff for them, keeps me out of mischief and I read somewhere about some folk not just making a bit of pocket money buying and selling but that is their living! Something that has crept in and changed our lives so much is the e-world; just before Christmas the washing machine began making funny noises, I took a look and it required a new drum support spring. No, I did not get a failure mode analysis or micro structure study carried out, it just broke! In the old days would have picked up yellow pages and found a washing machine spares shop, phoned, made sure they had one in stock, gone over and collected. Not today, went on line to an e-shop, looked through lists, found part, put it in e-basket, paid on line by credit card and it arrived a couple of days later. Only thing that was the same; I had to fit it! Wife now happy again, as is Forrest (the cat) who sits for ages watching washing go round!

I find most enjoyable is when some kind soul gives me some old car magazines, I trawl through and often find out something new or remind myself of my own past. Such was the case a few weeks back when I saw the attached Sunbeam advert. It reminded me of one of my first bit of rally marshalling in Great Pultney Street for the 1980 Lombard RAC Rally, won of course by the very talented late Henri Toivonen. The thoughts drifted on to helping run the 1983 stage at Ashton Court, my main job being to wash off the competition numbers as the cars arrived! Can't say I had any in depth conversations with any of the stars. Again it started from bath and was won by Stig Blomqvist in an Audi. There were also historic / interesting cars doing a demo of the stage, I got a ride with the then SW road rally champion; Dave Pitcher, in a mk1 Astra GTE, terrific stuff.

I also have a vague recollection, though not sure if it was this year of Martin Clark hitting a tree with the Lord Mayor aboard, am convinced I saw a piece of 'in car' film years ago. Which in turn led me on to.....well, was there an International rally in England this year, I missed it completely, yet when younger I used to be glued to the radio for the hourly updates; none

The black sheep of the Sunbeam family.



However it does redeem itself by offering some of the more sensible attributes of the other Sunbeams. Like the much admired hatchback design, easy manoeuvrability, room for four passengers, and a massive 42.7 cubic feet of luggage space with the rear seats folded.

Nevertheless, the Sunbeam Lotus remains a beast. But if you're a little sheepish, don't worry, because with a choice of eight Sunbeam models, there's bound to be one that's just right for you.

Sunbeam 1.0 LS and GL, Sunbeam 1.3 LS and GL, Sunbeam 1.6 GL and GLS, Sunbeam TI.

TALBOT

ON THE MOVE.
* Motor Magazine Road Test Figures

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more so than in 1989 when Pentti Airikkala and Ronan McNamee pulled off a superb, surprise result, in the Mitsubishi Gallant, I recall willing them to keep going without any problems. Of course rallying is not what it once was! Another remember was on Eppynt ranges for the Welsh Rally in 1981; Bob Marley had died, not on the rally, and whilst waiting for the cars we listened to a tribute programme on the car radio! Strange combination. Maybe will save a few stories for another time.

Must be the 'bad' weather and spending too much time on my computer, as I have probably mentioned Pete Lyons has sent me a really splendid 2011 Can-Am calendar, 12 wonderful pictures he took in period, beautifully printed and a massive 56cm x 44cm. But I now have a problem as to whether to hang this or the BPMC one in my study! If you don't have a BPMC one get in quick, they are very exclusive and even better this year. Absolutely fabulous and at a bargain price they put some so-called professional calendars to shame. Time off meant I sat down and watched several of my Can-Am DVDs, back to back, and yes I did crank up the volume to listen to those wonderful V8's rumble around some stunning racetracks (Must get surround sound me-thinks). Next stop was again the computer and Youtube; some splendid clips that I can share with you, just make sure you have the volume as high as it will go! Hope you enjoy.



<http://www.youtube.com/watch?v=J3Nhmb0PBY0&feature=related>

<http://www.youtube.com/watch?v=tRlcOnccfgg>

<http://www.youtube.com/watch?v=7nOcXNZ9GDE&feature=related>

<http://www.youtube.com/watch?v=KFWGrj5ChsM&feature=related>

<http://www.youtube.com/watch?v=GEmHpTSACsG&feature=related>

<http://www.youtube.com/watch?v=ZBNh8LMShyE&feature=related>

<http://www.youtube.com/watch?v=4xWMuEKfs6w&feature=related>

And there is a lot more to view, again thanks to the e-world.

