

Backfire

Bristol Pegasus Motor Club Magazine



January 2014



**Club Member Alan Spencer on the Allen
Trial in November Photo : Carol Thomas**

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Chairman's Chat

By Andy Moss

As we start 2014 I am looking forward to another year of club events – as well as events that have proved popular in the past, we will have some great new activities in 2014.

Starting with the old favourites, planning is already underway for the Sprints at Llandow in May and Castle Combe in October. The circuits have confirmed our dates and we have started booking the other essential items we need to make these events happen, Timekeepers, Medical Cover, Rescue Units and Scrutineers are all things that need to be sorted out early. We have also been speaking to the various championships which come along to our events and it is pleasing that most are returning again in 2014. The only one we will not be seeing this year is the Lotus 7 championship – they are concentrating on their own Curborough event in May and therefore will not be joining us at Llandow. We have however gained another couple of championships - the Downton Minis and the Austin 7s. If the event is as well supported as it was last year, we should still have a large enough entry and hopefully a little more room in the paddock which was very busy last year.

For the sprinters amongst you, we also have a large number of invites to other events, both individually as a club and through our membership of the regional associations. We will again be running our Open Speed Championship, which gives you the opportunity to claim points from your best six speed events throughout the year. There are also plenty of opportunities to marshal both at our own events as well as some of the other local events, and of course getting involved in running the events is also a lot of fun and gives a real sense of achievement on the day. Let me know if you want to get more involved – there are always opportunities to shadow current members of the organising team, so even if you have not done this sort of thing before it is easy to get started.

As well as the sprint dates we are very lucky to have our own dedicated summer Saturday Track Day at Castle Combe – this is something that is unique to us, we are very lucky to have a Saturday date and even luckier to have been able to enjoy the activity for over 30 years. This year as well as the on track activity we are going to have a display of cars and other activities in the Paddock, so it is an opportunity for those not involved in the Track Day itself to join in what promises to be a great free day out. Why not add the 30th of August to your diary now !

A little later in the year we are again returning to Combe early in October for the Autumn Classic Race Meeting. As well as having a club display, we are pleased to be involved with the 500 Club Race, which we will be providing a Trophy for. As some of you may know the club had a big part in the creation of the 500 Formula post war and there will be a display on our club stand detailing this. The Classic Meeting is rapidly gaining a reputation of being a really good day out, and members who help out on our stand will benefit from free entry to the event. We should be able to get enough people along to spread the load of manning the stand, which will leave plenty of time to have a look around and watch the racing. We would particularly like to hear from members with interesting cars that we can

display on our stand – ideally Pre 1970 to fit in with the spirit of the event. Please get in touch with Nick Wood if you would like to help on the stand or bring a car.

As well as the major events, we have a good social calendar lined up again next year. As well as the normal mix of club nights, speakers and car meets, we are lining up some really attractive club trips. We are arranging visits to two major car manufacturers - those of you who have been on factory tours with us in the past will know what a great chance this is to look behind the scenes at a modern car factory, an opportunity that does not come along very often.

For those wanting low cost competition in their ordinary road car, we will again be running our Production Car Trial and Autotest, as well as our Navigation Event which is great fun for those driving and reading the maps. In the summer months we will have Treasure Hunts, and an evening Tour as well as the ACE Classic and Sports Car Tour, which is always a good day out.

Whatever your interest is, if it involves cars we should have plenty for you to enjoy in 2014! Make sure you keep an eye on the club Magazine, which will again be published every month, as well as the internet for updates on an even more regular basis.

Finally, if all the above was not enough, all renewing members will get a £10 voucher which they can use as payment towards a club event during the year – in this way you can get your full membership fee back if you opt for the already low priced online membership, adding a printed magazine in the post each month adds just £5 to the cost – less than the price of a second class stamp each month! For those with friends who have not yet joined the club we have an offer for them as well – when they sign up for 2014 they can get their first years membership for free, they simply need to tell us they are a new member and we will waive the first year fee – they won't get the money off voucher that renewing members receive, but that is something for them to benefit from when they renew in 2015!

Happy new year and make sure we see you at an event in 2014 !



**Club Chairman Andy Moss
and Richard Reynolds on
the Allen Trial**

**Photo taken by new
member Carol Thomas on
Bitton Lane**

Editorial

Happy New Year, time flies when your having fun and it seems quite unbelievable that 12 months ago I was taking over the reigns at Backfire and engaging for the first time with something called Adobe Workspaces, I'm along way from mastering this mystery programme, but thanks to Andy Moss I'm never at a complete loss either.

Over the past year I have enjoyed being involved with many club activities in one capacity or another be it enjoying talks like that from the likes of motor cycling globe trotter Jacqui Furneaux, getting completely lost in Wales one spooky dark night in a forest in Wales on Dick Craddy's navigation exercise, or enjoying the lemon cake on sale outside the house in the middle of Castle Combe at the end of Chris Thompson's scenic Treasure Hunt.

