

Backfire

January 2012



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

Cover : Clubman's Champion 2011 - Andy Moss.

2012 BPMC Events Calendar

Month	Date	Day	Event	Venue
Jan	27th	Fri	Navigation Exercise	Announced in time for the event
Feb	10th	Fri	Navigation Exercise / Scatter	Announced in time for the event
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 Exercise / Scatter	Announced in time for the event
Apr	16th	Mon	Club Night (Note; 3rd Monday)	The Parkway, Stoke Gifford
Apr	15th	Sun	Production Car Trial	Lower Grove Farm Dundry
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
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: 1st February 2012

As always, we are looking for contributions for Backfire

Editor: Martin Emsley

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

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



Editorial

Martin Emsley

Welcome to my first edition as editor as Backfire. I would like to thank all those who have preceded me for their efforts in making Backfire not just the journal of Bristol Pegasus Motor Club but also a very interesting and varied read.

There is a rumour that I have become editor as I write so much in this publication, well if there is any truth to that I for one would like to redress the balance and request articles and information from other club members. We all have a story or two to tell and I know that most of us enjoy a good yarn, so please submit your articles, scribblings or as I have said before we can do a recording and get it typed up. Do you have any interesting photos you might be prepared to share? Whatever it is I would love to hear from you, please get in touch, as Backfire is only as good as our contributions. Talking of which it is my honour to share with you two superb articles from our own Bob Bull & from Pete Lyons in California; this being one of my favourite pieces from 'Fast Lines' and I am very grateful to Pete for allowing me to reproduce it here.

Wishing you a safe and enjoyable 2012, see you around.

Contents

Editorial

Forthcoming Events

Chairman's Chat

Membership

Escursion

Articles

Event Reports

Letters

Clubman's Championship

Marshal's Championship

Fantasy F1

Market Place

Meeting Details

Contact Details

Remember When

Forthcoming Events

BPMC Club Night - There will be no meeting at the Parkway this month. Your committee will however be busy holding an extended meeting to plan details of this years activities.



BPMC Navigation Exercise

Friday 27th January 2012

Once again you are encouraged to enter our now traditional 'start to the season event' which, as in recent years, will be held in Gwent in the area around the Wye Valley. This year maps 162 and 171 will be required.

The signing on and the start location is at Coppice Mawr adjacent to the B4235 west of Chepstow. Map reference 162/494 943.

Signing on from 7.15pm with the start at 7.30pm.

The distance will be 27 miles and yet again the finish will be at a pub close to the River Wye. Bridge tolls will be reimbursed for those who use the Severn Crossing. A receipt is requested.

Once again Dick Craddy is the organiser and he confirms that the interesting and challenging route will take in some roads to the west of those used in recent years. You are assured of a route of interest to both for drivers and navigators. Beginners, Novice and Expert Route cards will be available.

Should you require further information please contact Dick on 01454 414842 or email to craddy@old-down.freeserve.co.uk

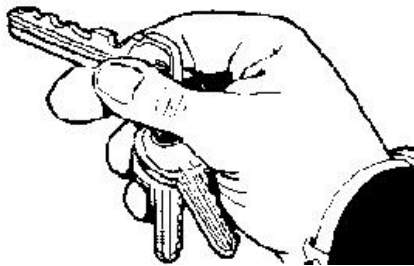
Bristol Pegasus Track Tuition & Test Day 2012



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 for full details



CHAIRMAN'S CHAT

Andy Moss

December has been a relatively quiet month for the club, but things got off to a good start with the clubs AGM and prize giving. This was the first AGM we have held at the Parkway and we had a good turn out of club members. As well as the normal presentation of awards everyone seemed to enjoy the buffet and a good chat.

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 Wessex Sprint and presented all the awards on the night, while Chris Goodchild and Tim Murray sorted out all the other trophies.

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 2012 brings as much success and enjoyment for all club members.

Among the many trophies awarded on the night were a couple of special awards. The Kieron Winter Trophy this year was awarded to Mal Allen and the Committee Rose Bowl to Gerry Bath. The Marshals Trophy was won by Tim Murray, and after more than 25 years of trying I was very happy to win the Club Championship for the first time – congratulations also to Chris Thompson and Alan Spencer who took second and third places.