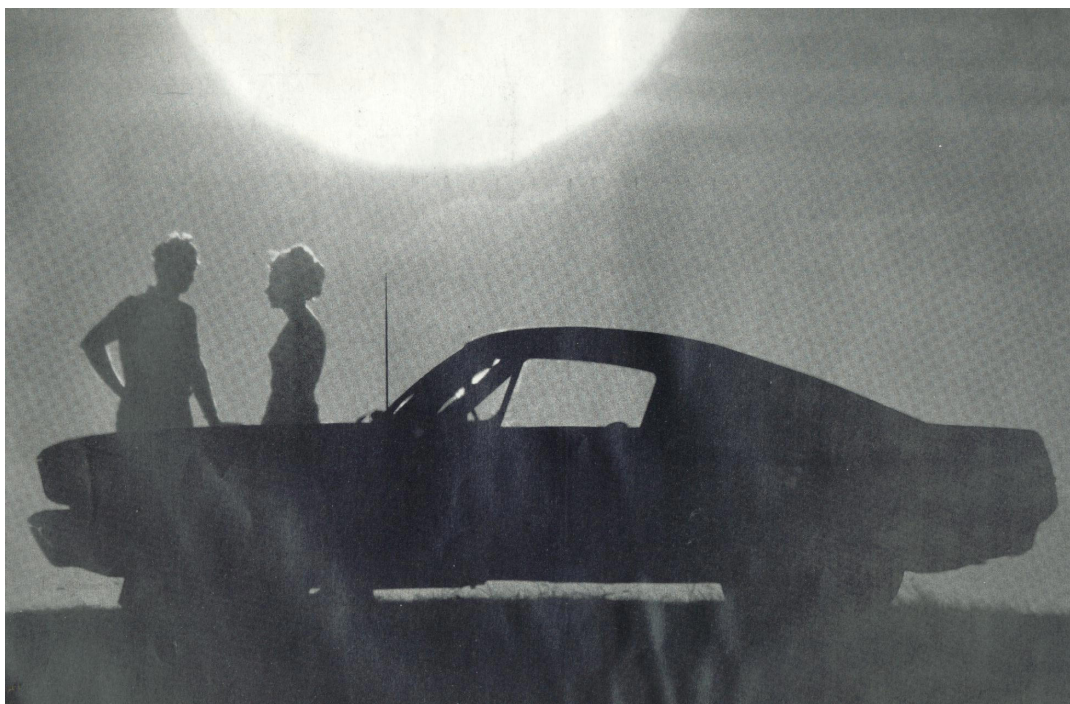
Why not share your favourite youtube clips via Backfire?

Andy and I will make our annual pilgrimage to the NEC for Autosport International, hopefully calm and sensible, will try not to cause too much mayhem and excitement. Race Retro follows on Friday 25th February, always a good Club outing and regarded by increasing numbers as the best show of the year. Once again BPMC are running a mini coach though this year we will be charging a nominal £5 that will go a very little way to helping bus hire / fuel. If you want to book your seat I suggest you get in touch as soon as possible; already I have had a number of bookings even before it had been flagged up! I will again endeavour to obtain a group-booking discount. Call me now on 01454250067 to reserve your seat.

Having enjoyed Silverstone Historic Festival so much in 2010 the Emsley family have decided to go for the whole weekend and camp on site in 2011. I have been talking with the organisers and whilst as a club it may not work for us (Classic car focused) there are opportunities for ticket offers etc. If anyone is interested in joining us or maybe just coming for a day and meeting up, again please get in touch with me as soon as possible; the potential offers may not be so available later on.

Finally spent a very enjoyable hours with Andy, just pre-new year, refettling the carbs on the marlin. Now it is not that tricky, I hear you say, however it has given us a bit of a runaround, other bits not being quite right, spontaneous electrical breakdowns, you name it, we think we have had it. Andy re-located the new fuel pump, I had rebuilt, again, the carbs and everything came together. we got it running best ever yet still got a spurious ignition missfire, however that recognised and solvable the fueling is now good. Andy and Rich Reynolds are off on the Exeter Classic Trial on 7th January I hope they have a safe, fun and trouble free run, the same goes for any other club members competing too.