From a rip roaring fun point of view the highlight of my club year was probably flinging my trusty Golf Estate around the fields on Alan Spencers Autotest somewhere near Chepstow, icing on top of that driving experience was the side splitting laughter that erupted from the Le Mans start test.

It's amazing how a car knows how not to perform when it's owner has sprinted 10 yards jumped in turned on the ignition and in a hurry, the first time it happened it was funny, by the third or fourth time I was probably not alone amongst the on lookers experiencing physical pain from laughter.

The trips to Race Retro and the Classic Car Show also had their moments, particularly by the time we got round to eating at the Beckford Inn where I enjoyed good BPMC company and a wonderful steak on my Birthday. It was also fun marshalling with Keith and Andrew Firks during the flash flood at the Castle Combe Pegasus Sprint.

All in all I can't believe the opportunity to join a motor club did not present itself 30 years ago, that I joined at all in 2010 is all down to Tim Murray whom I will never be able to thank enough for welcoming me to the 2010 Castle Combe Track Day.

Wishing you and yours a Happy, Healthy and Prosperous New Year and a safe months motoring.

Ralph Colmar

e-mail: backfire@bristolpegasus.com



PS I'm still looking for a navigator novice or experienced to take part on the Navigation exercise on January 24th, if your interested whatever your experience, or if your looking for a novice navigator please do not hesitate to get in touch at the e-mail address above.

Pit Lane Exit News

Navigation Exercise, Friday January 24th, 2014

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

Marshalls Wanted, Riponian Stages, Sunday 9th February

Karen Spencer and myself are running Waterloo and Pry Rigg and we need lots of people to cover ATCs, starts, flying finishes and stops and loads of in stage marshals and radio marshals. If you reply early you can choose your job.

If you'd like to help on Waterloo and see Karen in a shiny white jump suit, please get in touch with Karen on 01422 345887 or 07714 122194 or email karens@silkrallyradio.com

If you'd like to help on Pry Rigg and work with the best looking stage commander, speak to me on 07792 375371 or email tonyjones28@btopenworld.com

If you'd like to help with set up on the Saturday get in touch and we'll look after you.

We look forward to hearing from you soon.

Tony Jones & Karen Spencer Beverley & District Motor Club

2014 Major Event Dates

Llandow Sprint - Saturday 10th May 2014

ACE Classic Tour - Sunday 1st June 2014

Castle Combe Track and Club Day - Saturday 30th August

Pegasus Sprint Castle Combe - Saturday 18th October 2014

Deadline for Next Backfire: 27th January 2014

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



Navigation Exercise Friday 24th January 2014

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

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

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

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

Route cards will be handed out at 7.30pm.

Beginners, Novice and Expert route cards will be available.

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

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

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

Bristol Pegasus NEEDS YOU!

**The successful running of club
events requires Marshals and
Organisers**

- [Get involved](#)
- [Be close to the action](#)
- [Meet Other Club Members](#)
- [No experience required](#)



Club Night Venue

Our regular venue is -

BAWA Leisure Centre

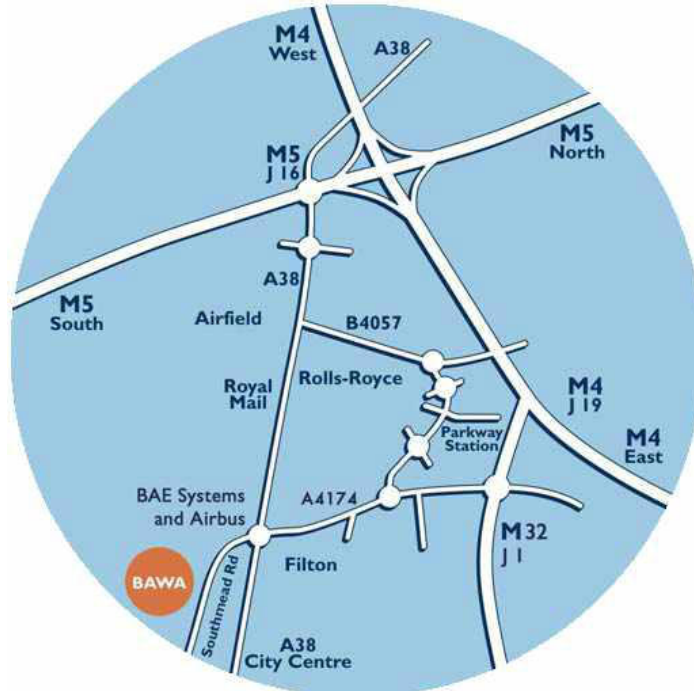
589 Southmead Road, Filton, Bristol, BS34 7RG



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

There is a public bar area next to our room so members arriving early may enjoy a drink and a chat before the formal club night proceedings start. During our summer meetings we are able to open the doors to our room and have direct access into the car park

As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. We are very impressed with the updated room and bar facilities as well as the excellent view and access to our parking area. We are also pleased there will be no issues for non-BAWA members coming to our evening.