The next event was our annual post Christmas social gathering. This year we visited a different venue and were made very welcome at the Rudleigh Inn, near Easton in Gordano. This is rapidly becoming our southern base and it is nice to get the club out and about to different parts of our area.

Just before the AGM a number of club members went out marshalling at Guys Hill on the Allen Classic Trial and a few of us were out competing. The weather was quite different this year, having had a covering of snow last year and rain the year before, it was nice to enjoy some winter sunshine. The event is as popular as ever and was well received by the competitors - congratulations to the organising team.

Having had a nice break over Christmas, I am writing this the before I return to work. As always at this time of year this is made a little easier by having a visit to the Autosport show to look forward to.

Finally a reminder that if you have not yet renewed your membership you will need to do so to receive your Backfire next month. This year the default is to receive your magazine by electronic download, which will keep your membership fee and our costs as low as possible. If, however, you prefer a printed copy that option is available at small additional fee to cover the costs involved. We believe our membership fee is still one of the lowest

for any car club, and we hope you find it good value – don't forget membership for your partner is also free, so why not take the opportunity to request a free membership card for them as well ? With a wide range of social events planned for next year as well as the competitive events, I am sure there will be something of interest to all.

Membership Renewals – It's that time again !

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



ESCURSIONI

Martin Emsley

Am afraid I did not get to the kart event in 2011 but would like to extend, on behalf of the club, our very sincere thanks to Ken Robson for his energy, time and enthusiasm in organising the event year on year raising over £1,000 each time for charity, lately The Air Ambulance, a fantastic effort, many thanks Ken and also to all of you who support this great annual event. Simply awesome and so worthwhile; having fun whilst others benefit sounds a pretty good deal to me and he has now topped £10,000 which was recognised at the AGM with a small award.

Was somewhat saddened to hear of the death of Peter Gethin just before Christmas, but I suppose he had a good innings and survived a dangerous time in F1. I have an interest in drivers like Gethin, Redman, Attwood, Ganley, Bell, Elford, Hailwood, Siffert, Schenken, Oliver, Hobbs, etc who may not have made the top rung in F1 but have contributed to Motor Sport in many different ways, there are some fascinating stories out there which don't get heard, certainly not as often as the inevitable current F1 driver books though my lifeline is MotorSport Magazine which delivers a lot of gems.



Surely in December most classic and convertible cars are tucked up for a few months under cover? Not so the MX5's of Wood & Emsley. As was foretold by many; Nick and Cherry have got another MX5, an 1800cc model in silver. Like all cars that sort of age it needs a bit of attention, having helped out a bit I can see it is certainly a nice example and I do hope they get plenty of enjoyment from it. Following on from my trip to Dorchester earlier in the year I met up with Richard Jones who is heavily involved in the MX5 over in

Blackwood Gwent. He is a big supporter of the Owners Club and provides services and parts from the cars he breaks at very reasonable prices. So having made contact and arranged to go visit we decided to make it into an interesting 'road trip'. We had a clear run up the Wye Valley to Monmouth, I forget how many years it has been since I drove that road, then cut across to Abergavenny on a stonking 'B' road. From there a short climb and superb view out of Blaenavon before picking up the road to Brynmawr where we were flashed in warning of the mobile speed camera down the road, luckily having passed it at low speed we continued thus and there was a police car further down the road! A quick hop over to Ebbw Vale where I got a bit lost, driving and map reading not easy, and a run down Ebbw Valley where we caught the only rain we saw all day and it was only a few drops.

Having covered about seventy miles it was great to meet Richard and have a chat. His business is called MX Central and he showed us his very impressive turbo project car that is being assembled from some very choice bits sourced from the eighty MX5s that have passed through his hands over time.