Wishing you all a safe, healthy and successful 2011.



Ecurie Shoestring Bumper New Year Quiz

1. How many different drivers won an F1 Grand Prix in 2010?
2. When was the last time someone other than Sebastien Loeb won Rallye Deutschland?
3. Which country will be added to the F1 calendar in 2011?
4. In what year was the first car race held at Donington Park?
5. Which motorsport venue has hairpins called Sawbench and Martini?
6. Michael Schumacher has won more GPs than Alain Prost and Ayrton Senna combined: true or false?
7. Which was the last year that the full Mulsanne Straight was used at Le Mans before chicanes were added?
8. Which driver completes this list? Farina, Ascari, Fangio, Hawthorn...
9. In what year did Petter Solberg win the World Rally Championship?
10. How old is Sebastien Vettel?
11. Who won the 2010 Moto GP championship?
12. Which two men hold the record for the most NASCAR drivers championships (with seven each)?
13. In which year did Jim Clark win the Indianapolis 500?
14. Which team won the first F1 Constructors' Championship?
15. Who was the last person to retain the F1 Drivers' Championship?
16. Who's the current British F3 champion?
17. How many Grands Prix did Jackie Stewart win?
18. What was the name of the finance company that sponsored the RAC Rally from 1974-1992?
19. Since 1950, the Italian GP has always been held at Monza. True or false?
20. Which driver links Earl Howe with Frank Williams?



2011 Tuition & Track Day

Saturday 2nd APRIL

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2011
price
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A Day in the Life of James Page

As far as possible, I've tried to avoid real jobs. Currently, I spend my time playing with classic cars that belong to other people, and working on my own 1974 Morris 1800 at a fully fitted workshop – all in the name of getting Classics Monthly magazine out.



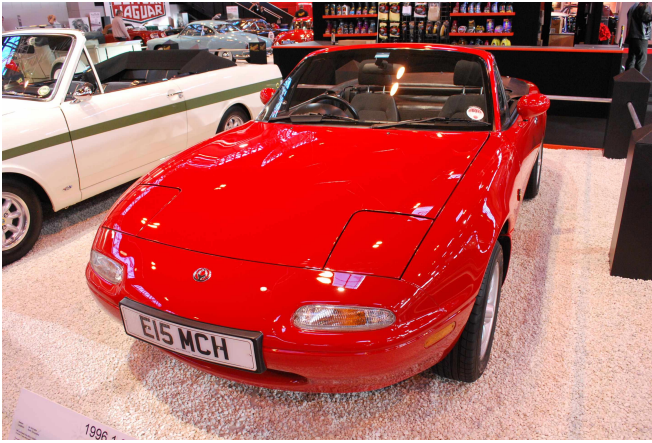
The only downside is those pesky deadlines getting in the way. But while being out on photoshoots certainly beats sitting in an office, they're rarely a walk in the park. Meeting the owner is generally straightforward. There's a common interest, so finding something to talk about isn't a problem. Hopefully the car's 'as described'. One car on a recent shoot had loose exterior trim – we had to attach it with Blu-Tak, then

run out of shot so the photographer could take a pic before it fell off! The photographers we use are all great blokes and – for the most part – as professional as you could ask for. There's an awful lot of moving the car around, though, and anyone with an ounce of mechanical sympathy would wince as the owner's asked to constantly stop and start the car to move it a few feet – especially on a hot day as the fan starts working overtime. If there's no power steering, it'll be the owner who's wincing.

The owner will often misunderstand the photographer's hand signals as they're trying to position the car, and woe betide anyone who wanders into shot. At one shoot at Brooklands, as the director of the museum stood holding one of the lights, a group of school children on an organised outing appeared wandering along the banking. "Oh, for f***'s sake," said the photographer, "will someone tell those kids to f*** off?"

Using old cars throws up the question of reliability, too. "Has anyone ever broken down on a shoot?" asked the owner of a Porsche 912 one morning. "Not yet," I said, about 20 minutes before the oil pressure light came on and we had to call it a day before expensive damage was done...

