

# Backfire

**Bristol Pegasus Motor Club Magazine**



**July 2013**

**Cover : 2013 BPMC Castle Combe Track Day - Photo Sam Thompson**

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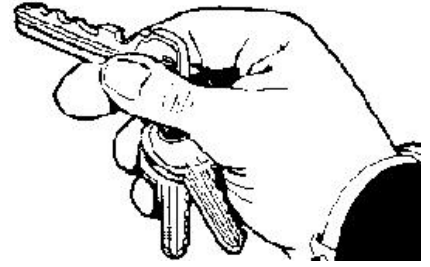
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## Chairman's Chat

By Ian Hall



Half way thro' 2013 and I hope your motoring wheels are rotating well!

Another good event this season was our Tuition and Drive Track Day at Castle Combe . Our move to an early June date from August appears to have been well received with a full entry of 55 cars.

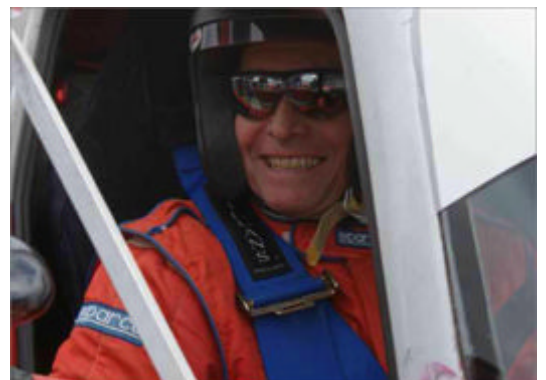
Our Club night in June was a 'run out' to Hallatrow's Book Barn where apparently they house a million or so books all at £1 each. This statement I can well believe having been completely overwhelmed by the number of shelves full of books. T was a lovely evening with many club members and car enthusiasts driving their cherished cars.

Sad to report the BPMC challenge for the ASWMC Sprint Championship has been reduced by the withdrawal of several club members after mechanical woes at the Abingdon Sprint.

On a personal note I spent 'interesting and sometimes exciting moments' running in my new engine on a wet day at Llandow using some well-worn slicks! A couple of days later the engine was then expertly set up by Paul Shepherd at Circuit Motors ( Castle Combe) and I can confirm the recommendation of Hugh Trotman ( Elise etc) and others that they do a brilliant job.

Happy Motoring.

**IAN HALL – CHAIRMAN.**



## Editorial



This month has seen no let up in motoring related events, at the beginning of the month Tim and I went to Farnham where esteemed journalist and historian Doug Nye gave a talk about his involvement at Goodwood with the Festival of Speed and Revival. Apparently the Festival would never have happened if Doug had not remained sober on a night of intense alcohol consumption by Lord March and some friends.

After a staggering turn out at last months Avenue Drivers Club meeting it was nice to see a few acquaintances make the journey to the Bookbarn the following day to join us for our night out. I even bought a book, well a collection of magazines, called 'History of the Motor Car' published when the NSU Ro80 was about to revolutionise motoring !

The following weekend Tim Murray and I visited Cholomondeley Pageant of Speed where I was keen to see a couple of Le Mans Bentley's. Seeing a racing cab over truck and a 2009 spec Car of Tomorrow Sprint Cup Chevrolet Impala amongst many others yomping over the bridge towards the end of the sprint course was a bonus.

Two weekends ago I helped out at the start line for the Dick Mayo sprint, where several BPMC were also taking part on a wonderfully sunny if slightly windy day. The next day I made my first trip to Gurston Down for a thrill packed day of hillclimbing.

With my renewed professional interest in Formula One I popped over to Silverstone for the first day of British Grand Prix practice. I had not done anything like this since the early 80's and was pleasantly surprised to find myself as much in awe of the current generation of Formula One cars in the flesh as I had been when Messers Villeneuve, Jones and Watson were in action all those years ago.

Next Sunday Tim will be joining me for the Treasure Hunt that starts at Hambrook Common signing on at 10:15. I hope we might go one better than last time out when we won a box of Maltesers. Win or loose I'm sure we will have fun and I hope you will be joining in too.