Some of the parts being quite rare, he is making a great job of it. Over coffee Nick told a yarn and Richard's dog was totally enthralled watching his every move. A quick pie and chips before travelling to the garage about 6 miles away, mind you we had already collected some great bits at the house. Tucked away the garage contains a useful 4-poster lift and 3 cars, which are currently being disassembled and piles of parts carefully sorted in relevant sections. It was a bit

congested but I still managed a bit of a ferret finding some more bits from my shopping list. Best of all was the main reason we went; a gearbox for £40.00, bargain. Have never been totally happy with our shift to 2nd and a clutch replacement with help from Mal has not really made any difference. So with the sun going down we bade Richard farewell and headed home via the motorway, me with the 'box' carefully packed on plywood and foam, covered by sheet in the passenger seat! And we maintained our 100% record for the day by driving the 44 miles home with the roofs still down, cold but heater and beanie hats made it bearable, heck almost enjoyable. A superb day out



More adventures in December when Chris Hartnell and I made a 3 hour return trip to Oxford to collect his latest toy. I have to say it is absolutely wonderful, the detail is such that it would look good on the lounge wall, and it is a dream to ride! Oh, it is an original 1961 Schwinn cycle. It has a single speed when pedalling forward but when you stop and push the pedals backwards it gives progressive braking, very clever and effective. Supremely easy to get used to in a very short while; though the bars appear wide they are actually comfortably positioned and give very good control whilst the sprung saddle is just superb. The front forks are so different to those we are used to with some lovely detailing and a mono spring. My favourite feature is the wheels, they are spoked differently to ones we are used to and have three tapered then grouped in pairs i.e. 6 spokes. The picture will show better than I can explain. I just love that and the way it rides, the test being control at very low speeds and it is very accommodating.





Probably the best car I have owned.

Bob Bull

Following the receipt of an inheritance at the beginning of the year I decided to treat myself to a new car. I drew up the normal spec list Sporty, ideally a convertible, easy access (this car was replacing an Elise which whilst a great car was difficult to get in and out and not very practical) etc.

Quite quickly a Porsche Boxster rose to top of the choices. I thought long and hard about new/used visiting the local main dealer Porsche Centre Bristol a number of times including 2 test drives, one for me one for the wife. I was taken by the thought of a new car and in particular picking it up from the factory, so I made the leap and decided on a new car. So what colour, spec etc.? Most car companies give you a brochure, Porsche give you books! The choices of engine spec, colours and extras were mind boggling. I quickly controlled my enthusiasm by reading the price book! Having decided on the colour I was only prepared to spend money on performance related extras so an S spec with limited slip, hard top and xenon lights was duly ordered.

After some delays, a collection date of 15th April was given. So on the 14th my son and I flew from Heathrow to Stuttgart, we were picked up and taken to an excellent hotel in the town centre, where we were greeted by name. After an excellent meal we retired with anticipation for the next day. We were collected and taken to the factory. After a welcome and coffee we were taken around the engine plant by a student who spoke excellent English, having spent my working life in manufacturing both in the aircraft and automotive industry I had never seen such a clean operation, they vacuum the floor! All the parts are delivered track side by robotic carts that then take the completed engine to car assembly or despatch for engines going to other locations. We then visited final assembly where running gear is matched to body, all operations are just in time with no stock held in storage either components or final cars. The whole operation was very professional. When we returned to the reception area for another coffee we were met by our delivery manager who took us through to the collection area approximately 20 cars being collected throughout the day.



Following an extensive briefing including how to remove/replace the hard top, I drove the car out into the visitor's car park (probably the most nervous drive of my life!) An excellent lunch followed in the Porsche VIP restaurant.

We then visited the Museum and local Dealership, both of a very high quality with every type of Porsche you can imagine and a few you wouldn't.



I know you pay for this visit and hotel, but it is an exceptional experience which I would recommend to anyone lucky enough to be purchasing a new Porsche. The weather was fine and we were keen to go for a drive, I pulled rank and drove first out into the countryside via Weissach, you can't enter but you can see some of the track (was that a GT3 RS 4.0?). After about an hour we swapped over, my son who has a racing licence tested some of the limits including the LSD before sedately parking back at the hotel.



The following morning we left for Calais, it became clear that at normal speeds the Porsche is just as easy to drive and as comfortable as an ordinary car, not an attribute I would link with the Elise where every journey was "interesting" from falling in to climbing out! After a very pleasant and easy shared drive which included a visit to Rheims we arrived at Calais Tunnel.

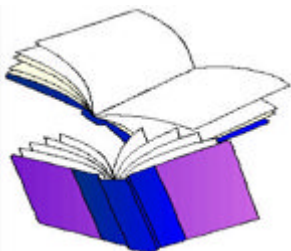
We arrived at Eurostar, our ticket allowed us to drive to the front and straight on, I was very impressed by the tunnel crossing; this was my first crossing in the tunnel which I found very good. Back in the UK the drive home was again shared, it was very easy and pleasant.