Note : THERE WILL BE NO BPMC MEETING IN JANUARY !
Next BPMC meeting at BAWA is Monday 10th Febuary.

Forthcoming Club Nights

Monday 10th February Hunt and Lauda Night

February sees the release of the film Rush on DVD. This tells the remarkable story of the battle between James Hunt and Niki Lauda. To celebrate this we are holding our own Hunt and Lauda evening.

If you have any interesting memorabilia from that period why not bring it along ?

We will have the Rush DVD, which we will be holding a free raffle for at the end of the evening, so one lucky member gets the chance to take this home with them.



Monday 10th March - More details next month

Monday 14th April - Guest speaker - David Render



Following his excellent talk in 2012 David Render returns for another instalment of his fascinating story.

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

David built a bankrupt company called Warecrete into a thriving business that produced hundreds of tons of concrete and thousands of building blocks per day. He also owned and ran a farm which produced hundreds of tons of wheat and 5000 pigs per year.

Last time we were treated to his knowledge of Competitive car racing acquired over 50 years.

This time will be telling us the story of his exploits at aged 19 years when he commanded a troop of three Sherman tanks against the might of the German Panzers Wehrmacht and SS divisions.



BPMC Pin Badges

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



BPMC polo or sweatshirts

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

alanspencer@orange.net 01179 712587

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



Sweatshirts & polo shirts are available in the following colours and sizes: White, grey, light blue, royal blue and black - S, M, L and XL.

For Bristol Pegasus Motor Club **car & windscreen stickers** contact Alan Spencer.

Help raise funds for Wiltshire Air Ambulance



**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CD's /DVD's**

All commission to Wiltshire Air Ambulance

2013 Allen Classic Trial - Sunday 24th November

By Mal Allen (no relation)

Marlin Roadster Car Number 10

This trial, has been run by The Bristol Motor Club since 1946 and the organising team has been ably led by Pete and Carlie Hart since 1994.

The last Trial I did was the Mechanics, (a trial run in the Cotswolds, organised by Stroud & District MC). I retired with a sick engine. After replacing the 4 broken piston rings (1 on each piston), and on the advice of an expert trialler, I dumped the Weber carb in favour of my original SU. The engine is now going well, albeit with a flat spot around the 1500rpm range. So I was ready to do battle with the hills again.

Having asked several people to passenger for me on this year's Allen and heard many excuses, including one from a "friend" which involved him booking a holiday to South America after I asked him! I then asked Phil, who had sat in the seat a couple of years ago, the fact that he agreed confirmed my suspicions regarding his mental state.

The trial ran from the Tog hill area north of Bath into the Chew Valley and back - never more than 15 miles from my home, so nothing new to drive on, apart from a new 20mph speed limit in Keynsham (anyone remember Horace Batchelor) God, 20mph is slow.

To host the event Pete and Carlie Hart found The Bull at Hinton, which coped very well with the demand for coffee and bacon sandwiches in the morning and hot meals in the evening. Scrutineering took place in a field just off the A46 close to the M4.

So, to the Trial, my apologies again to the driver queuing quietly behind me, who I managed to spray with mud in my effort to close the gap that appeared in the scrutineering queue, why do people think they can pull into a gap in the queue instead of joining the end as we all had to?

Anyway, no problem with the Scrutineer, but it was a different matter with the diff test, jumped off the rollers twice, a passing Pete Hart suggested I should be a bit gentler with the clutch pedal, Ahh, that's how it's done then. I should mention I had just changed the axle casing, the old one (at least 14 years on the car) had bent and was giving visible negative camber, so I was starting to think I had put it back together wrongly.

Signing on was carried out efficiently and quickly. As this was Phil's second trial he knew it was his job to pay for the coffee and sandwiches we munched awaiting our start time.

The Trial, Tog Hill Lane is an easy run-through type of hill, but I like to let the tyres down a bit because one day it will be a washed out challenge, also it means I have the tyre inflation system online before we get to the meat of the trial.

Bitton Lane can be muddy in the middle flat section, it has a restart which needs respect, but not this year, no problem.

Little Uplands all classes attempted Little Uplands this year as the organisers deemed Big

Uplands suitable for class 8 only, no argument from me on that. The restart on Little Uplands used to be rocky and tight in a sunken lane but since the local council graded the lane it's not a problem.

Guys Hill, I like Guys Hill, (the first draft of this read "I like Guys" luckily I read what I type!!) It's a hill with a restart that people attack in two ways, gently like you are driving your father in HIS new car or screaming revs and tyre smoke like WW2. Not sure which is best, but as I rebuilt my engine this year I took pity on it and drove gently, got to the top to find two no.1 markers, quick decision to drive between them, I was right. Somehow I knew there would be a discussion at the finish about these two markers, I understand the organisers gave the benefit of the doubt to anyone who was confused.