Special thanks to Simon Child, Lisa Selby and Chris Clarke who have all taken the time and trouble to relate tales of their adventures in this issue. If you would like to contribute words and or pics to Backfire do not hesitate to get in touch.

Wishing you all a happy month's motoring.

**Ralph Colmar - Editor**

**e-mail: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**



# Pit Lane Exit News

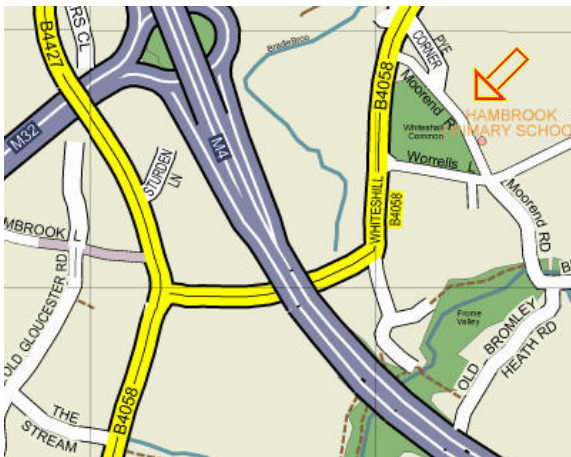
## Next BPMC Meeting

There will be no club night meeting at BAWA in July but there will be a Treasure Hunt on Sunday July 7th - see details below.

## Sunday Treasure Hunt - 7th July 10.30 am

Chris Thompson and family have organised a treasure hunt for Sunday 7th July. A scenic route has been chosen that all should enjoy. Dust off the car, the family even the mother-in-law and come along and enjoy motoring through some of our fantastic countryside. No previous experience required, just bring a car and a couple of pens or pencils.

The start is from Hambrook Common at 10.30 am. Sign on from 10.15, park opposite Hambrook Primary School, Moorend Road, BS16 1SJ.



The finish will be at the Compass Inn at Tormarton, fingers crossed we will be soaking up the sun enjoying a lunch time pint outside.

## Bath Motor Club 50th Anniversary Classic Tour Saturday 20th July

As part of their 50th Anniversary of Bath Motor Club are running a Classic Tour (Touring Assembly) on Saturday 20th July.

The start is at the Chew Valley Lake, Chew Stoke with stops at East Somerset Railway in Cranmore, and Compton Abbas Airfield finishing at the The Farmhouse Inn in Southwick, Trowbridge. The event is an opportunity for owners of some classic cars to have a pleasant drive around the area which Bath Motor Club has used during its 50 years. The event is limited to 50 cars and will run under the MSA regulations for a Touring Assembly.

For more information and entry form contact Keith Wilson, cortina830d@02.co.uk or 01225 445084 (before 20:30).



## 5th Bristol & Bath Classic Car Run - Sunday 21st July 2013 in aid of Avon Riding Centre for the Disabled

90 mile scenic tour and great day out for you and your motor starts 9am and finishes at Avon Riding Centre for the Disabled Henbury. Entry £ 30 includes Bacon Roll. Hot Grub available £7:50 per person.

Contact Avon Riding Centre for the Disabled, Kings Weston Road, Henbury Bristol, BS10  
or Call 0117 959 0266 for further information and an Entry Form.



## Silverstone Classic 26th to 28th July



The 23rd Silverstone Classic has a programme of 24 races scheduled over the weekend. Among the family attractions BMW are sponsoring a big wheel from which unparalleled views of the circuit will be seen. Anniversary celebrations will include the founding of Aston Martin 100 years ago, the 60th Anniversary of the Chevrolet Corvette and the 50th Anniversary of the Porsche 911.

For campers there will be live music provided by The Hollies who have recently reformed along with Stars from the Commitments, while tribute bands Floyd Reloaded, Boot Led Zeppelin, The Guns and Roses Experience and the Ultimate Eagles.

Lookout for the ex Roy Pierrepont British Leyland factory backed Rover 3500S fitted with a 4.3 litre Can Am Buick motor that led the 1970 86 hour Marathon de la Route by 3 laps of the Nurburgring Nordschleife when it retired.

Tickets for this advance ticket only event are available from [www.silverstoneclassic.com/](http://www.silverstoneclassic.com/) note the Friday is for practice sessions.