Luckily, I wasn't driving at the time. You always hope for an owner who isn't a nervous passenger. Some explain that no-one but them drives the car, and that's okay for certain features. On one occasion, we arranged a concours Mk1 Mazda MX5 (which was on display at last autumn's NEC Classic Motor Show) to take part in a group test.



The very affable owner had explained that only he would drive it, and it arrived on a trailer. But as soon as it came time to do the action shots, he shoved the keys in my hands with instructions to “enjoy it”.

Which I did – it was one of the best cars I’ve driven for the magazine. Others on the shortlist include the Lotus Elan (‘Baby’ and Plus Two –they’re both great), Audi Quattro,

Lancia Delta Integrale, Porsche 928 and Triumph GT6. And Mini Cooper S. Actually, it’d be quite a long list.

The hardest part is usually finding the car – unless it’s a Lotus. Club Lotus are unbelievably helpful. I once wanted to find a Europa that had been restored by its owner. I sent the email, left the office, logged on to my email about three hours later, and had eight offers of cars. Their all-time record was finding me an Excel for a buyers guide. That took 27 minutes...

Sometimes, for whatever reason, it doesn’t fall into place. The sixth and final car for the group test involving the MX5 was a Triumph Spitfire 1500. That’ll be easy, I thought, they’re everywhere. But no-one could make the location on the day of the shoot. No-one! So we were left in the slightly ridiculous situation of not being to find one of the country’s most ubiquitous classics. We had to do the shoot with the other five cars, then do a Spitfire on its own the following day.



The magic of Photoshop made it look seamless. The camera never lies? Don’t believe it. Grey days can become bright and sunny, backgrounds tidied up or changed completely, paint blemishes and reflections cloned out – in extreme circumstances, even the colour of the car can be changed. When it all comes together, though, it’s very rewarding. The owner gets to show their car off,

they end up with some great pictures of it, I get to drive it, and the magazine gets a striking feature. It even makes those deadlines worthwhile.

Photos of 2010 Prize Winners - taken by Martin Baker







Club Night Directions

North Bristol RFC

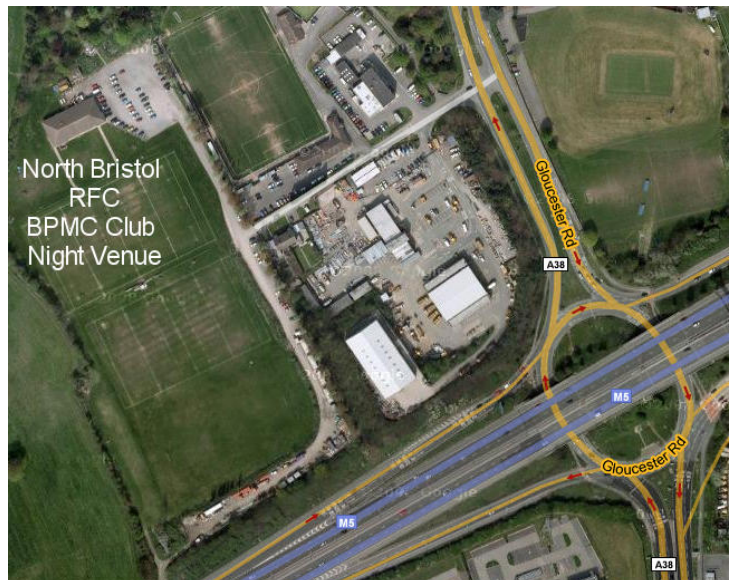
Almonsbury Bristol

Exit M5 at Junction 16.

Arriving from the south, take the left exit lane. Turn left at lights and venue is 150 metres on left-hand side.

Arriving from east, take right-hand lane on slip road. Take 3rd exit. After approx 150 metres, turn left before Police HQ.

Continue past the Gloucester Football Association building. At T junction, turn right into North Bristol RFC.