Travers Hill I will admit that I helped Pete clear some fallen trees on the approach to Travers so I had walked up the track and seen it was its usual rocky self so expected the usual restart, but this year yellow runners were given an "easier" restart, Thank you.

Ubley Wood, we had 4 sections and a Special Test, although class 8 missed out Ubley 2 as they attempted the class 8 only Big Uplands later in the day (thereby giving all classes 13 sections to attempt). As we entered the field, Oh, did I not mention that Ubley Wood is a field with about 10 stunted trees in it? We followed the well set out direction posts to Ubley 1, this was an easy drive-through following the hedge line avoiding the other side tracks created by the 4x4 and scramble groups who also use this field.

Ubley 2 was a nice blast up a track through the bracken and over slippery rocks. Ubley 3 was similar but with a restart at the bottom of a short but steep bank for Yellow and Red groups. Lots of revs, dump the clutch and hold on, cleared with big grins.

I arrived at the start line of Ubley 4 with that sinking feeling in my stomach, I hate the sound and feel of a tyre coming off the rim, I smile at the start marshal and select reverse. Now the Mendips may be made of rock, but as I pumped the jack the car did not so much go up as the jack went down. After 10 minutes we had the wheel off but the jack had settled into the soil and I could not get a good wheel on, eventually the marshals took pity on me and grabbed a bit of car each and lifted. (Not F1 quick but definitely good team work) Thank you.

Back to Ubley 4, another blast up the slippery clay and rocky hillside, just for good measure the organisers had extended the section ends line about 10 metres across the flat area at the top of the hill, as I hit this flat section my engine was revving like hell and I thought it would be best if I gave it a bit of a rest so I went for 2nd gear, don't know where it was but I never found it and stopped at the 1 marker (my only point of the day). And so to the first Special Test, this is the usual format, Start on line "A" all wheels across "B" reverse all wheels behind "B" forward to stop astride line "C". The interesting bit is that line "B" is perched on the top of what looks like a burial mound about 8 ft. high and 30 ft. long with approach and departure slopes of about 1 in 3. The trick is not to let your front wheels drop over the end of the mound when stopping beyond "B" and I happen to know that the distance from line "B" to the drop off the mound is exactly the length of a short wheelbase Land rover, so careful braking is required. Fastest time was a Mr Partington on 18.4, most of us mere mortals were in the 22 to 25 second range.

Next point of interest was the Control at the Chew Valley reservoir picnic area, report to the control, nip into the café for a hot cup of coffee and a bun, leave at appointed time. Not difficult, even I can do it.

Onward to Special Test 2 for some reason called Tubby's Torment, usual format of lines "A" "B" & "C" only this time along a rocky uphill track. Everything went fine until the pull away from below "B" when the engine dropped into a flat spot at about 1500 rpm and stuttered to cross line "C" I lost 2 or 3 seconds there but it wouldn't have made any difference to the results, just embarrassing. Fastest time here 13.3 by Carl Talbot. Damn, that's quick. The rest of us were in the high teens to low twenties.

Burlledge Just 50 yards up the lane, fairly short section with a restart for all, several drivers picked up a 6 here though not many, this used to be a hill to fear, but not now. Mill Lane Another drive-through hill, just miss the rock in the track just around the right hand bend, no one failed. The only point of note was Phil my passenger remarking that for 2 years he used to live 200 yards from the top of the lane and didn't even know the lane existed.

At this point Class 8 went off to play on Big Uplands and the rest of us motored through the outskirts of Bath to John Walker.

Big Uplands from the results it looks like this hill may not have been the stopper expected, as more than half cleaned it, having got to and away from the restart.

John Walker, throughout the day I had been running in the first dozen or so cars. To prevent any cars arriving at John Walker before its opening time, the organisers had set up a holding control just outside Keynsham. After 10 or 15 minutes we were released to carry on to the last hill. The route took us through the edge of Bath (more 20mph limits) and up Lansdown Hill which is a fairly steep hill about $\frac{3}{4}$ mile long, unfortunately I found myself behind the two Trojans at this point, 1st gear/ 2nd gear/1st gear/ 2nd gear, eventually I could take no more and pulled into a gateway and read War and Peace.

We still caught them on the approach to John Walker. (I'm just jealous, I would never be brave enough to use such nice vehicles on a trial). John Walker is a Classic Hill with a water splash (can be 12/18 inches deep), deep ruts, mud, clay and it is longggg.

Being in the first dozen or so we did not have much of a wait, only about 15 minutes. As we waited I spoke with Dave Greenslade, who was driving Pete Harts Marlin on his first trial. Now Dave and his passenger are both very experienced Sprint Drivers, and as this was their first trial Pete had asked me to offer advice if required, so when we had been waiting to attempt this hill I had tried to describe what they should expect, luckily, I suggested using 12psi in the tyres, Dave smiled and said that that was what Pete had suggested before the start!