## Marshals Required for The MCC Testing Trial - Sunday 14th July 2013

This is a single venue event on private ground at Westfield Farm, Coombe Hill, Keinton Mandeville, Somerset, Map Reference ST549314. The event involves a number of trials sections with a twist, they are timed. Cars, bikes and side car combinations compete. A number of our club members will be marshalling. The event is short of marshals, if you would like to join BPMC and MCC members marshalling a fun event contact Chris Thompson on 01454 615604.

## **Marshals Required Woolobridge Motor Club National meeting at Wiscombe on the 27/28th July**

The big bangers are back again. The usual free camping will be available for the Friday and Saturday nights in the top paddock. Those that wish to partake in the BBQ on the Saturday night will receive free tickets worth £7 each and for those that wish to have something else, then a bottle of wine is on offer.

Woolbridge MC will again be giving any person that drives to the event £10 towards their fuel costs.

If you can assist, please let me know which days you can attend and how many others will be with you.

Contact : Worth Birkill - Chief Marshal - 01305 854765 (day or evening)

## **Marshalls Required The Woodpecker Stages Saturday 31st August 2013**

Sixty & Worcestershire Motor Club are once again promoting the The Woodpecker Stages

We need stage marshals & radio operators to help with the smooth running of the event that will start from Ludlow Race course , then head out to the surrounding forests .

If you can assist in anyway possible contact Andrew Bob Long [andrewlongec@aol.com](mailto:andrewlongec@aol.com)  
Event Chief Marshal.

## **2013 Major Events**

Saturday 19th October 2013 - Pegasus Sprint

## **Trivia Question**

How old was the heiress to the "Hope Diamond" Mamie Spears Reynolds when she went to New York to order a Ferrari to enter into the Daytona Continental for Pedro Rodriguez ?

- a) 20                      b)30                      c) 40                      d) 50                      e) 60

Answer towards the back of this edition.

**Deadline for Next Backfire: 24th July 2013**

**As always, we are looking for contributions for Backfire**  
**Editor: Ralph Colmar Email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**

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

## 'Show your Car' June Club Meeting at the Bookbarn by Simon Child

Only the second show we have taken Saabie to this year, work commitments (Ha-Ha), last time out was the Saab day at Haynes, Sparkford, but forgot to write a report on that one, but what a turn out, big big thanks to our Nick for sorting out a great selection of stunning cars, lets look forward to bigger and better!!!



After picking Jue up from the station, and thinking shall I put the roof down, weather was (shame) a bit touch and go, we arrived at the Bookbarn to find fellow member of Great Western Saab, David had already made it in his restored black Saab, (Thanks for the sticker David). After chatting and watching more and more cars of all shapes and sizes, from MX5s to army Land-Rovers arrive and with every one saying what a great turn out and location.

Great turn out and again a "CHEERS" to both the ADC, GWS and the boys from the Bristol Hot Rods for helping BPMC make this a real treat for any car nut, as for the manager of the book barn she spent the night grinning from ear to ear with all the good looking cars around and a shop full of customers buying coffees and books.



Photos By Andy Moss



## 'Show your Car' June Club Meeting at the Bookbarn





## 'Show your Car' June Club Meeting at the Bookbarn



# Chris Clarke Motoring Recollections Part 1

Over the years I have enjoyed reading peoples recollections of their early days of motoring and a few weeks ago I suddenly realised that mine are probably vintage enough to be worth retelling, if only because I will have soon forgotten them along with everything else. Everyone has their own "golden age" of motoring which for me covers the period from 1976 (first car) to 1982 (first house). I say this because the roads were still quite empty, a lot of cars which are now almost too precious to drive were just old and cheap and they were simple enough that even a complete amateur such as me couldn't do much damage.

Speaking of first car, mine was a 1960 Mk1 Herald convertible. This was destined to be dismantled by the car mechanics class at school. Instead, the teacher was willing to give it to me, and this plus the chains that had been added to hold the doors closed and dense blue smoke when I finally got the engine going should have been a clue that this was the ideal car to learn on as absolutely everything was wrong with it. Perhaps the most inspired bit of the "restoration" was to ditch all the corroded chrome bits (couldn't afford new ones), thus anticipating the subsequent trend in car styling by some years.