The following Monday the car was taken to the dealer to be Anglicised; lights, registration alarm etc. Of course the car is too valuable to use off road, so I have acquired a 53 plate Cooper S for my daughter! More off that another day.



After driving around with the roof down most of the time in that wonderful spring we had I had not used the air conditioning and when I did it didn't! The dealer lent me a 911 whilst they "fixed" it however 2 weeks later it stopped working again, apparently they couldn't find a leak so refilled it with a dye so this time they knew where the leak was and fixed it. The second loan car was a Cayman, very nice but I missed the roof down driving. It is now fine and I only have good words to say about the local dealer (Dick Lovett) who have been excellent throughout the process. I have completed 7000 miles in 6 months proving how versatile and addictive the driving experience is.

As part of the Porsche new car ownership process you get a "Porsche experience" at Silverstone, after a 2 hour one on one coaching session I know this car can do things I would not have thought possible. Definitely a "don't try this at home" session e.g. slam on brakes with 2 wheels on wet area and 2 on dry letting go of the steering wheel! It stopped in a straight line in only slightly longer distance than fully dry. Personally I find the car better than I imagined, the mid-range torque and overall road holding are very impressive.



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



Ferrari in the Grass

Pete Lyons

First published in *Vintage Racecar* magazine, April 1999

JUST AS THE SUN was setting at Daytona I went out hunting, and the very first trophy I bagged was a Ferrari Corsa. It was at rest but alert in yellowed grass, long red body poised on springy wire wheels. It seemed to be suspiciously sniffing the other vintage cars clustered with it in this compound like diverse animals at a water hole. They all seemed to be listening nervously to the raging sounds of modern wildlife racing around the Speedway close outside.

Slowly, I drew my pen. I hadn't known quite what I was after, but I knew this was more than I'd hoped for. What an extraordinary time we enthusiasts live in. Our technology has reached the point that it can be used against itself, to relieve the emotional dislocation it has caused us. The very science that has been whiplashing us numb by its ever-accelerating pace, now is capable of restoring and even recreating cherished icons of our past, to give us back some of our stability.

We aren't built for rapid change, we upright anthropoids. We cope with it, perhaps even enjoy the thrill, but too much progress too fast pulls our roots out. I don't know how your ride through life is going, but for me lately, it's been like the throttle's jammed open and the rev limiter's broke. One important thing vintage racing gives me is a sense of speed control. That's what I saw in that lovely, lovingly renewed, 50-year-old Ferrari. Almost as old as I, it linked me directly to myself at the age when I began to see meaning in cars and racing.

Here, unedited, is what I scribbled in my little notebook that balmy January evening, as I took a break from the cloying Media Center and ventured out to find something real to write about:

"At dusk I tire of trying to fill in data blanks, and take a walk to soak up atmosphere in soft evening light and air. In HSR area of infield I see several cars on display atop scanty Florida shortgrass, just like old Sebring, and there is Corsa Ferrari. I have a memory moment: rich guys of my childhood — 1940s-50s — hunched over these open air steering wheels, thrashing around makeshift courses. The technology has changed, but not the soul.

"I make right wander, and am there when Corsa owner fires it up and drives away — click-tickticktick, whirrr-blattblattblatt — crisp."

My juices up, I wandered on and came across other, more pertinent things to put in my 24-hour race story. But I can't get that old Ferrari out of my mind, nor do I want to.

An awkward young colt of a car, a simple cigar slung between cycle fenders, it was old-fashioned the day it rasped to life in Ferrari's factory courtyard. Maranello soon birthed more sophisticated models. The Corsa was edged into retirement. But not into oblivion. I believe vintage racing saved it. No, not right away. In those days, a race car's life span was determined by its competitiveness. When something like this Ferrari dropped back from the front lines, usually it was sent elsewhere to race, changing hands and venues and sometimes engines again and again, until finally it was obsolete everywhere. Then, if it wasn't left to corrode away behind some shed, it might be granted mummification in a museum. If really lucky, it found respectful hands to restore it to original condition, even to running condition.