Dave attempted the hill just before me and as I waited for the go signal I chatted with the start marshal Rob Gilmore, who, 9 hours ago had been scrutineering my car at the start. I hope that we, as competitors realise how lucky we are to have nutters like this who are willing to stand out in all winds and weathers marshalling for us.

Eventually, Rob gets bored with me and says "on your way" so we go down into the ford (only about a foot deep this year), up over the clay, into the ruts, this hill seems to go on and on. Then we burst out through the gateway that is the finish. This hill is a Rush. We park behind Dave as they are pumping up tyres for the last time.

He looks up and says "you can't have mechanical sympathy and drive a trials car, can you?" I probably agree with him, but, as someone living on a small pension I just have "monetary sympathy".

I understand he is looking for a trials car to have something to play with in the winter months, just hope he doesn't get a class 7 I've got enough competition for third place now and I think they will be a formidable team when they get up to speed.

As usual with this hill there were long delays for the later drivers, because of the length of this hill it takes 2 or more minutes per car. Also there were several cases of punctures requiring recovery or tyre changing on the hill. A tyre pressure limit may be of benefit here to reduce these problems.

So then we motored back to The Bull to sign off and partake of a beer and a meal of "beef something or other with rice" which was very nice!

Now when I start a trial I usually have 4 goals in mind, 1. Finish the trial without any serious damage, 2. This one I can't tell you about, 3. Be top Marlin driver 4. Win an award. Unusually, on this trial I managed all 4, so I am a happy bunny.

Congratulations to Duncan Stephens on winning the "Allen Cup" beating Joss Moss by less than 2 seconds on the tie decider. The results had 4 different classes in the top 5 positions the organisers must have judged it right.

I am sure that all the competitors will join me in thanking the Marshals and Organising Team from The Bristol Motor Club and beyond for the effort and time they spend putting on the Allen Trial. And let's face it there is a lot of work involved in putting on these events in today's regulated, controlled and "health and safety" days. Let's hope they do it all again next year and The Bull is happy to host us again.

I would also like to mention Bristol Pegasus Motor Club, who although not known for its trials interest managed to put out 4 entries in this year's event, mostly from the club committee, Chris Thompson/Nick Wood, Andy Moss/Richard Reynolds, Alan Spencer/Steve Conner and me.

Chris Thompson came home a creditable 5th in class on his first run in his newly acquired Marlin. Which was not bad considering he had to put up with Nick Wood as his passenger and drove half of John Walker using a small torch after his lights fused.

I got home in time to watch the last Grand Prix of the season on the box. I then started to dream about what car I could trial if I had Red Bulls budget!



The 2013 Club AGM Prize Giving and Buffet

The clubs 2013 AGM, prize giving and buffet was held at our normal venue of BAWA.

The evening started with the chairman reviewing the clubs activities during the year. If you were not there on the evening we have made the slides from this available on the club website. Following this treasurer Martin Baker presented the clubs financial results which showed the club had made a small profit during the year which added to the clubs reserves. There was no proposal to increase the membership fee which would remain at £10 plus £5 for those who require a printed magazine.

The committee then took questions from the floor and it was good to receive some excellent suggestions for improving promotion of the club. There was a brief update from Dick Craddy on the current situation with MOD venues for sprints.

The nominations for the club committee were read out, with Mal Allen standing down along with Ian Hall who had stood down mid-year. We were pleased to be able to welcome Dave Foster to the committee who joins us as an ordinary committee member. Andy Moss moved from Vice Chairman to Chairman with all other committee members retaining their current roles. The committee was duly re-elected.

Following the formal proceedings there was a short break to allow people to refill their glasses and enjoy the free buffet.

The second part of the evening started with the presentation of the cheque for the proceeds of the 2013 ACE tour, which this year was supporting the British Heart Foundation. The event raised the impressive sum of £1500. As the club felt it was a very worthy cause, a further donation of £500 was made from the charity funds raised from other activities.

We then moved into the prize giving with the normal presentation of awards from competitive events throughout the year. Awards were presented by vice president Dick Craddy assisted by Tim Murray who had done an excellent job of assembling the trophies for the evening.

As always there are two major awards presented other than for the competitive events. This year the Committee Rose Bowl was presented to club member Tony Joiner who for many years has been one of the driving forces behind the ACE classic tour. The event has raised over £10,000 for local charities over the years and Tony has always keeps us entertained with his amusing speeches at the end of the event.

Our other major Trophy is the Kieron Winter Trophy named in memory of our former Chairman. This year the award was presented to Dick Craddy for his contribution to the club over many years.

The clubmans championship was won by Andy Moss, just in front of Ralph Colmar in second and Nick Wood in third. The marshals championship was won by Tim Murray with Chris Thompson second and Nick Wood in third.