At this time cars were very unreliable and relatively expensive to run so there was a large cottage industry of people all trying to make money out of fixing them in some way. This ranged from servicing and repairs to rejuvenating write offs to selling spares. Where I worked it was highly organised, people spoke firstly to the workshop superintendent, who then dished out the work to whoever he thought could do it (and had a few hours to spare at the weekend).

Inevitably, welding formed a large part of the work, where my main role was cutting out bits of metal to block up the holes and operating the fire extinguisher. One safety precaution was to fill the car with CO2 extinguishing after the work was finished in case some smouldering bit of carpet went up before the customer could collect it.

Of course you could lose customers, for example by fitting a Mini petrol tank which turned out to have the wrong sender unit, so that the gauge worked backwards and the gentleman ran out of petrol in the middle of Bristol.

I often look through those "100 best cars of all time" books, either to take issue with the author's selection or to see how many of the cars in the book I've owned - very few, as the Ferrari 250GT and similar are a bit out of my league. I'm proud though that the NSU Ro80 generally features and that I and my associate must be two of very few people who've ever sold one of those for more than they paid for it. As usual our negotiation principle was simple, we didn't have any money so we could only offer peanuts, but in this case the vendor quickly realised that while our offer might have been cheeky it was the best he was going to get.

The first problem was how to get the car home. I was intending to avoid dropping names, but the trailer we used to hire belonged to John Chatham and as it and the car were very

heavy we chose a Triumph Renown as the tow car (as you did then). Unfortunately on the downhill part of the Keynsham bypass the trailer decided it didn't like where it was going and ripped the towbar out of the towing vehicle.

Fortunately the trailer and cargo were still in one piece so we sent the Triumph on its way with a vague promise to do something about the damage. The backup was Dads car, a Ford Cortina that had towed a caravan but never anything as heavy as this. Anyway we got the NSU home and started trying to get the engine going.

By then we knew a fair bit of car starting folklore, but it still took two evenings of roasting spark plugs, battery charging, pedal prodding and so on before it burst into life. But what an engine – by comparison to the plodders we were used to this spun up so easily it was more like a race unit. Next problem was how to unstick the clutch, which we did by drilling a 1/2in hole in the housing and levering it apart with an old kitchen knife.

Once it had an MOT, we decided to drive the car to Macclesfield, proper luxury travel compared with what we were used to. We left it there for a week, and not surprisingly, it wouldn't start when we got back. So we came home on the train, and left it to our local contact to sell it. He was a Humanities teacher but must have missed his vocation, as he managed to get a very good price for the non-runner, so that we ended up with a profit.

Another one of the greats I attacked was an E type Jaguar. My first job was to remove and replace the engine, which someone else rebuilt. As an example of the stuff people were prepared to do, this gentleman actually made a valve shim by machining, heat treating and grinding it from scratch. My biggest mistake was not to connect the starter cable before replacing the engine, as it took 30 minutes of knuckle scraping work to get it tightened. I lost the money I made on this job the following week by underestimating what was wrong with an old Austin 1100, but the real reward was that I was invited to drive the finished car.

I was lucky enough to drive a lot of cars during this time – in my view the Lotus Elan was the best, although unfortunately the example I tried had a faulty non return valve for the vacuum operated pop up headlamps which effectively went off whenever you put your foot down – quite exciting at night. Other highlights were the TR6 and, perhaps surprisingly, the MG Midget. Lowlights were the Ford 100E with 3 speed box and sidevalve engine and (perhaps more controversially) the MGB, which I always found a bit dull and prone to understeer.

Another job on the E type was to fix the rear brakes. Weeks after the owner spent £200 having them rebuilt (which involved taking out the rear axle) they were out of adjustment - as usual the auto adjusters weren't working. The normal procedure for this was to drill holes in the brake drum so you could push the adjusters round with a screwdriver, but the sophisticated onboard disk set up on the E-type obviously demanded a different approach. In fact it needed an angle grinder, although to be fair this option was only chosen after extensive research using a Haynes book found in the local library. Later



models had a panel to allow access to the adjustment so we just copied this, sorted the handbrake and covered it over with a bit of Aluminium held on with self-tappers.