Devotion to historic machinery is nothing new. When I was a kid, my dad took me to numerous classic car "meets" for vehicles that to me, then, looked as ancient as sailing ships. Like surviving Tall Ships, they were capable of careful exercise. Once, indeed, famous motoring writer Ken Purdy gave me a ride atop his equally famous old Mercer Raceabout. A pretty brisk ride, in fact. I remember being startled by cold air blowing up my pants legs. Who knows, maybe clambering aboard Mr. Purdy's yellow speedster was my first step to wandering the Daytona infield these four decades later.

What's different about the old car world now? It's no longer a quiet, cautious backwater. Enthusiasm for vintage racing has been explosive, and one consequence has been to make old cars new. Literally, in some cases. Audi's construction of a new Auto Union chassis simply stunned me when I saw it run at Goodwood last summer, and that was before the driver burned donuts with it. No fear, now Audi's even making a brand new V16 motor. We'll hear it at Monterey. Here is an example of the highest automotive technology of one of the great Golden Ages, an achievement that had required big-government backing of a major automaker. Yet today, a private workshop can build the same machine. Do you suppose one day any High School science class will be able to turn out Saturn V moon rockets?

Anyway, custodians of precious old cars no longer need to fear firing them up because something irreplaceable might break. First of all, thanks to the vintage racing community's dedication, skill and ever-growing knowledge, breakage is more likely to be avoided. And if not, the piece probably can be duplicated. In the same way that historic images originally made on fragile film are now being safely preserved through computer technology, great race cars that used to sit mute can freely roar again.

Vintage events aren't like musty trophy rooms any more. We get the whole living, Jurassic Park experience.

I feel my white knuckles relaxing.

(From "FAST LINES, Memorable Moments in Motorsport," by Pete Lyons, published by Octane Press, available at www.petelyons.com)



Photo by Ozzie Lyons / www.petelyons.com)

Ozzie took the picture at the original "round the town" street circuit at Bridgehampton, New York, in 1952. We THINK the driver of the Corsa number 16 may be owner Briggs Cunningham.



Allen Trial Martin Emsley

After the time spent trying to tune the Marlin engine Andy offered me the opportunity to ride with him on 'The Allen' this year, now I realised that it would be different from my trip with 'Curly Allen' a year or so back but was very much looking forward to doing it again. Well the day did not get off to a brilliant start; we had some heavy rain during the night, which had stopped by the time we left, but the wind was still strong.

Driving to The Cross House at Doynton every time we hit a bump there was a rotating rubbing sound from under the car, a bit worrying. Having scrutineered and signed on we checked the rear arches and found nothing there so removed the top of the gearbox / propshaft tunnel to be greeted by shiny marks on the rear UJ obviously caused by the bolts, but how? Putting the car in gear revealed the U bolts had stretched and the axle was pivoting up and down reducing bolt clearance on joint. Finally finding a suitable wrench Andy did some serious tightening once we had re-aligned the axle. We hoped that would be our only mechanical problem during the day and it proved so, was a good lesson learnt about preparation. Carly was aware that my preparation was not good the other year when I marshalled through the pouring rain wearing two carrier bags so she kindly donated a couple to me at the start to ensure I had all I needed.

Andy's prediction as we sheltered under a tree in the car park "It wouldn't have rained if we had bought the hood", however the rest of the day proved to be quite pleasant and cold as expected. Tog Hill was our first challenge and we had a very nice run to the top, was good because it gave a degree of confidence in the car and an early feel of the days' conditions. On to Bitton Lane which proved more challenging; Andy got stuck into the first part which was a little lairy 'who parked those Land Rovers so close to track? This being due to trying an alternative line to avoid the deep ruts and bottoming out, something that would haunt us later! Andy did a great controlled ease off the restart, which was excellent, and the second part of the hill being extremely well driven. Right from the start of the event we were aware of how friendly it is, so many smiles, kind words and encouragement during the day made it a quite superb event.