A new set of awards for this year was our open speed championship - the first running of this being won by Martyn Davies who received the Combe Down Trophy. Second place went to Trevor Hartland with Martin Watts in third.

The final event of the evening was the presentation of special awards. Martin Baker received an award for the landmark of 25 years on the club committee and Mal Allen received honorary club membership to mark his retirement from the committee having served as the clubs longest ever standing committee member. Mal will continue to be involved with organising club events and we are very grateful for the hard work he has put into the club over the years.

With the prize giving completed we had the opportunity for an informal social before the end of a very enjoyable evening.

2013 Club Prize Giving - Photos by Martin Baker



Andrew Firks receiving award for Trial



Adrian Jones - Best BPMC at the Llandow Sprint



Keith Firks Collected awards for Trial and Autotest



Bob Bull collecting the January Navigation Award

2013 Club Prize Giving - Photos by Martin Baker



Trophies ready to be presented



Andy Moss receives the Clubmans Championship Trophy



Ralph Colmer - 2nd Place Club Championship



Tim Murray is 2013 Champion Marshal



Chris Thompson 2nd Place in the Marshals Championship



Nick Wood 3rd Place in the Marshals & Club Championship



Open Speed Championship winner Martyn Davies



3rd Place Open Speed Championship - Martin Watts

2013 Club Prize Giving - Photos by Martin Baker



Mal Allen receives a 1st class award for the Autotest



Dick Craddy this time receiving an award himself - the Kieron Winter Trophy



Mal Allen is made an Honorary Member



Ace Tour Organising Team



Committee Rose bowl Winner Tony Joiner



Martin Baker receives award for 25 years on the Committee



British Heart Foundation presentation



The Club has some excellent major Trophies

Circuit de Bretagne 16th & 17th August 2013

Continued

Already prepped and ready to go were at least four GT40's of Tony, Paul, Chris and PB. All very shiny and 'urgent' looking.



Helen (much sheltered No.1 daughter) was first out for passenger rides and to everyone's amazement was violently sick immediately after, so much that a lie down on the medic's room proved insufficient for recovery so she was whisked back to the hotel by a very thoughtful Ian.

Lunch was a little disappointing as the 2 hour compulsory break with copious steaks, hot hash, cheese and tart (which I had warned all new Musketeers to expect was unfortunately trimmed down to a lettuce leaf and cheese biscuit!



The afternoon seemed to flash by with increasing swiftness as the brake pads bedded in nicely, many passengers enthused with the mastery of the track which came over me with the alacrity of a winged arrow.

That night we returned to the hotel to find Helen recovered sufficiently to accompany us

There was a slightly more leisurely start to Saturday as the 'briefing' was to be mercifully truncated. The day was warm; track time

proceeded with increasing speed, passengers and enjoyment.

That evening the Grand Formal Banquet was promised and, from past experience I anticipated a plethora of posh frocks and DJ's with medals!

To get suitably prepared, the Musketeers gathered round the pool and fortified themselves with a befitting and seemingly endless supply of liquefaction to put in a stabilizing lining for the champers, red, white and others to come.

As we were all devotees of the Monty Python sketches (and displayed unbelievable capacities for remembering the words and tunes)



we rehearsed several lively serenades for our unsuspecting fellow diners. Thankfully the dining room allotted to us was a grand affair, separated from the other guests, sporting padded walls and sound proofed sculpted ceilings! Just right!

As the meal progressed from course to course we were all impressed with the wine service, the wine was nothing special but the red was titled "Pische on the Rock" immediately translated to "piss on the rock" which was ordered with great enthusiasm by the rowdy element on our table. (Dave was quite pleased as it relieved him from his under the table duties) During a lull in proceedings rubber ware was decanted in the form of whizzo/screamer balloons, as these were of dubious vintage they were prone to explode prior to release so much so that Barry's solemn and learned comments on tracks/ the world and the universe were severely interjected with load bangs/ intermittent whizzes and cries of "how's that" from the assembled diners.

Not satisfied with the pace of events, table 10 (the fearless Musketeers) launched into the Lumberjack (Monty Python) performance, ably assisted by Helen's tablet displaying the words. Off to bed well sated on all things liquifical and munchable.

Next day torrential rain on the trek up to Caen; crowded roads at the road works but a pleasant interlude at Caen sea side (a bustling holiday resort) with plenty of parking, mini golf, restaurants, bars, tapas, ice cream and even donkey rides, what fun.

Another Musketeers meal on board and a bit of book reading then the full customs scruteneering and trundle home in the unaccustomed chill of an English summer evening.



Great fun and good company, not to mention the motoring, what more could a body crave ?

Chris Varey

Pit Lane Entry News

Thanks from Terry Drinkwater



Dick Craddy kindly sent me a scan from the January edition of the MG Car Club magazine 'Safety Fast' in which the above photo appears along with "Many thanks to Bristol Pegasus Motor Club and especially the marshalls who must have got a real soaking" in an article by Terry Drinkwater who finishes with "See you all again next year".

More Thanks to Event Organisers and Co Drivers



I have never made a habit of winning trophies, but I'd like to thank Dick Craddy, Martin Baker, Mal Allen, Chris Thompson, and Alan Spencer for organising the five events in last years BPMC Clubmans Championship in which I finished second, I'd also like to thank Ian Hall, Chris Clarke and Tim Murray for their patience while sitting in the hot seat, my fellow competitors and everyone else who helped marshall and organise these events. Look forward to doing it all again this year starting on January 24th, if you would like a shot at navigating or

would like a novice navigator don't hesitate to get in touch.

Ralph

e-mail: backfire@bristolpegasus.com



A1 Auto Collectables

We stock a large range of auto memorabilia including;

- Grill badges
- Old signs, Banners and Posters
- Car brochures
- Motor sport programmes, year books and Trophies
- Old oil tins and bottles
- Books, workshop manuals and parts catalogues
- Period car accessories, Tools and garage equipment
- AA and RAC memorabilia

Take a look at our events page to see what shows we are attending next year at www.a1autocollectables.co.uk

10% of all sales to motor club members will be donated to Pegasus Motor Club's chosen charity.

The 2014 Pegasus Open Speed Championship

Following the introduction of this championship last year we hope as many members as possible will register this year and claim points in the club's own speed championship.

Members entering **any non-race speed event** can register for this and claim points for the events they enter during 2014. 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. We will also be trying to add to the events club members are invited to during 2014 to give you plenty of opportunities to get out and compete.

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 2014 season will count. The closing date for points to be claimed is the 1st of November 2014. To claim points mail a copy of the event results to the championship co-ordinator.

Competitors Points 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.
- 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 competitors 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



2014 Club Championships

Prepared By Chris Thompson

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

2014 Exeter Trial

Report by Andy Moss, Photos by Andy and Liz Moss

Club members were once again out marshalling and competing in one of the first competitive events of 2014 - the MCC Exeter Trial that started on Friday the 3rd of January with an overnight run before finishing late afternoon on Saturday.

The main part of the trial started again from Haynes Motor Museum which continues to benefit from investment which sees the range of exhibits and facilities continue to expand. As a class O entrant myself and Richard Reynolds started from Haynes but those in the main classes had already completed a several hour long touring assembly before even getting to the museum. It was just as well that we had a slightly later start as Rich had a nightmare train journey from his home in Ivybridge. Being originally due to arrive in Bristol at just gone half past nine, it was gone eleven by the time he eventually got here.

The journey into Haynes was fortunately dry, which was good considering the stormy weather and weather warnings in the lead up to the event. A day or two before the event we received an email saying the organisers had cleared the fallen trees from the route, but as there was still a lot of flooding it was up to us to take care !

Having completed scutineering and signing on we met up with Chris Thompson and Nick Wood who were taking the Suzuki X90 out for perhaps the last time - Chris had hoped to use his recently acquired Marlin but did not chance it following the electrical problems at the end of the Allen Trial. Alan Spencer was out in the Parsons Special with Keith Firks experiencing a classic trial for the first time in the passenger seat.

After a very nice break for Bacon Rolls and Coffee it was time to leave Haynes and set off on route at our allotted start time of 2.04am. As we queued for the special test the first spots of rain caused us to put up the roof. This was the second year there was a special test at Haynes, although the first time we had completed it having missed the instructions to do it last year - the less said about that the better !

Soon we were on the road and following our usual stop for fuel, the rain was really starting to come down. This year we tried running with just the top of the hood and no side screens as things get pretty misty with them on. Having recently added wind deflectors, we stayed remarkably dry considering the down pours and floods we would encounter on route.

The Exeter has a really good set of sections over night and we certainly find it more interesting than on the Lands End where there is a lot more distance and fewer sections at night.

As morning came we were leaving the section at Back Lane - the exit from this is one of our favourites - the instructions say "follow gravel track to main road" which really does not do justice to the extremely muddy couple of miles you are about to experience - the first year we did the event we thought we had taken a wrong turn and ended up on a tank proving ground by mistake.

As we exited we saw Chris towing/dragging a stricken fellow competitor in another X90 who had ripped the rear axle out of his car. Everyone agreed it took some doing to do this much damage to an X90 ! Spence was helping here in his role as a travelling marshal – some of the competitors volunteer to help if there are any problems along the route.

The route then took us along the coast through Sidmouth, here there were some impressive waves high over the sea wall. This was followed by an hours stop at the control at Crealy. Our first section of the morning “Windout” was cancelled presumably because of the fast moving Ford and floodwater on the exit, we did however prove it was passable as I forgot to tell Rich I had read a sign saying it was cancelled at the control !

One of my favourite parts of the trial is at Fingle Bridge – we get to drive along the side of the wooded river and across the bridge itself, a route normally only available to walkers and mountain bikers. The river here was high and there was plenty of water around. This is a great place to come and watch the event if you get the chance next year – the exact location is on the MCC website.

By noon we had made it to the control at Islington Village Hall – the locals are great here – instead of complaining about the disruption caused by the Trial they sell good value refreshments of excellent Cornish Pasties and home made cakes. They now have a village hall part funded from the proceeds of this over the years, and a brand new mini bus which was providing a park and ride for spectators this year. A great example of Motorsport and the community working together.

On leaving the Islington Control the main trial tackles Simms and Class O takes the somewhat easier “Penhales Plantation” to the side of Simms, which is still good fun. When you exit they have found a section of “road” for competitors to use which is perhaps as big a challenge as some of the hills ! By now our car has developed it’s only fault of the weekend – the windscreen wipers refuse to switch off – could be worse as most of the time it was raining anyway and we would have been in real trouble if they had stopped working ! A half hour job when we get home to swap the faulty switch on the motor that makes the wipers “self park”.

Last section of the day for us was French’s which is long and quite muddy – good fun and having cleaned it we believe we have not failed anything – you can never be sure until the results come out with an MCC event though ! Although Class O is not as big a challenge as the main trial, the first indications are only 10 out of the 73 entrants have cleaned it so, a decent result if we do get our medal.

Having signed off at the finish Hotel at Babbacombe, there is a meal which a couple of hundred competitors and marshals attend in the evening and the chance for a few drinks before getting some well earned sleep, some 24 hours after we set off. The journey home the next day would be fun itself, plenty of rain as we drove back up the M5.

As always an excellent event – thanks go to the huge number of organisers and marshals who stay out overnight in all weathers to make it happen. A final mention for Pete & Carly Hart and Mal & Donny Allen who were out in the rain running Clinton. They normally get some shelter from the surrounding trees, but this year most had been cut down !



TVR of Duncan Pittaway at Crealy Control



Spence's Parsons Special Looking Damp



Austin Seven raising money for Charity



Beetle of Mark Tooth at Islington



A very Wet Journey Home



Pegasus Crew at Taunton Dean Services



2014 Provisional Calendar

Fri 24th Jan	7pm	Navigation Event	Plot and follow a route around South Wales
Mon 10th Feb	8.30pm	Club Night	Hunt & Lauda Night BAWA Room 7
Mon 10th Mar	8.30pm	Club Night	Mix of speakers and socials, BAWA Room 7
Mon 14th Apr	8.30pm	Club Night	Guest Speaker - David Render - BAWA Room 4
Sun 27th Apr	All Day	Cross Trophy Trial	Our trial at Dundry - most road cars are suitable
Sat 10th May	All Day	Llandow Sprint	We team up with BMC to run our sprint at Llandow
Mon 19th May	7.30pm	Treasure Hunt	Evening scenic drive with questions, finish at a pub
Sun 1st Jun	All Day	ACE Classic Tour	Classic, Sports and Kit Car Charity tour
Mon 9th Jun	7.30pm	Bring Your Car	Evening gathering of interesting cars
Sun 6th Jul	am	Treasure Hunt	Sunday morning Treasure Hunt finish at a country pub
Mon 4th Aug	7pm	Evening Tour	Short evening scenic tour with finish at a good pub
Sat 30th Aug	All Day	Castle Combe Day	Our track day with display of cars & paddock activities
Mon 8th Sep	8.30pm	Club Night	Mix of speakers and socials, BAWA Room 7
Sun 21st Sep	All Day	Grass Autotest	Fun driving tests on a smooth grass surface
Sun 5th Oct	All Day	Autumn Classic	Club display at the Castle Combe Classic Race Meeting
Mon 13th Oct	8.30pm	Club Night	Mix of speakers and socials, BAWA Room 7
Sat 18th Oct	All Day	Pegasus Sprint	Our Sprint at Castle Combe Circuit
Mon 10th Nov	8.30pm	Club Night	Mix of speakers and socials, BAWA Room 7
Thu 13th Nov	7pm	Karting	Our Indoor endurance Karting raising money Charity
Fri 14th Nov	All Day	NEC Classic Show	Club Trip to this impressive show at the NEC
Mon 8th Dec	8pm	Club Night - AGM	Our annual Buffet, prize giving and AGM
Mon 30th Dec	8pm	Christmas Meet	Post christmas informal get together

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

Friday 24th January - 7pm - Navigation Event

Plot and follow a route around South Wales

Monday 10th February - Club Night - Hunt & Lauda Night

BAWA Room 7 - get your drinks in bar from 8pm for 8.30pm start

Monday 14th April - Guest Speaker - David Render

BAWA Room 4 - get your drinks in bar from 8pm for 8.30 start

For latest news visit www.bristolpegasus.com