One Sunday we were given a Mini that someone had bought with a number of minor faults that needed attention. Having fixed these we decided to try and stopping it pulling to the left under braking. Perhaps the mixture of 4.5 and 3.5 width wheels on the front had something to do with it, we thought, so we changed to two 3.5s only to find that it pulled to the right all the time. The truth was that the whole front of the car had been cut off and covered with a fibreglass single piece bonnet/wings, leaving the front subframe held in by the four small bolts at the back. When we queried this with the owner, he seemed pretty relaxed about it, being more dissatisfied with our work on the handbrake.

Once the old cars were running there was a lot of fun to be had driving, especially where this involved motor club events. At this point I must say a big thank-you to BACMC, who were remarkably tolerant of over enthusiastic youngsters ( with apologies to anyone we may have inadvertently upset at this time) and provided numerous challenging but fun events. At our first try, everyone wanted to have a go, so we turned up with 5 people in the car including two navigators. Somehow we defied the conventional wisdom that this would just lead to a massive argument and actually did quite well. We were hooked from then on and really enjoyed everything, from club nights which attracted prestigious speakers such as Richard Noble, to all out driving events.

At this time there was no shortage of entrepreneurial ideas, although I always preferred the back office technical role to the selling side. Even that could get a bit too exciting, such as when the entrepreneur, who in this case was a particularly large and threatening character, was negotiating the purchase of some dynamos for his latest project from a similarly large and threatening scrap yard operator. Perhaps telling him that if he didn't sell the dynamos at the knock down offer price, they would "only end up in the mud" of the scrapper was not a good idea, and I was about to make a run for it, but it worked and I was then tasked with their "restoration". Unfortunately the budget I was given for this just about ran to some new carbon brushes and a tin of paint, so the finished units were really little better than the originals. Fortunately very few were sold.

My next car after the Herald was a Sunbeam Alpine that I bought from a council auction of dumped vehicles. I rebuilt the engine, and added another layer of fibreglass and underseal to that already on the sills, got an MOT and enjoyed driving it for the next two years. It was a Series 3 1600 GT with a hardtop and a nice wood rimmed steering wheel which I think was classier than the MGB and a better engine than the Ford 1600. With a decent set of tyres (more expensive than the car), it drove well and I had a lot of fun in it.

More from Colin to follow next month.

# Camera, Track, Car, Action !

## Air-time – Cholmondeley Pageant Of Power



"MAN in black" David Jenkins MAN TGX



Tim Marshall-Rowe Lamborghini LP570

## Gurston Down Hillclimb



Johnathon Gates Force LM



Alistair Dent Hornet JAP

## British Grand Prix P1 Silverstone



Pastor Maldonado Williams FW35

# 2013 Clubmans Championship as at 30/6/2013

Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	Andy Moss	13.06	3	Yes
2	Ralph Colmar	7.50	3	Yes
3	Nick Wood	6.39	3	Yes
4	Liz Moss	5.17	1	Yes
5	Andrew Firks	5.00	1	No
5	Keith Firks	5.00	1	No
7	Adrian Jones	4.75	1	No
8	Donny Allen	4.33	1	Yes
8	Duncan Pittaway	4.33	1	Yes
8	Ian Parr	4.33	1	No
8	Mal Allen	4.33	1	Yes
12	Bob Bull	4.00	1	Yes
13	Cherry Robinson	3.78	1	Yes
14	Stephen Dummett	3.50	1	No
14	Tim Murray	3.50	1	Yes
16	Chris Thompson	3.22	1	Yes
17	Martin Watts	3.00	1	No
18	Alan Spencer	2.83	2	Yes
19	Alan Dillamore	2.67	1	No
19	Matthew Johnson	2.67	1	No
19	Richard Hearnden	2.67	1	No
19	Roger Brunt	2.67	1	No
23	Andy Wood	2.11	1	No
24	Danny Castleton	2.00	1	Yes
24	Ian Hall	2.00	2	Yes
24	Ken Robson	2.00	1	No
24	Mark Astin	2.00	1	No
28	Neil Davies	1.83	1	No
29.00	Brian Davage	1.00	1	No
29.00	Deborah Hearnden	1.00	1	No
29.00	Jenny Hall	1.00	1	Yes
29.00	Joe Robson	1.00	1	No
29.00	John Mearns	1.00	1	No
29.00	Martyn Davies	1.00	1	No
29.00	Tom Arnold	1.00	1	No