Bristol Pegasus Motor Club
www.bristolpegasus.com

Club Calendar 2011

2011 Bristol Pegasus Club Calendar

2011 Club calendars are now available. The cost per calendar is £4 and they are full-colour A4

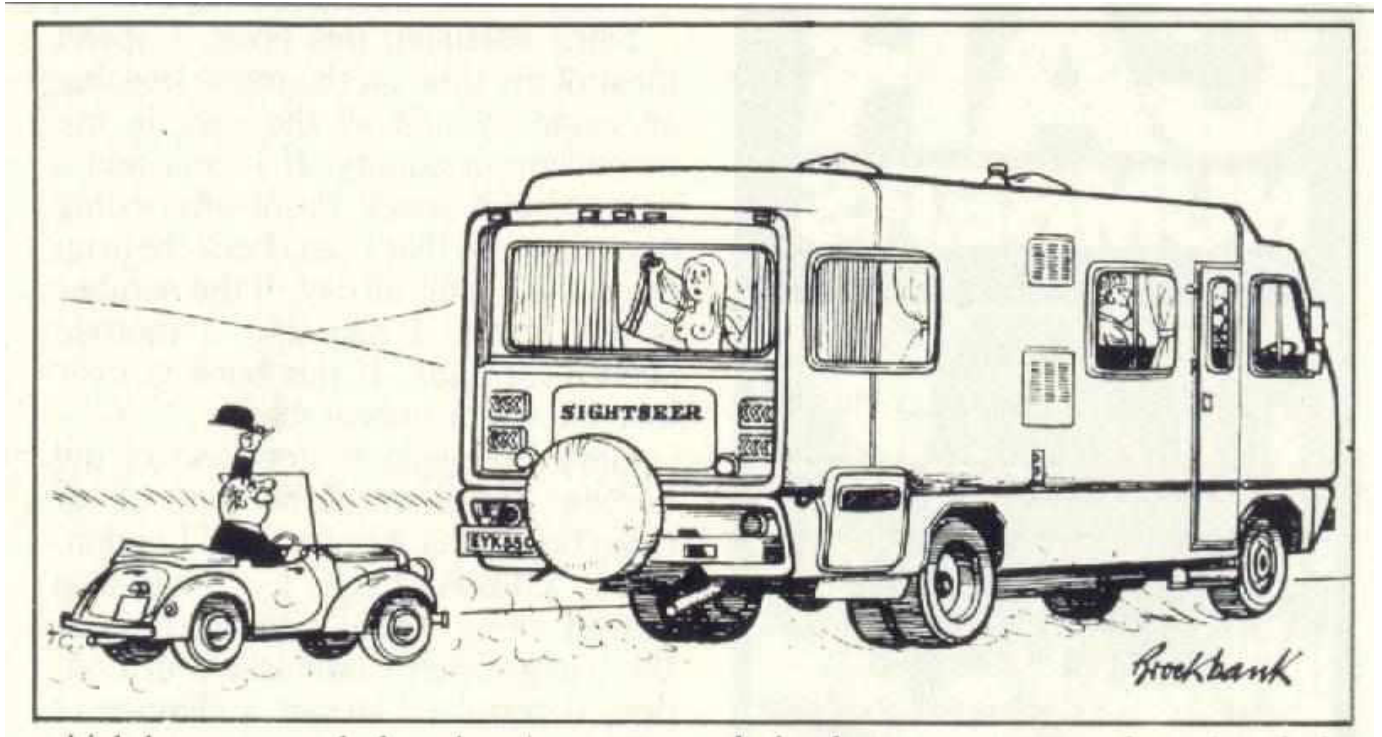
format as last year. If you wish us to post your calendar, please add £1 postage and packaging. Send cheques payable to Bristol Pegasus Motor Club to 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP.



Bristol Pegasus Motor Club

www.bristolpegasus.com

Remember When?



Quiz Answers

1. Five (Alonso, Vettel, Webber, Hamilton, Button).
2. 2001 (Philippe Bugalski - before it was part of the WRC).
3. India.
4. 1933.
5. Wiscombe Park.
6. False: Senna (41) and Prost (51) won 92 combined, one more than Schumacher - so far.
7. 1989.
8. Jack Brabham (F1 World Champions of the 1950s).
9. 2003.
10. 23.
11. Jorge Lorenzo.
12. Richard Petty and Dale Earnhardt.
13. 1965.
14. Vanwall (1958).
15. Fernando Alonso (2005-6).
16. Jean-Eric Vergne.
17. 27.
18. Lombard.
19. False - it was held at Imola in 1980.
20. Piers Courage - he married Earl Howe's daughter, and drove for Frank Williams' team.