Little Uplands gave a short delay then a nice unobserved chug up the lane before motoring on to Guy's Hill, I have to say the road miles were most interesting and enjoyable, not sure that would have been the case if it had rained all day though! Guy's had the usual queue and we took the opportunity to watch the technique of other competitors including one Suzuki which struggled even to get to the start line. We had a very nice climb up the first part to the restart, Andy carefully feeling for grip, got us moving only to be thwarted by a tree root! Shame but I think with a bit more experience we may have made it. Smashing sunny drive to Travers Hill, the lead in was like a section in its own right, certainly tougher than Little Uplands, unfortunately an MG Midget broke down and had to be pushed out of the way. It was great to see Duncan Pittaway in his GN, at one stage he caught us on the road and we heard him before sighting his 'beast'. The Travers restart really caught us out and we were going nowhere, Andy tried several things but unfortunately could not get off the line, maybe he needs a bit less mechanical sympathy at times but the skill is knowing when those times are!

Another feature of our day was the swarms of cyclists; we saw a considerable number, guess they were taking advantage of the nice weather and good roads too. Ubley Woods really sent our morale plummeting; so slippery even getting to tests, then we came off one going backwards, no grip headed for lake some miles away! When the Land Rover trying to tow us out it also could get no grip simply showering us with mud we could envisage being stuck there for a long time. All these things used time and put us well behind schedule. We managed to overshoot on the special test, failed to get grip to reverse back to the line so that whole section was a total disaster for us. The Marlin was plastered in mud and we were glad to get to lunch halt albeit to be told we only had 11 minutes!

Tubby's Torment was real fun, when we got there we discussed our technique and although we planned to reverse further back we failed to do so and subsequently also failed to make any headway, unfortunately a fail! We were annoyed because we could have cracked that one yet had handicapped ourselves. On to Burledge where we had no idea about the restart; we got through to the line really well but probably positioned the car too far to one side and a hump stopped us in our tracks despite Andy giving it everything he could, a shame because we really needed another good result to boost

confidence. So to Lakeside and an awful long wait, to be told there was only one test. We could have lunched longer had we known, but in the queue we got the opportunity to look at other vehicles and chat. Duncan had entered his TVR, which we are all looking forward to seeing, but unfortunately was not ready, so instead he bought out his 1921 GN. This constructed by Ron Godfrey of HRG fame and Archie Fraser Nash, with the 3.4litre V twin they had cleared most hills, had a few problems in Ubley Woods and two punctures but certainly looked to be having fun and getting a lot of attention. We received many horror stories from crews coming off the section and finally it was our turn; certainly we tackled it with verve and enthusiasm but struggled even to get out.

Uplands was just so rutted, I would have reconsidered before taking a 4-wheel drive up there. Andy gave it a terrific attempt, I so enjoyed the ride, he did a stomping job avoiding the worst before we finally ground to a halt and reversing out was even more difficult. The final hill was John Walker, I have marshalled it in the past and know the layout if not conditions. Andy had bad memories from the previous year when the engine was not running so well and he drowned it in the ford. So we worked out a strategy for the water and Andy excelled himself, a superb balance of control and aggression. I was shouting and trying to 'help' and he gave it everything, we were both ecstatic as we sailed over the section end, what a superb way to end the event, on a real high.

And so to the finish, exhausted but elated, I had a fantastic day out, great event, no breakages and thanks to Andy some great memories. At the beginning Andy said "set off with zero expectation and you can't be disappointed" which makes some sense but I think a degree of determination and 'ambition' is required to succeed. The Marlin needs more ground clearance which would help with the bottoming and losing speed whilst a heavy duty sump guard will give more confidence of not doing any damage when it is loose and rocky. I felt Andy's confidence and ability increased measurably during the event as he gained more experience and like most things more practice will bring results. Of course a big thank you to those who organised and marshalled such a great event, Thank you.



Allen Trial 2011





Pegasus Sprint - Castle Combe - 15th October 2011







Photos by Alan Dillamore

Monday 12th December - AGM, Prize Giving and Buffet

Chairman Andy Moss opened the meeting by welcoming those present. The minutes of the previous AGM were not read to the meeting, but copies had been made available in advance. The motion that those minutes were an accurate record of that meeting was proposed by Martin Emsley, seconded by Alan Spencer and carried nem con.

CHAIRMAN'S REPORT

Chairman Andy Moss presented his review of club activities in 2011.

On the competition side 87 members scored points in the Clubmans Championship. 41 members scored points in the Marshals Championship.