## 2013 Marshals Championship as at 30/6/2013

Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS
1	Mal Allen	7	3
1	Tim Murray	7	3
3	Nick Wood	6	2
4	Ian Hall	5	2
5	Donny Allen	4	2
5	Liz Moss	4	2
5	Ralph Colmar	4	2
8	Andy Moss	3	1
8	Bob Bull	3	1
8	Cherry Robinson	3	1
8	Chris Thompson	3	1
8	Dick Craddy	3	1
13	Alan Spencer	2	1
13	Carlie Hart	2	1
13	Jenny Hall	2	1
13	Mark Astin	2	1
13	Mark Benstock	2	1
13	Pete Hart	2	1

***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**

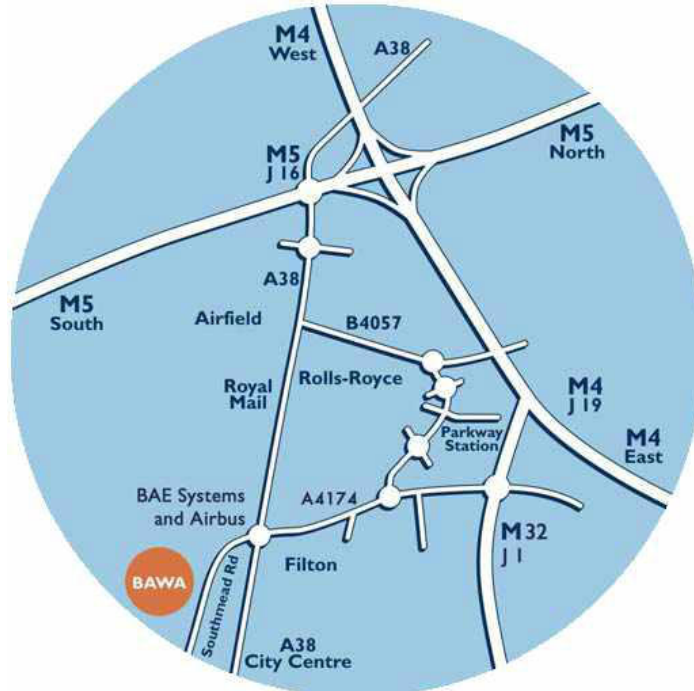
589 Southmead Road, Filton, Bristol, BS34 7RG



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 is NO BPMC meeting at BAWA in July but there will be a Treasure Hunt starting at Hambrook Common on Sunday July 7th sign on at 10:15 am**

## 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

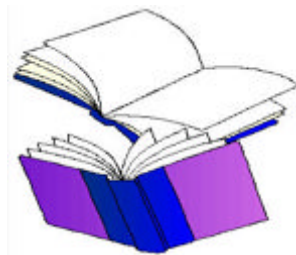
Poloshirts £6.50 each and sweatshirts £10 - a bargain!



**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](http://www.bristolpegasus.com)  
and use the Amazon link to buy books, CD's /DVD's