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 available in the following colours and sizes

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Light Blue				
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Club Members

Spotted in magazines



Super-cool Fiat 900T Familiare could seat seven, but had just 903cc

Sarthe memories

The *Our classic team's* jaunt to the epic Le Mans Classic seems an age ago, but the memories came flooding back as I surveyed the amazing display of La Sarthe racers put on for the inaugural Chelsea AutoLegends on 5 September. Despite the incongruous setting of the Royal Hospital lawn – complete with picket fencing – the sight of the mighty Charles Pozzi 1979 Ferrari 512BB LM took me straight back to the Maison Blanche banking, circa 3am. Another highlight was a super-cute Fiat van in Rosso Corsa and with gold Cromodoras, reputedly a '70s Scuderia Ferrari team bus.



Tony Castle-Miller campaigning Tornado's Abarth-thrashing Fiat 600D GT

The Allen Trial 2010 in a Marlin

By Andy Moss



As regular readers will know I bought my Marlin in the summer of 2007 with a plan to do a few jobs just to get it through an M.O.T. This turned into stripping it to the chassis and it was almost three years before it made its competition debut in our production car trial. Later in the year I had a good day out on the MGCC production car trial, although it needed a few running repairs at the end of the event to get me home.

During all this time Carly Hart asked me several times when I would be entering the Allen Trial, but it was not until this year that the car was up together enough to put in an entry. Having put the form in there was still a lot to do, and I was still in the garage late the night before the event doing last minute jobs. I had planned to do the event with Martin Emsley who had been a huge help tuning and rebuilding the carbs. At the last minute Martin had to work and Richard Reynolds stepped in to passenger for me - as we were already planning to do class "O" in the Exeter the event would be good practice. Our overall aim was just to get to the end of the event with the car still running.

So we made it to the start, got through scrutineering and were off on our first classic trial. To add to the fun we had a scattering of snow before the event. The first section was a relatively easy run up the section at Tog hill, but it was another little victory to get out the top. Another milestone was reached when we got to Guys Hill, where I have marshalled in recent years. It was good to have a chat with Nick Wood and the rest of the BPMC members on the hill.



Among the many memorable moments along the way were the sections at Ubley Wood where one section was more of a ski jump than a hill - we hit the ground with quite a bump and felt the need to check under the car afterwards. Generally the car ran reasonably well and not too many things fell off or broke. The fuel problem that had been an issue when trying to get the car running properly raised its head again while we were waiting to do the second Lakeside

section, when the car refused to start. Eventually we got going - hopefully a better fuel pump

installed at the rear of the car will prevent the problem happening in the future.

The final section was John Walker - as we entered the section we were faced with crossing what is best described a "pond" - being new to this I was not sure if the best approach was to trickle through it slowly or take a run at it - we choose the later - it was clear I had got it wrong when we hit the water, which cleared the bonnet and deposited itself all over us in the open car. As we were the only ones who looked like drowned rats at the finish pub, I concluded no one else had taken our approach

Thanks to Pete and Carly and the Bristol Motor Club team for putting on a very enjoyable event, as well as to Mal and Spence for their help and advice in getting this far

Autosport International NEC Birmingham 13-16 January

www.autosportinternational.com +44 (0)845 218 6012

EUROPE'S NO. 1 IN MOTORSPORT ENGINEERING

The 2011 motorsport season will kick off once again at Autosport International, Europe's largest dedicated motorsport trade show, which will take place at the NEC, Birmingham. As it does every year, Autosport Engineering will showcase the best in UK and international motorsport engineering on 13-14 January, followed by the public days on 15-16 January. Autosport International is part of International Motorsport Business Week, which will launch in 2011 to draw together an extended range of high profile, globally attended business and networking events. Trade tickets for Autosport International are on sale now and start at £25, with group booking options available.

A roaring success in 2010

Over 85,000 people visited Autosport International in January 2010, among which were 28,600 motorsport trade buyers, travelling to Birmingham from over 50 different countries and generating £750 million worth of business. Close to 600 exhibitors showcased their innovations and latest products, holding over a hundred launches throughout the four-day show, making Autosport International a must-attend event for the motorsport industry.