Membership levels had remained at a similar level to 2010.

TREASURER'S REPORT

Treasurer Martin Baker started his report by noting that an abbreviated version of the accounts had already been published in the Backfire newsletter. He would now be presenting them in more detail. The club had made a small profit for the year. After the losses made in the two previous years, this turnaround was due to savings in the production cost of Backfire as printing was now done in house, increased sales, and profits on the test day and sprints. The sales increase was mainly due to income from advertising on our website. Events had made their usual thumping loss, mainly due to the cost of the trophies. The trial had made a profit, however. The loss on social events had reduced. We were now much closer to covering the basic club running costs with the income from membership fees.

Martin noted that these accounts had been audited by Rex Meaden, whose statement was available for inspection, and invited comments/questions.

Dick Craddy noted that the Sprint profit equated to a small number of entries, and it would have been easy to have made a loss if entries had been down. He suggested that we couldn't afford to be complacent about our current financial position.

Martin proposed that the accounts be accepted. This motion was seconded by Nick Wood and carried nem con. Martin then proposed that Rex Meaden be reappointed as auditor. This motion was seconded by Dick Craddy and again passed nem con.

ELECTION OF BOARD OF DIRECTORS

There were 13 nominations to fill the 13 posts. These were:

Malcolm Allen, Martin Baker, Bob Bull, Martin Emsley, Chris Goodchild, Ian Hall, Phil Harris,

Andy Moss, Tim Murray, Richard Reynolds, Alan Spencer, Chris Thompson, Nick Wood

Phil Turner proposed that this board of directors be elected. This was seconded by Lewis Bird and carried nem con.

Chairman Andy Moss thanked Cherry Robinson, who was standing down from the committee, and John Corfield who had stood down last year but continued to act as Membership Secretary until recently, for their services to the club.

ANY OTHER BUSINESS

None.

The official AGM then closed.

POST-MEETING FORUM

Ken Robson asked whether there was a vacancy for a Charity Co-ordinator. The answer was yes.

Pete Goodman suggested a 'Committee Notes' item in Backfire giving a brief insight into what was happening at committee meetings.

Dick Craddy noted that the page on the website giving details on the committee members was not very obvious. It was agreed that we needed to improve this.



Above : The Pegasus Sprint celebrated its 21st running in 2011

Award Winners 2011





By Andy Moss & Martin Baker

2011 Club Special Award Winners

The Kieron Winter Trophy - Mal Allen

Each year we present this special award in memory of Kieron Winter. This trophy is given to a member who has shown the enthusiasm and commitment that was so much of Kieron's approach to all things related to the club.

The 2011 winner of this award is a brilliant example of a club motorsport enthusiast. Over the years he has competed in most forms of our sport - Sprints, Navigation Events, Trials, Autotests - he has entered them all. In his time he has seen a fair amount of success and today is recognised as one of the leading contenders in his chosen discipline. His achievements are all the more impressive when we consider most of his success has been in vehicles he has prepared himself, often on a relatively small budget.

As well as finding time for his own motorsport, he puts a great deal back into our club. When not competing he is an enthusiastic marshal and event organiser.

His past successes have included being an ASWMC championship winner and he has won our own clubmans championship twice. Despite his success this person knows that club motorsport is all about enjoyment, not just winning, and he is always willing to provide help and advice to those new to the sport. We all enjoy his company and above all his sense of humour – spending time with our winner is always a good experience.

In the year he joined our club committee Charles married Diana, Bucks Fizz won the European song contest and Shergar won the Derby. Perhaps most significantly British Leyland ended production of the Austin Maxi and replaced it with the Triumph Acclaim.

Our winner can therefore also claim the distinction of being the longest serving committee member in the long history of our club. As many of you will have guessed by now, the 2011 winner of the Kieron Winter Trophy is Malcolm Allen.

The Committee Rose Bowl - Gerry Bath

Each year the Committee Rose Bowl is presented to a member who the committee feel has made a significant contribution to motorsport or to the club itself.

For 2011 we have decided to honour one of our longest standing members. Our winner has been actively involved in the club since he joined us in the 1950's. He quickly made his mark, winning the club Rally Championship in 1958. He joined the Committee in 1973 and served for 14 years in various roles including club treasurer.