**All commission to Wiltshire Air Ambulance**

# Bristol Pegasus Fantasy Formula One 2013

## Results Up to Canada - Prepared by Andy Moss

Martyn Davies	Hamilton	Rosberg	Lotus	Mercedes	Mercedes	Australian	285
Ken Robson	Hamilton	Vettel	Mercedes	Williams	Mercedes	Spanish	272
David Garnett	Raikkonon	Vettel	India	Lotus	Williams	Australian	268
Mike Marsden	Raikkonon	Vettel	Mercedes	Sauber	Rosso	Monaco	267
Helen Davies	Grosjean	Raikkonon	Lotus	Mercedes	Mercedes	Chinese	266
Alyson Marsden	Hamilton	Vettel	Lotus	Sauber	Caterham	Australian	234
Dom Bennett	Hamilton	Vettel	India	Lotus	Rosso	Japanese	227
Charlie Emsley	Button	Rosberg	Mercedes	Rosso	Ferrari	Monaco	219
Tim Murray	Maldonado	Rosberg	Lotus	Mercedes	Redbull	Belgian	215
Ian Hall	Bianchi	Vettel	Marussia	Redbull	Marussia	Australian	213
Martin Baker	Hamilton	Resta	Lotus	Sauber	Redbull	Canadian	210
Rex Meaden	Hamilton	Vettel	Lotus	Rosso	Sauber	British	209
Mary Craddy	Hamilton	Vettel	Lotus	Williams	India	Belgian	208
Alison Bennett	Raikkonon	Vettel	India	Williams	Ferrari	German	204
Joe Robson	Alonso	Hamilton	Mercedes	Williams	Mercedes	USA	204
Richard Reynolds	Hamilton	Raikkonon	India	Sauber	Lotus	German	201
Steve Clark	Resta	Rosberg	Sauber	Rosso	Redbull	British	196
Mal Allen	Hamilton	Vettel	Lotus	Williams	Sauber	Brazilian	195
Mark Niblett	Hulkenberg	Raikkonon	Lotus	Mercedes	Mclaren	Hungarian	195
Matt Johnson	Hamilton	Vettel	Lotus	Williams	Sauber	Italian	195
Jenny Hall	Hamilton	Vettel	Marussia	Mclaren	Caterham	Canadian	190
Simon Moss	Raikkonon	Vettel	Sauber	Williams	Ferrari	Abudhabi	182
Ross Willing	Hamilton	Vergne	India	Redbull	Caterham	British	181
Dick Craddy	Alonso	Raikkonon	Mercedes	Williams	Sauber	Italian	178
Liz Moss	Alonso	Vettel	Rosso	Williams	Lotus	British	176
Bill Farrow	Alonso	Hulkenberg	India	Lotus	Mclaren	Australian	171
Ann Farrow	Button	Resta	Caterham	Lotus	Redbull	Monaco	159
Helena Sarsted	Button	Raikkonon	Mercedes	Williams	Mclaren	British	157
Caroline Meaden	Button	Grosjean	Caterham	Mercedes	Redbull	Hungarian	154
Martin Emsley	Garde	Raikkonon	India	Mclaren	Redbull	British	153
Kate Umfreville	Button	Maldonado	Lotus	Rosso	Redbull	Canadian	149
John Page	Button	Raikkonon	Lotus	Williams	Lotus	Belgian	143
Sharon Reynolds	Button	Chilton	Caterham	Marussia	Rosso	Bahrain	141
Pete Stowe	Hamilton	Raikkonon	Mclaren	Sauber	Williams	British	139
Victoria Phillips	Hamilton	Resta	Ferrari	Sauber	Williams	British	136
Donny Allen	Alonso	Rosberg	Caterham	Mclaren	Williams	Usa	120
Marc Rogers	Button	Sutil	Mclaren	Rosso	Mercedes	Bahrain	118
Thomas Wigley	Button	Hamilton	Mclaren	Williams	Marussia	Monaco	112
Andrew Moss	Button	Resta	Mclaren	Williams	Mercedes	British	106
Chris Bennett	Button	Vergne	Mclaren	Rosso	Mclaren	Canadian	96

# 2013 Invited Speed Events

Date	Organising Club	Venue	Event Type
13/07/2013	Camel Vale MC	Castle	Hillclimb
14/07/2013	Camel Vale MC	Castle	Hillclimb
21/07/2013	Torbay MC	Clay Pigeon Raceway	Sprint
27/07/2013	BARC Wales	Llandow	Sprint
03/08/2013	Camel Vale MC	Castle	Hillclimb
03/08/2013	Brighton & Hove MC	Goodwood	Sprint
04/08/2013	Camel Vale MC	Castle	Hillclimb
07/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
08/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
14/09/2013	Brighton & Hove MC	Brighton	Speed Trial
21/09/2013	Woolbridge MC	Manor Farm	Hillclimb
22/09/2013	Woolbridge MC	Manor Farm	Hillclimb
06/10/2013	Bournemouth & DCC	Clay Pigeon Raceway	Sprint
19/10/2013	BPMC	Castle Combe	Sprint



[www.a1autocollectables.co.uk](http://www.a1autocollectables.co.uk)

All Auto Collectables and Motorsport  
memorabilia bought and sold

Phil Turner

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# 2013 Calendar

Date	Event	Time	Club	Venue
<b>Sunday 7th July</b>	<b>Sunday Treasure Hunt</b>		<b>BPMC</b>	
<b>Saturday 20th July</b>	<b>Frenchay Car Show</b>		<b>BPMC</b>	
Sunday 14th July	Bristol and Bath Car Tour		Riding for disabled	
Sunday 21st July	ASWMC : Clay Pigeon Sprint		Torbay	
Saturday 27th July	ASWMC : Pembrey Sprint		BARC	
<b>Monday 5th August</b>	<b>Bring Your Car Club Night</b>		<b>BPMC</b>	
<b>Sunday 11th August</b>	<b>Gymkhana</b>		<b>BPMC</b>	
Sunday 18th August	Mendip Production Car Trial		MGCC	
Saturday 7th September	Wiscombe Hillclimb		5 Clubs	
Sunday 8th September	Wiscombe Hillclimb		5 Clubs	
<b>Monday 9th September</b>	<b>Club Night</b>	<b>8.30pm</b>	<b>BPMC</b>	
Saturday 14th September	Wiscombe Hillclimb		MGCC	
<b>Sunday 15th September</b>	<b>Tour and Test</b>		<b>BPMC</b>	
Friday 4th October	Edinburgh Trial		MCC	
Saturday 5th October	Edinburgh Trial		MCC	
Sunday 6th October	ASWMC : Clay Pigeon Sprint		Bournemouth	
Sunday 13th October	Kimber Trial		MGCC	
<b>Monday 14th October</b>	<b>Club Night</b>	<b>8.30pm</b>	<b>BPMC</b>	
<b>Saturday 19th October</b>	<b>Pegasus Sprint</b>		<b>BPMC</b>	<b>Castle Combe</b>
Friday 25th October	Navigation Event		BMC	
<b>Monday 11th November</b>	<b>Club Night</b>	<b>8.30pm</b>	<b>BPMC</b>	
<b>Thursday 14th November</b>	<b>Charity Karting</b>		<b>BPMC</b>	
<b>Friday 15th November</b>	<b>NEC Classic Show Club Trip</b>		<b>BPMC</b>	
Sunday 24th November	Allen Trial		BMC	
<b>Monday 9th December</b>	<b>Club AGM and Buffet</b>	<b>8pm</b>	<b>BPMC</b>	
<b>Monday 30th December</b>	<b>Christmas Pub Meet</b>		<b>BPMC</b>	

Remember When ?



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## Trivia Answer



"Hope Diamond" heiress Mamie Spears Reynolds was 20 years old when she went to New York to order this Ferrari 250 GTO to enter into the Daytona Continental for Pedro Rodriguez, who won the three hour race.

## Backfire





## Pit Lane Entry News



From Lisa Selby on her and Tony's trip to Spa with their normally aspirated Ford Puma 13/15 June 2013

Qualifying position on Friday - 13th overall out of 75 Cars!

Race 1 Saturday - 19th Overall (63 Starters) and 1st in Class (out of 3), 4th Tin Top (out of 10) with Lisa in the driving seat. Lisa had a few good tussles with Porsche Carreras and a Ferrari F355 Challenge.

Lisa's finish position would be Toby's start position for Race 2.

Toby had a successful Race 2 Sunday - 15th overall (60 starters), 1st in Class (out of 2) and 3rd Tin Top (8 Starters) getting on the podium with champagne. They ran out of Spa trophies so he got a bunch of flowers instead and a promise of a trophy when we got back to the UK! We borrowed one for the team photo!



Big thank you to Keith and Julie for their company and help through out the week.

Congratulations to Team Selby, if you have been flying the BPMC sticker far and wide don't hesitate to let your fellow club members know.

## July Club Events

### Sunday Treasure Hunt - 7th July 10.30 am

Chris Thompson and family have organised a treasure hunt.

A scenic route has been chosen that all should enjoy.

Start from Hambrook Common at 10.30 am. Sign on from 10.15.

The finish will be at the Compass Inn at Tormarton