Across the board

In 2011 Autosport International will again play host to Europe's largest collection of industry leading companies. Already confirmed are GEMS Performance Electronics, the world's foremost developers and producers of engine management, transmission control and data acquisition technology, and Eibach, the internationally renowned suspension specialists. Leading machine tools manufacturer and Formula One supplier Haas Automation will also exhibit, alongside production engineering experts MAC Tools and Deutsch UK. Car manufacturers will again have a significant presence at Autosport International. In 2010,

Porsche Cars GB, Ginetta and SDR Sports Cars all launched new models, and will return to the show this time around alongside Nissan, Honda and Lotus. Meanwhile, if you want to keep one eye on future engineering talent, universities and colleges with renowned motorsport engineering programmes, such as Oxford Brookes University, the University of Hertfordshire and Buxton College at the University of Derby, will all be exhibiting.

Cross-over technologies

Not only will the show feature companies from the motorsport industry, but also those that cross over into other fields, such as defence, marine and aerospace. Xtrac presented its marine propulsion system at the 2010 show, while coatings specialist Zircotec launched its flexible ceramic heat shield material aimed at aerospace and industrial engineering applications. Both will be present in 2011, with Penny & Giles and Bosch also featuring at the show.

Famous names

Autosport International has always welcomed the biggest names in motorsport and in 2011 the show will make no exception. Legendary commentator Murray Walker is already confirmed, and fans will have the chance to see him on the Autosport Stage and in the Fifth Gear Live Action Area on both Saturday 15th and Sunday 16th January. Other names lined up so far include former-F1 driver and pundit Martin Brundle, who will be joined by Jake Humphrey.

McLaren Racing Display

The show will give visitors the fantastic opportunity to see a collection of McLaren's most successful machines, including the car that gave Ayrton Senna his first F1 World Championship title in 1988, the MP4/4. Not only this, but the cars that helped Lewis Hamilton, Mika Häkkinen, Alain Prost, Niki Lauda and Emerson Fittipaldi claim F1 titles will also be on show, as well as McLaren's latest road car, the twin-turbocharged 3.8-litre V8 engined MP4-12C.

Fifth Gear Live Action Arena

Live racing action will return to Autosport International in 2011 with the Fifth Gear Live Action Arena. Thrilling racing and awe-inspiring stunts will entertain the audience, hosted throughout the weekend by Channel Five's Fifth Gear TV presenters, Tiff Needell and Jason Plato, who will bring their personal style to each of the shows.

PistonHeads: The Performance Car Show

Alongside Autosport International, show-goers will also have the opportunity to visit PistonHeads: The Performance Car Show, which features a wide range of exotic and high-performance supercars. Last year show-goers were treated to the Aspira F620, Noble M600 and the world record breaking Ultima GTR720.

Dates For Your Diary

Monday 10th January

The first club night of 2011. Come along for a chat and a beer

Friday 28th January - Navigation Exercise

Organised by Dick Craddy

The event will require map 162 only. The start location is the car park adjacent to the Tintern Abbey shop at map reference: 539 ½ 011 ½.

Signing on from 7.15pm. Route cards will be issued at 7.30pm.

Beginners, Novice and Expert route cards will be available.

Monday 7th February - A Talk by Max Tyler

Max has been in the Racewear business since 1982 and knows a thing or two about motor racing overalls, gloves, boots and accessories.

Max's current project is to race a Porsche 924 bought for £160 in the 360MRC's 6-hour race at Snetterton in April. Hear more when he comes to talk to us in February.

Monday 14th March - A Talk by Martin Groves, the 2010 British Hillclimb Champion

Martin Groves, three-time former champion, has taken the top spot for a fourth time at the wheel of his Gould/Cosworth GR55. It was a determined and hard-fought victory. An entertaining talk is certain when he visits us in March

Saturday April 2nd - Bristol Pegasus Castle Combe Track Day

Our Castle Combe Tuition and Track day has moved to an earlier April date. Tickets are on sale now - Enter early to make sure of your place. Details on the web at www.castlecombetrackday.org.uk or contact Tony Smith on 07941 101413 or e-mail entries@castlecombetrackday.org.uk