An accomplished engineer, he frequently wrote articles in Backfire, telling us about his self built specials. These included a 750cc 3 wheeler, a Ford 10 engined car appropriately named the "Pegasus" which he hill climbed at Naish Hill and raced at Castle Combe, an Austin 7 based 750 special and of course the Minim GT which many members will remember him competing in.

In recent years his Lotus Elite has been a familiar sight on the club stand at many events, and he has been helping John Marshall race a Lotus Mark Six.

In recognition of his long time contribution to the club and his engineering and motorsport achievements, we have great pleasure in presenting the 2011 Committee Rose Bowl to Gerry Bath.



2011 Clubman's Championship Final Results

Results Prepared By Chris Thompson

TOTAL POINTS SCORED	CLUB MEMBER	FINAL POSITION	NUMBER OF EVENTS	ORGANISED or MARSHALLED
34.90	Andy Moss	1	11	Yes
29.39	Chris Thompson	2	11	Yes
26.29	Alan Spencer	3	11	Yes

2011 Marshal's Trophy

The Marshal's Trophy was presented to Tim Murray for the highest score based on organising and marshalling competitive events. Well done Tim and to all those members that marshalled and organised events in 2011, without your help we would not have been able to put on so many great events.

The top three scores in the Clubmans Championship based on points solely earned organising and marshalling competitive events.

TOTAL POINTS SCORED	CLUB MEMBER	FINAL POSITION	NUMBER OF EVENTS
16	Tim Murray	1	6
10	Martin Emsley	2	3
9	Nick Wood	3	3

Bristol Pegasus Fantasy Formula One 2011

FINAL 2011 RESULTS

Prepared by Simon Moss

Name	Driver 1	Driver 2	Team 1	Team 2	Engine	Joker	Score
Martyn Davies	Ambrosio	Vettel	Redbull	Virgin	Virgin	Australian	1096
Millie Parker	Glock	Vettel	Redbull	Virgin	Virgin	Australian	1086
Helen Davies	Rosberg	Vettel	Sauber	Williams	Red Bull	Malaysian	980

Market Place

For Sale

Trailer / Caravan wheel lock, £10

Phone Simon 07986556004 or e-mail

simonjchild@hotmail.com



Wanted

Opel Manta 'A' or 'B' sump

Phone Dave Smailes 07855124953

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.



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.

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.



Introducing ...

Pete Lyons' **NEW BOOK**

Memorable Moments in
Motorsports by Pete Lyons from
RACECAR Magazine

Lyons

FAST
LINES

FAST LINES



55 "FAST LINES" Columns
from *Vintage Racecar* 1998 thru 2011
published On-Demand by Octane Press
\$24.95 Available directly from Pete at

petelyons  .com

For all the latest news

Why not visit our website www.bristolpegasus.com



Remember When?



Forthcoming Events

BPMC Club Night - There will be no meeting at the Parkway this month. Your committee will however be busy holding an extended meeting to plan details of this years activities.

BPMC Navigation Exercise

Friday 27th January 2012

Our now traditional 'start to the season event' will be held in Gwent in the area around the Wye Valley. This year maps 162 and 171 will be required. The signing on and the start location is at Coppice Mawr adjacent to the B4235 west of Chepstow. Map reference 162/494 943. Signing on from 7.15pm with the start at 7.30pm. Beginners, Novice and Expert Route cards will be available.

Should you require further information please contact Dick Craddy on 01454 414842 or email to craddy@old-down.freemove.co.uk



Friday 10th February - Navigation Scatter

Monday 13th February BPMC Club Night

Friday 24th February - Race Retro Club Trip



Bristol Pegasus Motor Club

Club Calendar 2012



Bristol Pegasus Motor Club

www.bristolpegasus.com

2012 Bristol Pegasus Club Calendar
Copies still available - 13 months through to Jan 2013 !

Just £4 + £1 P&P

Many members enjoyed previous years club calendar and we have again printed a full colour calendar in the same format for 2012.

These are again a limited edition and once they are gone no more will be printed, so make sure you get in quick if you wish to enjoy this excellent record of club events last year.

Send a cheque or collect at a club night. If you wish us to post your calendar please add £1 postage and packaging. Cheques payable to Bristol Pegasus Motor Club to 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP.