

# Backfire

March 2012



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

**Cover : Festival Rally - Chris Thompson & 'Spence' in 106**

## 2012 BPMC Events Calendar

Month	Date	Day	Event	Venue
Mar	12th	Mon	BPMC Club Night	<b>North Bristol Rugby Club</b>
Mar	16th	Fri	Navigation Scatter	See below for details
Apr	22nd	Sun	Production Car Trial	Lower Grove Farm Dundry
Apr	<b>23rd</b>	Mon	Club Night <b>(Note; 3rd Monday)</b>	<b>BAWA, Southmead Road</b>
<b>May</b>	<b>5th</b>	<b>Sat</b>	<b>BPMC/BMC/WCCC Llandow Sprint</b>	<b>Llandow Circuit</b>
May	14th	Mon	Club Night	<b>BAWA, Southmead Road</b>
May	21th	Mon	Treasure Hunt	Announced in time for the event
<b>May</b>	<b>26th</b>	<b>Sat</b>	<b>Middle Barton Garage - Club Trip</b>	<b>Middle Barton Garage, Oxon</b>
Jun	3rd	Sun	ACE Tour	Announced in time for the event
Jun	11th	Mon	Club Night	<b>BAWA, Southmead Road</b>
Jun	17th	Sun	Gymkhana	Announced in time for the event
Jun	25th	Mon	Treasure Hunt	Announced in time for the event
<b>Jun</b>	<b>30th</b>	<b>Sat</b>	<b>BPMC/BKCC/Quantum Track Day</b>	<b>Llandow Circuit</b>
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	<b>BAWA, Southmead Road</b>
Jul	16th	Mon	Treasure Hunt	Announced in time for the event
Aug	11th	Sat	BPMC Track Day	Castle Combe
Aug	13th	Mon	Club Night	<b>BAWA, Southmead Road</b>
Aug	20th	Sun	Treasure Hunt	Announced in time for the event
Sep	10th	Mon	Club Night	<b>BAWA, Southmead Road</b>
Sep	16th	Sun	Autotest / Autosolo	Announced in time for the event
Oct	8th	Mon	Club Night	<b>BAWA, Southmead Road</b>
Oct	26th	Fri	Navigation Scatter	Announced in time for the event
Oct	27th	Sat	Pegasus Sprint	Castle Combe Circuit
Nov	12th	Mon	Club Night	<b>BAWA, Southmead Road</b>
Nov	23rd	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	10th	Mon	AGM & Buffet	<b>BAWA, Southmead Road</b>
Dec	27th	Thur	Xmas Noggin & Natter	Announced in time for the event

**Deadline for Next Backfire: 28th March 2012**

**As always, we are looking for contributions for Backfire**

**Editor: Martin Emsley Email: [backfire@bristolpegasus.com](mailto: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

**Cover Photo:** Chris Thompson and 'Spence' battling the conditions on The Bath Motor Club Festival Rally 2012. Photo courtesy of M&H Photography  
([www.mandh-photography.co.uk](http://www.mandh-photography.co.uk))



## **Editorial**

### **Martin Emsley**

Well I am saddened by the problems that the rallying branch of our wonderful sport is having at World Level; most of us rue the passing of the real rallies of yesteryear; a real challenge to teamwork and machinery and also at one time some pretty decent television coverage. Many things have flowed down affecting the Clubman Level but it is heartening that those who want to are still able to get out and have a go as shown in this issue.

As a complete contrast it is wonderful to be able to read about two of our staunch track competitors and their challenges at keeping on the black stuff. Finally working on the philosophy 'if you don't ask it ain't never going to happen' we are pleased to bring you another guest piece. Enjoy.

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## **Race Retro 2012**

**Photo courtesy of David  
Garnett  
(More next month)**





## Forthcoming Events

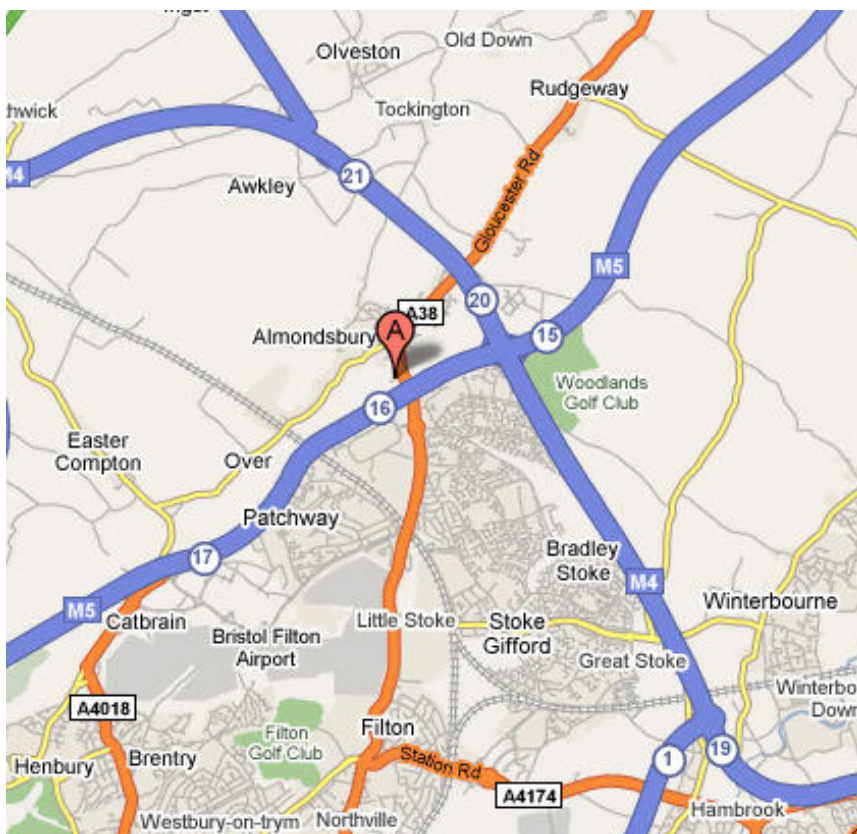
### Important Information Club Night Venue Update

#### March Club Night – David Render Talk North Bristol RFC - Almondsbury Bristol

For **March ONLY** we will be returning to **North Bristol RFC for the visit of David Render**. Well known for competing in speed events in an exciting mix of cars such as Lotus and March Formula 1 cars, David is a very entertaining speaker so this should be an excellent evening.

#### March Club Night Venue Directions North Bristol RFC Almondsbury Bristol

Exit M5 at Junction 16. Arriving from the south, take the left exit lane. Turn left at lights. Arriving from east, take right-hand lane on slip road. Take 3rd exit. From all directions take the A38 northbound toward Thornbury, after approx 150 metres, turn left of A38 before Police HQ. Continue past the Gloucester Football Association building. At T junction, turn right into North Bristol RFC car park.



#### **BPMC Club Night - SPEAKER DAVID RENDER - Monday 12th March**

**Arrive at 8pm for an 8.30pm prompt start to the talk.**

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

Aged just 19 years he commanded a troop of three Sherman tanks against the might of the German Panzers Wehrmacht and SS divisions. He also built a bankrupt company called Warecrete into a thriving business that produced hundreds of tons of concrete and thousands of building blocks per day, as well as running a farm which produced huge amounts of wheat and 5000 pigs per year.

However it will be no surprise that his knowledge of Competitive car racing acquired over 50 years in some amazing cars will be the main topic for our club night talk.





## **BPMC Navigation Scatter - Friday 16th March**

For the March scatter there will be the usual mix of grid references and basic rally navigation for the majority of locations with a few harder bits of navigation to keep more experienced crews entertained. There will also be a time-limited intermediate checkpoint where extra route instructions (and bonus points) can be collected which will offer added interest to novices and experts alike. The event will start from the lay-by on the B4059 near Latteridge, grid

ref ST172, 670/846 and will all be based on OS map 172. Signing on will be from 18:45 with the start at 19:30. The finish will be at the Swan Inn, Tytherington. Regulations and entry form will be published on the club website shortly. There is no entry fee but insurance will be required (details in the Regs). **We have decided that the event will run subject to a minimum number of starters - please contact Chris Goodchild by 15th March if you intend to take part.**

goodchild69@gmail.com or 07875 388483.

## **Important Information Club Night Venue Update**

From **April** our new regular venue will be -

### **BAWA Leisure Centre**

589 Southmead Road, Filton, Bristol, BS34 7RG



We will meet in Room 7 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 will be able to open the doors to our room and have direct access into the car park

Please Note : There is no requirement to be a BAWA member or show a membership card – simply mention that you are here for the Pegasus Motor Club in Room 7

NOTE : as well as a change of venue **our APRIL club night will move to the 23rd** of April, which avoids Easter.

As many members will know we will be returning 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.

## **Production Car Trial - Sunday 22nd April**

### **BPMC Cross Trophy Production Car Trial - Dundry**

Our Production Car Trial is to be held at Lower Grove Farm in Dundry Ref. 5545 6735 on Sunday April 22nd. The venue is superb for an event of this type and should offer a challenge for most. Signing on from 12.00 & first car to start at 13.00



So what is a Production Car Trial? Well, simply it's a Trial that you can do in an ordinary road car. Entrants will need a vehicle, a driver and a navigator/bouncer – whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in. Anyone who has seen a more specialist Trial and gazed on in awe whilst thinking: "how on earth do they get up/across/through something like that?!" may now be thinking "there's no way my car would be suitable". Worried about ground clearance, losing the sump or suspension damage? To put those minds at rest, rather than the often heavily rutted tracks used in Classic Trials, the venue is a grassy field.



If you fancy having a go but are lacking a suitable vehicle, get in touch and we'll try to pair up any would-be bouncers with drivers as far as possible. If you'd like to be involved but can't find a driver (or still have concerns about damaging your pride and joy), you could always come along and marshal! We could also do with someone to help with checking over the cars before the start and

also need a club steward. Marshals always welcome (in fact essential)

For further details and an entry form visit the club website or contact Mal Allen or Event Secretary - Tim Murray 0117 9499449, [secretary@bristolpegasus.com](mailto:secretary@bristolpegasus.com)

**A brilliant fun afternoon with your ordinary road car - Any car is suitable**

## **BPMC Club Night - Monday 23rd April**

**The MPH Project** - Our first meeting at the BAWA will feature the youngest guest speakers we have ever had - the Mangotsfield School GreenPower MPH team of Jordon & Tom Mould, David Baker and Ben Goodman will be giving us an audio-visual presentation of the project so far. The subjects they will cover include the rules of the GreenPower racing series, the design and build of their car, the circuits they have raced on, their successes to date and their ambitions for the future. This promises to be a very interesting meeting about a "grass roots" level but technically challenging branch of motorsport and we hope you will all be there to encourage these lads to even better things!





## Llandow Sprint - Saturday 5th May



We are joining forces with the Welsh Counties Car Club and BMC to organise a single May sprint at Llandow. The event is a round of both The Trident Engineering Welsh Sprint and Hillclimb Championship and The Bridge Tyres and Wheels ASWMC Sprint Championship, as well as the Autoglym Lotus 7 Club Speed Championship.

As well as members of the organising clubs the event is open to members of any club affiliated with the WAMC, the ASWMC or the Cotswold Motor Sports Group. For all competitors who have previously entered the event it will be great to welcome you back, for those competitors who are entering for the first time we are sure you will find the day to be enjoyable and competitive.

For overnight facilities there is camping at the Llandow caravan and camping site (next to the circuit). Please visit the Club Website for details or contact entries secretary Andy Moss on 0117 9912702 ( day ) for a copy of the regulations.

## Middle Barton Garage Open Day & 25th Anniversary Celebration Saturday 26th May



Tony Castle-Miller requests the pleasure of any BPMC member for the Middle Barton Garage Open Day & 25th Anniversary Celebration on Saturday 26th May.

[www.middlebartongarage.com](http://www.middlebartongarage.com)

We will lay on a BBQ and soft drinks although anyone who wishes to bring anything for the BBQ is welcome!! ( bring your own beer and wine for those not driving ). We want visitors to bring interesting cars, from Fiat 500s to

dragsters, Veteran or modern (grey porridge will be consigned to the field next door!!) – even Caterhams!! (that's a dyslexic spelling for Westfield) I look forward to seeing a strong contingent from BPMC with a variety of cars.

For those wishing to make a weekend of it, there is some very nice en suite B&Bs available, Troy Farm being once choice. The price range is £70 to £75.00 per night for a large en suite room with a FULL English breakfast.

For more details visit;

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

Troy Farm

Ardley Road

Somerton, Oxon OX25 6NG



**If you are interested in going please contact Nick**

**Wood 07786936941 as he is liaising with Tony Castle-Miller re numbers etc.**

# The A.C.E. 2012 Charity Classic Vehicle Tour - Sunday 3rd June

## The Queen's Jubilee Tour



All Classic Enthusiasts (A.C.E.) Jointly organised with Bristol Pegasus Motor Club. This Year we will be driving over the Old Severn Bridge into Wales (£6 Toll). As always it is designed to take in places of interest that we are sure you will enjoy. We shall once again have a communal picnic stop at a convenient and interesting location.

We again leave from the **BAWA** pavilion, Southmead Road, Filton, BS34 7RG by kind permission of the Management. Directions to BAWA are available on their website [www.bawahealthandleisure](http://www.bawahealthandleisure) Toilets are available at the start area, please assemble by 10AM. Entry fee minimum £15.00 per vehicle. Our charity for this year is the [Stroke Association](http://www.stroke.org.uk) which is most deserving of our support.



Please visit Club Website [www.bristolpegasus.com](http://www.bristolpegasus.com) for details and booking form

## Llandow Track Day - Saturday 30th June

Bristol Kit Car Club and Bristol Pegasus Motor Club are pleased to announce a joint track day at Llandow Circuit on Saturday 30th June 2012.

Location - Llandow Circuit is situated 20 miles west of Cardiff in the Vale of Glamorgan near the country towns of Cowbridge and Llantwit Major. Competition Licences are not required. All Drivers must wear an approved helmet. Arms & legs must be covered at all times. Noise limit is 105 dBA at 0.5 metres.



A maximum of 10 saloon/sports cars will be allowed on the course at any one time. 8.30am Gates open, 9.10am Signing on, 9.30am Briefing, The charge for the day is £75 per car. The charge for an additional driver sharing a car will be £20.

Contact KEN ROBSON, 201 JUNIPER WAY, BRADLEY STOKE, BRISTOL, BS32 0DP  
[kenrobson@btinternet.com](mailto:kenrobson@btinternet.com) 01454 202687 or 07900 007747. Visit [www.bristolpegasus.com](http://www.bristolpegasus.com) for details and booking form.

## Saturday & Sunday July 7th & 8th - Run What Ya Brung Drag Racing Weekend for BPMC





RUN WHAT YA BRUNG... Puts YOU in the hot seat  
[www.shakespearecountyraceway.com/rwyb.asp](http://www.shakespearecountyraceway.com/rwyb.asp)

BPMC has been invited for the weekend. If you would like to come either for a day or the weekend please let Nick know on 07786936941. The camping facilities are very good or there are plenty of B&Bs nearby. Come and join other club members for a great weekend.

## **Bristol Pegasus Castle Combe Track Day 2012**

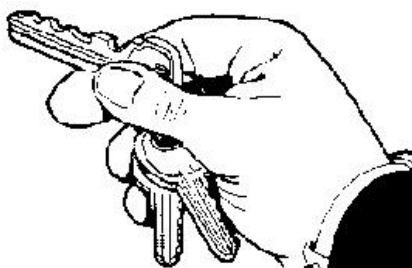


**The date for our Combe track day has been confirmed for 2012  
Saturday 11th August at  
Castle Combe Motor Racing  
Circuit**

**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](http://www.castlecombetrackday.org.uk) for full details or call Andy Moss on 0117 9912702 if you would like a printed entry form posted**

**Tickets go on General Sale Soon - Send your Entry in NOW !**



### **CHAIRMAN'S CHAT** **Andy Moss**

As many of you will know by now we have announced some changes to our club night venues in the coming months. This was partly prompted by a change of management at the Parkway which resulted in them double booking us with someone else for March. As we are expecting a good turn out for the visit of David Render, we had to act quickly and we were lucky that North Bristol RFC could host us for the talk this month. From April we are fortunate to have secured a more permanent solution, having found a very suitable room overlooking the car park at BAWA. As long time club members will know this was our regular meeting venue before we moved to the Wheatsheaf. We hope, having led a fairly nomadic life since the Winterbourne venue was turned into an Indian restaurant, BAWA will offer us a stable location and be less likely to suffer from rapid changes of ownership and management that seems to be part and parcel of the pub trade these days.

Our trip to Stonleigh for Race Retro this month again proved popular. We filled a minibus and stopped for an excellent meal on the way home - thanks to Martin Baker and Martin Emsley for all their efforts in organising. I thought the show itself was very good, but almost important is the good company and social side which is always excellent.



Things are coming together for our "new" three way co-promoted May Sprint at Llandow. We met again with Welsh Counties and BMC earlier in the month and all the main official roles have been worked out and the Regs put together - these should be available very soon after you receive Backfire, if they are not already.

As we are all too aware after we had to cancel the Bristol Llandow event last year we can only run this event with the support of our members and whilst joining with Welsh Counties for a single event is bound to make things a little easier, we really do need you to come out and support what promises to be a great day. If you are not going to enter why not come over and marshal ? An excellent cooked lunch will be provided free for all who do.

We also have our Production Car Trial at Dundry in April and again regs & entry forms are available for this. If you haven't had a go at this before it's a lot of fun and is designed to be suitable for any road car, so there's no excuse for not having a great afternoon. Clerk of the course Mal Allen will lay out the hills to avoid any damage to your car, and in the past has been very successful in achieving this. We also need a scrutineer to help look over the cars, a club steward to keep an eye on things and of course marshals to do the scoring on the hills. A great opportunity to get involved and help out in a slightly different form of motorsport.

In the short term, we have a couple of excellent events in March. Firstly our much anticipated Club Night with our special guest speaker David Render. Then the March Scatter - again we need your support for this event, which is a lot of fun - if you can plot a map reference and follow a map you know enough to have a good evening. Please let the organisers know in advance if you intend to enter.

Finally a brief report on my own motoring activities. I have been working on the Marlin, doing a lot of small improvements to get it ready for the Lands End Trial over Easter. I had a deadline to get the car out of the garage at home to make space for the Westfield - as many of you know someone made a mess of the body tub when they pulled out of a side road and hit me on our way back from the Exeter Kit car show back in November.

Fortunately no one was hurt and his insurance company paid out enough to buy the replacement parts required and leave a bit over to compensate me for the many hours labour involved in repairing it myself. With all the work complete on the Marlin I went to move it a couple of days before I was due to collect the Westfield bodywork, only to find the 11 month old starter motor on it had failed - these things are sent to try us and at least I got a new motor under warranty.



So with the Marlin still in the garage, I made the trip to Westfield to collect the fibre glass body. Fellow Westfield owner Nick Wood joined me for his first visit to the factory. The VW van I hired was interesting in that every body panel had damage of some sort - quite impressive given it was less than 12 months old.

Fortunately I did not add any more dents, partly assisted by letting Nick do the difficult job of reversing it into the loading bay at Westfield, as a professional driver he made this look annoyingly easy.

So the challenge, what to do with the body tub when the garage was full of Marlin ?

Given how light the bodywork is it was not really that big a problem - as the picture shows you can fit a Westfield in a Marlin .....

## Welcome to New Members

Welcome to Bristol Pegasus Motor Club, we all hope you feel you get great value for money from your membership. To that ends we would like to hear why you joined the club and what events you would like to be involved in, there are many opportunities to enjoy club motorsport and friendship with like minded enthusiasts.

Charles Alexander - Bristol	Phil Hole - Paulton
Alan Barratt - Bristol	Georgina Isaac - Wickwar
Nicholas Basto - Bristol	R Isaac - Wickwar
Martyn Buckley - Oxford	James King - Wells
Ben Carver - Hereford	Brian Kitley - Wells
Roger Croft - Thatcham	Andy Langley - Bradford On Avon
Neil Davies - Wraxall	Sam Lorenzelli - Woodside
Julian Edmondson - Stonehouse	Joshua Moss - Stroud
Chris Ferin - Stonehouse	Mike Stewart - Portishead
Andrew Gregson - Warmley	Matt Withers - Bradford On Avon
Jessica Grove - Willersey	Chris Wollen - Codrington
Arthur Haskins - Portishead	

Check out our website <http://www.bristolpegasus.com> for ideas and information.  
Please feel free to email Bob Bull or call 01275 843839 to discuss how we can achieve your aims. Thanks and Welcome



# Meet The Committee

## Tim Murray - Secretary



**Tell us about yourself ?** I grew up in Guernsey, in the Channel Isles. I arrived in this area when I came to Bath University in 1971 and have lived in this neck of the woods ever since. I currently reside in Stoke Gifford - very handy for Parkway Station.

**What do you do for a living ?** After university I joined Rolls-Royce and worked there for the next thirty years. In 2003 departmental cutbacks presented me with the choice of either moving to Derby or taking the redundancy money, so I took the money!

**When did you join the club and why ?** I'd always been very interested in cars and motor sport, so I joined the club in 1977. I was a fairly dormant member for the next few years, but started sprinting in 1980 and then gradually got involved with everything the club had to offer. For the next ten or fifteen years I competed in most club events, but then slowly switched my involvement to that of organiser/helper. These days my competitive activities amount only to the occasional treasure hunt, but I still help out with the organisation of a fair few of our club events.

Back in the 1970s and early '80s things were very different for us car enthusiasts. There was very little motor sport on TV - even F1 races weren't always covered - and the only way to see decent motor sports films was to join a motor club. I remember that we used to rent films from organisations such as Castrol, and they weren't DVDs or even videos - they were bloody great films in those circular metal cases.

**When did you join the Committee ?** I was persuaded to join the committee in 1984 and took on the role of newsletter editor, which I carried on for the next eight years before passing the job to Andy Moss. I then became treasurer and, in 1993, secretary/treasurer. In 1998 I offloaded the treasury side of things into the capable hands of Martin Baker

**What does your role in the club involve ?**

I take the minutes of all the club committee and general meetings, and perform basic admin duties.

**What Car(s) do you Drive ?** At the moment the only car I own is my old Ginetta G15 which has been sitting in my garage for many years waiting for me to restore it. I suspect now it'll never happen, but I just can't bring myself to part with it.





## ESCURSIONI

Martin Emsley

So many follow-ups from the previous editions, thank you for your input and interest.

'That man' was of course Nigel Mansell looking very suitable for the London-Brighton run in 2011, hope he has slowed down a bit, but no doubt he had something to whinge about!

I opened a bit of a burrow with my thoughts about car 'values'. The day before the February Backfire went to print a piece appeared in The Bristol Evening Post being about Cleevewood Garage and the fully restored 1968 Ford Escort Twin Cam for sale at £65,000. As they point out Mk1 Ford Escorts were once a common sight, well so were many other cars, but as only 883 of this handbuilt model were made it does have a rarity value. Looking on e-bay I see that 'ordinary' Mk1 & 2 Escorts are still rising in value, if only we had the foresight, cash and space to hoard some a few years ago, suppose the same is true for Spitfires after the war and.....and.



Got offered a metallic blue 2000 BMW 523i Touring the other day, lovely 2.5 litre straight six, tan leather interior, 120,000 miles, needed 2 tyres, an anti-roll bar drop link bush and if necessary a small ding removed from the bonnet, bargain price of £900! Would have loved to run it for a while but I turned it down as I have no need for another car, the fuel bill would have been a bit demanding and most of all because these lovely bargains have so little resale value! Now should I have bought it and stored it for a few years?

Had a very nice e-mail from Pete Lyons, he is very complimentary of Backfire and he enjoyed daydreaming about picking up a new Porsche at the factory as Bob Bull did, too.



Chris Hartnell is pushing on with his Shwinn rebuild, cannot wait to see it as Chris does things to a very high standard, he has also mentioned he may have added another retro 'toy' to his collection. You gotta take a look at his set up at Shakespeare Raceway in July. He sent me a link, go take a look at Drag Racing Confidential – the official magazine of Santa Pod Raceway, not only is Chris on the front, there is a great article and photos inside, go take a look. Finally Chris advised me that David Tremayne's 'dragster is actually the ex - Road Zombie Two, originally metallic pink with a Viper engine & afterburner. It was advertised for a bargain £20,000 a while back and built by guy in south Bristol. Will be interesting to see what David does with it.

At one time he had plans for a water speed craft and if I recall correctly had an engine in his garage, however he is on the road most of the year as part of the F1 circus so....

As you probably recognise my thoughts go all over the place, sometimes to the right place at the right time, heck; is that not one of the pleasures of being human? Though my inability to recall things sometimes troubles me a fair bit. The good news is that we are off on the ultimate road trip, ok don't write in, opinions vary. We are off to travel Route 66; Chicago to Santa Monica over three weeks, not the Billy Connolly one which though 'entertaining' actually deviated a long way from the route for interesting stories and things most of us will never see. In trying to plan the 'must-see' items I thought a book or two might help and some time on the WWW, but heck, do you know how many books there are out there? You could fill a substantial library shelf with them all. So I have to be choosy, checked out some reviews and doing a whole bunch of research.

Now I would love to take the Eunos Roadster across the USA but am not paying the shipping! Have spent considerable hours in the garage lately working on it; my thanks to Mal for helping put the replacement gearbox in. Tried it briefly the other day up and down the road, it feels real sweet, not fighting to change into 2nd any more. Fingers crossed all will be ok. Of course everything takes longer than expected, I should have changed the water pump when I did the cambelt, but it looked ok so....! and behold when I got underneath it was weeping so all the front of the engine off and replace it; only I trapped the gasket so when I filled the system it was still leaking. So a day wasted stripping it all again, putting it all right and finally, all should be ok. It is not the easiest pump to position correctly. I have been treating the underside / suspension etc with Dinatrol products, the solvent in the stonechip coating is pretty lethal but the range seems very good. I have used the rust convertor, cavity wax and stonechip, not cheap but very highly recommended. So the front is almost finished, then I will turn my attention to the rear before moving to the top of the car, cannot wait for that, my back is not keen on lying on the garage floor even on carpet tiles! As planned the aircon has all been stripped out but finding someone to empty the system of refrigerant was challenging; not the one used today but an older type now banned.

When not in my own garage can be found at my mate Paul's helping him rebuild his MGB GT from a bare shell; our target for completion is May 2013 to take it on a trip to the D-day memorials. We have had some major incompatibility problems with paint on the underside even using supposedly compatible Hammerite / Waxoyl products, it got very frustrating scraping off the 'pickled' product put on only a week previously but we got there in the end. Very little information available but found on a forum people with similar issues. Now you know why I am using the Dinatrol stuff! Also recently had a most enjoyable day fettling James Page's MX5, a nice 'British' car that needs a bit of TLC, you can read about it in Classic and Sportscar magazine and we have some more jobs on it planned for the future having just ordered up the parts. If that was not enough I have a real fun project in the pipeline with another club member, really looking forward to getting that underway, it has no deadline but should be interesting; watch this space!





Silverstone Classic is again on the horizon, well I am trying to plan things I want to do this year. I am going up for the full four days, am not intending to organise any club co-ordination unless you let me know you are going too, then we can sort something maybe. Anyone interested?

Just returned from Race Retro; I hope someone will write a report for the next Backfire but briefly by hiding behind the fire engine bar I managed to avoid the annual race retro quiz, what baffles me is my homing instinct to get there at just the right time. But this time Tim had to face Woody and Russell Brookes. Tim must have been having a very off day or taken sympathy on Woody to let him win. I just loved the show and most of all the company; was great

bumping into familiar faces and being able to chat for a while, I also found many of the stands interesting though I thought there were less than previously. Picked up a pile of Vintage Racecar magazines and met Gordon Cruickshank, my highlight being sitting in the mighty McLaren of Harry Read; If you don't ask .....it ain't never gonna happen.



Nick Wood very kindly lent me a book a while back and I finally finished it, not an easy read but bits were quite interesting



Chevrolet - Racing?

Fourteen Years of Raucous Silence! 1957-1970

AUTHOR(S): Paul Van Valkenburgh

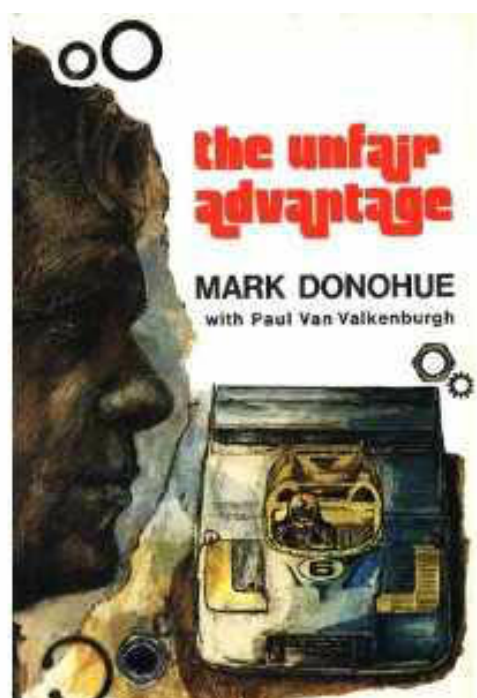
The sole published expose of one of racing's most famous secret activities. Originally published in 1972, *Chevrolet-Racing?* reveals the inside story of Chevrolet's early surreptitious involvement in racing, from 1957-1970.

This re-issue of the collector's classic tells the fascinating story of how, from 1957 to 1970, Chevrolet probably acquired more successes and more technical knowledge of high performance than any other company in the world. Ironically, they never built a complete, running, race-ready vehicle; nor were ever officially represented at a race, and they never claimed credit for any Chevy products in racing wins, or promoted them in advertising for all that time. How do you think Chevy won all those titles after the "no racing" agreement in 1957? The "'sucker" CanAm car, the Penske/Donohue TransAm cars, the Smokey Yunick cheater Nascar cars, the mystery engines, Duntov and the Corvette, it's all here in a no BS style. Very authoratative with diagrams and graphs. A good read for the serious enthusiast. This book reveals the untold story.

There were times when I was tempted to just look at the pictures and decided that I was not that serious an enthusiast! Gave rise to some interesting thoughts;

It was in the chapter 'Incredible Acquisition' when Paul writes about all the incredible amounts of data acquisition and how that could be used to model a chassis and suspension for a car then physically they could potentially test a different combination every day, simultaneously gaining yet more data from the raft of variables.

Got me thinking how come some of the Chevy vehicles were maybe not so good in the chassis / handling department? Then in terms of the MX5 and how much effort went into developing the acclaimed vehicle it is, yes development because the theory is good but it still needs to be proven and most things are a number of compromises which need to be integrated. That led on to the - if manufacturers spend so much time and litterally millions of pounds on vehicle development how the heck do we think we can improve them by bolting on an aftermarket spring / shock absorber combination? Maybe for a specific purpose for the vehicle, but in truth is something like that integrated to the bushes, wishbone mounts and flex, chassis resistance etc etc. Now don't get me wrong I am not knocking anyone who modifies their car in any way, I am firstly gobsmacked at the realisation of what goes into vehicle design, and astounded how wrong it is sometimes and then secondly respect for competition drivers who are not only part of the variable but some so adept at understanding what the vehicle is doing and comprehending which part to alter to make it go quicker (the sole aim of a competition vehicle and a very different demand to a road going one!) so big respect to drivers who can feel and develop a car, now wasn't Mark Donohue one of those as well as being a hands on engineer ..... thinks may read 'The unfair advantage next.





## Race Retro 2012







## 2011 Race Series - CSCC Tin Tops

Lisa Selby

I race with my fiancé Toby Harris in the Classic Sports Car Club (CSCC) Tin Tops Series in a Ford Puma Cup 1600.

The races are 40 mins duration with a compulsory stop/driver change which suits us down to the ground as we both get to race as a team and share the same car, it also allows our pit crew to get involved!

Our 2011 race season started in April on the newly opened Snetterton 300 circuit with the Puma which we had been preparing for 7 months. We hadn't driven the circuit before in the new configuration so it was a steep learning curve for the first event learning the new car and circuit together. I'm pleased to say that we qualified 14 out of 27 and there weren't any major problems with the car, only the steering being a bit too heavy for me (non-assisted). I lined up on the grid for the race on Row 6, the highest we had ever been. It was a rolling start so we set off on our Green Flag lap in formation. Onto the start finish straight and the lights went out, we were racing. I had an average start but this was soon cut short due to a spinner right in front of me so I had to take to the grass to avoid an accident. I lost a few places, but carried on and had a great race mid pack with an Alfa 156 where we kept swapping places, he'd get me around Coram and then I would take my place back after exiting Murray's up the Senna Straight, great fun. We finished 11th overall and 2nd in Class which we were pretty chuffed with for our first race in this car.

Next round was at Brands Hatch, my local circuit (when I lived in Kent!). We hadn't really done any modifications to the car between races, so it was a case of seeing how the car handled around this circuit. It was appalling, the steering seemed even heavier than at Snetterton and the car didn't want to turn into any of the corners. We qualified 19th out of 26. We spent most of the time between races checking the set up and playing with damper settings but it still didn't feel any better when lining up for the race. We finished 17th overall and 2nd in Class and had a big shopping list for the car for the next event!



The next event was the CSCC Interseries race in the Spa Summer Classic at Spa Francorchamps, Belgium. The car had lots of new bits, electric power steering, new steering rack, softer springs and a floor mounted pedal box to name just a few of the between-race mods! Qualifying was on the Friday and race Saturday so we booked a test session Thursday morning to get ourselves used to the new set up and to play with settings. We lined up for the first session of the day, the gates opened onto the circuit and the car cut out, not a great start.

We pushed the car back to the pits and managed to trace the problem to a loose connection (blue splice joint) on the fuel pump. This properly fixed, we lined up for the next session. Success, I got out onto the track and flew up the Kemel Straight, a few laps in I called into the pits where we changed a few suspension settings and I went back out. I was at top speed (127 mph) at the end of the Kemel Straight and the car felt great. 25 mins into the session Toby jumped in and started his laps. The second lap past the pits there was a loud bang and he coasted to a halt by the La Source hairpin. We thought it may have been the gearbox as the clutch release bearing was making an awful noise before the session. Unfortunately it was the engine, and that was the end of our Spa meeting.



We got back from Belgium and stripped the engine apart, the head, clutch and flywheel were salvageable, but everything else was scrap. The hunt was on for another engine that we could use as a donor and a long list of parts were ordered from Co-ordSport - [www.coordsport.com](http://www.coordsport.com). Less than 2 months later we had built a new engine and refitted into the car, run it in on a rolling road and we were off to North Wales to race at Anglesey.

I went out first for qualifying and was told to come straight in if there were any strange noises or turn it straight off if any lights came on. Half way around the lap there was a funny noise, I came straight into the pits. Our pit crew opened up the bonnet and found the throttle was sticking open, they adjusted a few things and sent me out again, but I had already lost 10 mins of the session and Toby still had to go out and do 3 laps, so after about 4 laps I came in and handed over to Toby. He managed to get in a quick lap on a drying track (9th out of 16), but felt a vibration from the front, so after the session finished we started checking the car along with changing the oil as it was still on running-in oil and trying to fix the sticky throttle!! We found one of the bushes loose on the wishbone, so after borrowing another pair from a fellow Puma racer (Mark Hadfield) we bolted it on, found there was a bolt missing off the throttle bodies causing the sticky throttle and changed the oil. We just finished when it was announced that the meeting was being brought forward 30 mins, so we didn't even get a chance to drive around the paddock when we were summoned to the assembly area. I went out on the green flag lap and still felt the vibration, we hadn't cured the problem, but it didn't feel bad enough to retire. I started the race and was having a great battle with 2 x 205's before the vibration started to get worse, this was only a few laps in, but it felt like the wheel was coming loose, so I came into the pits. Our pit crew came and checked the wheels, along with a scrutineer who had heard a radio call that our front wheel looked loose, but all nuts were tight and they couldn't find a problem. I went back out again to see if there was any change, there wasn't, so Toby jumped in to see if he could diagnose the problem, but also came straight back in, that was the end of our race. On returning home and stripping down the front corner we found a CV joint had run dry and completely destroyed itself, which was annoying as we had a spare driveshaft in the van! Doh!

Next round was at Silverstone, we had a panic in scrutineering as our hydraulic brake switch decided to fail, we managed to fix it with a quick rewire and we were ready to qualify. We qualified 16th out of 25 and was alongside one of our class C competitors on the grid. I got a great start and managed to keep in front for the first few laps, then I went a bit deep into Maggots and got a bad exit onto the straight and I lost the place and I didn't have the corner speeds to keep up with him. It was a fairly quiet race after that until the stops when Toby jumped in. The heavens opened a few laps before the end of the race and the track was saturated, but Toby still managed to bring home the car 15th overall and 3rd in Class, our first finish since Brands Hatch in May and a great relief that the car was finally working ok!



After finishing Silverstone without too much to do to the car we went into the round at Oulton Park fairly confident of a good race. In qualifying the car felt the best it ever had and we qualified a strong 8th out of 26. This was to be my highest ever start position on the 4th row of the grid. I was slightly apprehensive as I was amongst a lot of cars that I hadn't been around before, so I wasn't sure how they raced. I got a good start overtaking a few, but was on the outside at the first corner and was

pushed wide onto the grass losing quite a few places but was still 2nd in Class. There was a big accident after the second corner which sent our main Class competitor into the barrier and retirement, this meant I was now 1st in Class with 2nd in Class close behind me. There was a pack of slower cars in front of me that were bustling for position which meant that I couldn't overtake unless I went onto the grass, knowing I still had 15 mins left of my session before handing over to Toby I kept with them and waited for an opportunity to overtake whilst closely watching my mirrors defending from the other class car behind. About a lap or so from the end of my session I had a lapse of concentration and one of the cars behind got past, which in turn let through our class competitor which meant we had dropped to 2nd in Class. Our competitor was chucking out fluid which went over my windscreen and also the track making it very difficult to keep up, he went into the pits on the next lap around and I carried on for my last lap before changing over to Toby. When I came into the pits our competitor was still there having problems with the car which meant we had taken back the lead in class, with the next car in class about 20 secs behind. Toby had a great race and just missed out on 5th overall after 40 mins by 1 second, but this was to be our best ever result, 6th Overall, First in Class and Fastest Lap in Class, a great relief after all the problems we had endured during the season!



On a high we couldn't decide whether to take part in the last event at Snetterton on the



200 circuit, we eventually decided to give it a go so set off to Norfolk at the end of October. We had checked the car over in the weeks leading up to the event and felt that we could end the season on a high. I went out for the first stint in qualifying, the car had a minor vibration coming from the front end, which didn't feel too bad, but it would need checking once the session was over. I was getting good speed and down the straight I was maxing out just before the left hander into Brundle. My bogey corner is the new Coram which is a long fast right hander which tightens before a 90 left at Murray's. People kept catching me here, but where I had a slower entry into Murrays I was getting a much better exit onto the Senna Straight so most times pulling away from the cars behind. I just needed a few more laps to build up my confidence on that corner, but that was the end of my session, so I handed over to Toby, mentioning the vibration to our pit crew. I had only qualified us 16/23 at this point, but I knew Toby could leap frog us a few places as he was always much quicker than me. 2 laps into Toby's session we noticed the chequered flag out and wondered if we had mid-judged the change over and left Toby with no time to do his laps, then we realised that we hadn't seen him come past. What had happened?? Had he crashed? Had the engine failed? We didn't know. We left the pit wall and I found a driver that had been out on track, he said "I'm sorry to say that your engine is all over the track". Relieved that Toby hadn't crashed we went back to our pit space and waited for him to return. Whilst waiting what seemed like forever we heard many stories of what had happened. One that Toby was dropping oil into the hairpin and then spun on it into the barrier, another that the engine had exploded so violently that the whole of the front end was destroyed and the wings and bonnet had blown off!! He finally got back with the car and it looked all intact, until we noticed a huge bulge in the bonnet that wasn't there before! Toby said the flywheel had destroyed itself taking most of the gearbox casing and engine with it! A large chunk of the gearbox casing and flywheel were on the track, along with some plug leads! Luckily he was unhurt in the incident and it just meant another engine rebuild, but this was a sad end to our season, with a plus side that it would have happened at the start of the next season and we wouldn't have 5 months to fix it between races!!



On removing the engine and taking apart what was left we found we needed: Flywheel, Engine Block, Gearbox casing, Starter Motor, Clutch, Gearbox Input Shaft, Head-work and Crank to name a few bits. Most of these items have been replaced and work is on going on the major parts. We are hoping to have the engine and gearbox back together in the next month ready for testing before the season starts again in April once again at Snetterton.

We will be racing with the Ford Puma in the CSCC Tin Tops series again this season and will hopefully have more Class wins. For more information on the club and the series please visit their website [www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk) and maybe even come and watch a few races.

This year we have a round at Castle Combe on 21/22 July, so hope to see some of you there, but if you are interested in coming to any of the other events to watch please get in

contact as we usually have a few spare tickets. Also get in contact if you would like to sponsor us for this coming season in return for logos on the car!!

(Photos courtesy of Jeff Bloxham, pmjg66 & Simon Aaron)

## 2012 Provisional Calendar

March 29th Snetterton – Test Day

April 14th/15th Snetterton

May 7th Brands Hatch (Indy)

May 26th Silverstone

June 15th/16th/17th Spa Franchorchamps

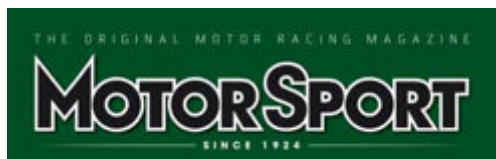
June 30th Anglesey (Coastal)

July 21st/22nd Castle Combe

August 26th/27th Mallory Park

September 15th/16th Donington Park

October 6th Oulton Park (International)



## History -a given, not a gift

Doug Nye

In my lengthy experience, self-delusion is quite common amongst historic and classic car owners. Many delude themselves that they are proper racing drivers – as opposed to what Jenks and The Bod used to dismiss as mere ‘racing motorists’. An increasingly serious delusion I’ve found in recent years is that of proper-car owners becoming dissatisfied with the capabilities of their proper car’s proper chassis, and then selling it off “without the history” so they can rebuild their car around a fresh, and more competitive, chassis. This is supposedly to avoid the financial hit of admitting to lost originality, or more specifically of having produced a ‘split identity’ giving someone else the chance to claim what is regarded as their car’s unique identity. Some perfectly pleasant, perfectly proper chaps have succumbed to this numb-nut concept over the past 20-30 years, and to me it’s perhaps the most damaging form of self-delusion within this specialised world. The inescapable truth is that the previously established history of any artefact simply is not within human gift. It cannot be extracted, nor held back, at the whim of any transitory owner. For example, if you have been racing an unchallengeably ex-Jim Clark Grindley-Trubshaw, and you decide you might be able to trim an extra second or two around Brands Hatch ‘if only’ you replaced its probably twisted or creaking chassis frame with an ultra-stiff brand-new one, would the resulting replacement assembly still be ‘the ex-Jim Clark’ machine? If there’s no surviving part within that assembly that the great man once touched then the answer plainly has to be a resounding ‘no’. So would it instead be the ex-Jim Clark Grindley-Trubshaw “now rebuilt around a 2012 replacement chassis”? Self-evidently the answer here has to be a resounding ‘Yes’. I fail to see how any denial of either case can be sustained. So what of that tired and just-discarded ex-Jim Clark chassis? In this historic racing world of self-delusion it could well have been sold for a song, on the basis of paperwork declaring that the vendor is selling the assembly “without history” or “the Jim Clark history does not go with this chassis” – or perhaps the purchaser signs something stating “I will not claim this chassis’ former history” or “I purchase this chassis ‘without history’...”. I’ve seen them all – and snorted with derision every time.

This is pretty much what has happened in several cases, all of which is fundamentally self-deluding, intellectually bankrupt bulls\*\*t. If I stole the Rosetta Stone from the British

Museum and flogged it on eBay as “black granite, some lettering, without history” would that change the stone’s real history? Self-evidently it would not, and could not. Within the historic racing car world what it all comes down to is a competitive owner’s perfectly understandable ambition to protect the commercial value of what he owns and runs. He doesn’t want his rebuilt ex-Clark Grindley-Trubshaw to be perceived as the ex-JC G-T “rebuilt around a 2012 chassis”. And yet that is what it has become.

Equally the new owner of that discarded old chassis, as long as it retains original material from period, undeniably owns a structure in which the great JC once did some deed, completely regardless of whatever the vendor might have specified as being “part of the deal”. History, once established, is not within human gift. It cannot be changed, nor removed, nor indeed enhanced. Yet the majority of historic racing cars have by now seen many more years as historics than they ever did as international front-runners or prominent club cars in their declining seasons. Racing a car will progressively consume it.

Over time replacement will become necessary if the overall assembly is still to perform competitively. This is well understood and accepted. Many historic cars have now been reassembled around replacement chassis, and in several cases the discarded original chassis has then been recycled to become the basis of yet another car assembly. Many first owners of such rebuilds have bought open-eyed, assuring their supplier they would never dream of “claiming the history” in conflict to the original JC G-T “rebuilt around replacement 2012 chassis”. But just because they don’t claim it, doesn’t mean they don’t in reality possess it.

This is becoming such a common situation that I suggest the historic racing world should now recognise such realities, and offer a category for cars embodying such significant original elements as otherwise discarded or ‘passed down’ chassis frames or monocoque tubs. As an example there are two versions of 1961 Maserati Tipo 63 chassis ‘0002’ in existence, one used at Le Mans, and its immediate Cunningham team long-wheelbase replacement, assembled round a fresh frame after Le Mans, which achieved a subsequent US racing history all of its own. There’s no question which was which: these are two legitimate cuttings from the same rose bush, yet they share the same identity – as duplicated in period. The legitimacy of such duplication within the historic racing period, as opposed to contemporary period, is another debate, but in the hypothetical case of JC’s G-T as above, we’d have one car quite properly credited with using the chassis he once drove, and a second car which was once based upon that chassis, but which has now been rebuilt around a new one. And you could bet that the new-chassis version might be 4-5sec a lap quicker than the re-housed original, so that alone should enhance its continuing value. Many would-be historic racers today seek front-running glory above all, while mere history is something that Mr Ego, the owner, can confer or deny as he thinks fit... As Jenks used to say “Yeah, but...”. Worth thinking about, but without any such self-deluding notions as selling a chassis but ‘keeping its history’.

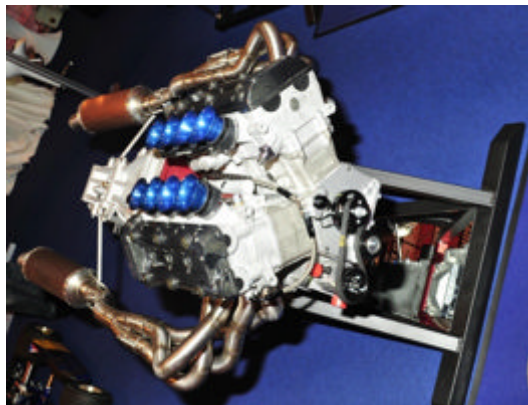
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# Autosport International 2012







Photos by David Garnett

## February Navigation Scatter

Chris Thompson

Friday 10th February saw Spence and I out again in the lanes taking part in a Nav Scatter organised by BMC's Allen Harris and Nick Rainbow. Six crews turned out with Spence and I being the sole representatives from BPMC.

With the 106 off the road and Spence itching to use his new toy, we used the 'Barbie' a Suzuki x90 recently purchased by Spence from Mal. Sitting in the passenger seat was almost but not quite a new experience for me, whilst we all know that Spence has occupied both seats over the years.

The event started by Cribbs Causeway and the route we plotted took us through Easter Compton, Elberton, Olveston and by Thornbury. We managed 4th out of 6 crews. The top placed two crews scored very impressive scores. We would have managed a much better score if I as an inexperienced navigator had not decided that we could go on further before heading for the finish. We missed the opportunity to pass through quite a number of route controls just so we could get back without any time penalties. The finish was at the Plough at Pilning, I was expecting a quiet country pub but it was certainly not that night. As we left we passed a Hen party staggering in, it was clearly not going to get any quieter. Alan and Nick put on a good event and all crews had a friendly pint at the finish.

Spence has purchased the x90 for the Lands End Trial and other trials but I think after using it for the Nav Scatter we may see the x90 out on other events. After competing in the Festival Rally he even has an appetite for entering the x90 for some road rallies. Watch this space; we may be looking for a couple of navigators.

## **Bath Motor Club's Festival Rally**

**Chris Thompson**

February 4/5th saw the first running of the rally in 24 years, Bath MC having re-launched the event after they also lost the use of Colerne. The event made use of lanes covered by OS maps 183 and 172, areas known to our members.

Having put an entry in for the event with Spence I was a keen watcher of the weather forecast in the lead up to the event. Cold evenings in the garage before the event helped build up the anticipation for the weather to come. On the day when re-fitting spot lights the snow began as predicted. Given that it was my first proper event, (sorry sprints don't count, letters to the editor only please :) the thought of snow and ice gave me a few mixed feelings. I settled on the approach that if you're going to do a road rally then do it properly with snow and ice on the roads.

An hour before the intended start time the organisers thought that due to the weather, the event might have to be abandoned. They did have to cancel one of the special tests as cars would not have been able to get back on to the road at the end. Even Spence whilst we had been driving to the start venue was wondering whether if in these health and safety conscious days the event would run.

After scrutineering and noise test we went down the road to sign on at Nunney Catch Café near Frome. Spence had warned me that the event was a serious event, the car park proved it. A motor sport tyre supplier was set up and supplying mud and snow tyres and



there sat a lot of well prepared cars. This was not going to be a simple navigational event.

We chose to sit in the cafe with many of the other competitors to do the pre-plot work for the first few sections, it was an easy decision to make, it was warm inside and had coffee on tap.

When it was time to venture outside we found the snow was turning to rain but the car park had turned into an ice rink. Even walking across the car park was tricky, I went passed the M&S tyres thinking I wish I had some of those.

31 starters from 36 entries braved the start. We awaited our time slot and we were off. We arrived for the first special test which ran a long a private track in woods. We got counted down and we were off. It has to be said that Loeb and Elena are not going to be troubled in the near future by Thompson and Spencer. The track was rough, the front and rear guard were take a battering. That's when the adventure went south. The organisers had put an artificial triangle in before a steep climb to slow cars down. Unfortunately this meant under the conditions that cars were getting stuck and marshals had been placed to assist. Inexperience showed when we bounced and lost traction; I dipped the clutch and let the car roll back a couple of metres to have another go. Whilst rolling back the car stalled and to my embarrassment I quickly realised that the starter motor had jammed. I should have stayed where I was and awaited marshal pushing power.

We were pushed out of the way. Once the next car had come through we were towed out of the section. The recovery vehicle gave it another go towing our car and it finally fired into life. Decision time, we decided to scrub the next special section and head back to the time control at Nunney Catch and park by a hill. We turned off the car and tried to start it, but the starter motor would still not play. We decided to withdraw from the event after a lot of heart searching. It was not the sort of weather to be out there without a starter a motor and I was also not happy with the way the car was handling. We used our breakfast tickets before bump starting the car down the conveniently placed hill and returning home earlier than planned.

Next day examination, the car starts on the start motor and near side suspension is solid. So that will be a few evenings in the garage stripping and rebuilding the front suspension then. Starter motor will also get changed as I have a nearly new one on a shelf and it is not easy to give the start motor a whack on a 106 fitted with the sump guard, removing the offside wheel gives you the only real access point, another post event lesson learned.

It is a shame that we did not get to use Spence's knowledge of the lanes south of Bristol but there is always next year.

From what we saw Bath MC put on a very good event and hopefully some of the competitors who travelled considerable distances to compete enjoyed their visit to this part of the world.

## Bath MC Festival Rally



Photos courtesy of M&H Photography ([www.mandh-photography.co.uk](http://www.mandh-photography.co.uk))

## **BPMC Guide To..... Production Car Trials**

PRODUCTION CAR TRIAL: These events consist of several section set out on hilly ground, the idea being to climb as high as possible up a section before running out of grip. The sections are not timed so speed is not always desirable. Score 12 points for stopping at the bottom of a section reducing to 0 points for driving out of the top. The lowest score at the finish of the event will be the winner. Cars are divided into classes depending on their level of grip and climbing ability. I.e. Front Engined / Front Wheel Drive, Front Engined / Rear Wheel Drive, Rear Engined / Rear Wheel Drive. A passenger or 'bouncer' to provide extra grip as movable ballast is a useful addition!



### **2012 Club Championship Positions as at March 1st Prepared By Chris Thompson**

<b>TOTAL POINTS SCORED</b>	<b>ENTRANT</b>	<b>'POINTS SCORED' POSITIONS</b>	<b>NUMBER OF EVENTS</b>	<b>ORGANISED OR MARSHALLED ?</b>
4.92	Chris Thompson	1	2	No
4.75	Andy Moss	2	1	No
4.75	Chris Goodchild	2	1	No
3.50	Martyn Davies	4	1	No
3.00	Dick Craddy	5	1	Yes
2.67	Alan Spencer	6	1	No
2.50	Alan Dillamore	7	1	No
1.00	Bob Bull	8	1	No
1.00	Ralph Colmar	8	1	No

## **Bristol Pegasus Fantasy Formula One 2012 Regulations**

The Bristol Pegasus Fantasy Formula One competition is now into its 17th year and continues to be popular with members. Our rules differ a little from those found in the "real" F1 championship so make sure you read them carefully. Entry is free and open to all club members. One family member may also submit an entry. Results will be published in Backfire each month and will be available between magazines on the club website.



Prizes – Whilst our Fantasy F1 contest is mostly for fun, a gift voucher will be awarded to the winner. We will accept entries up to the first race – the Australian Grand Prix. Entries should arrive by **Friday 16th March** - Good Luck !

### Rules

- You must pick any TWO drivers, any TWO teams and any ONE engine from the listings below
- You have a budget of £100m; if you exceed this amount your team will not be accepted. For every £1million you've gone under budget, 2 points will be awarded at the start of the season.
- Your driver must finish the race to score points
- Replacement drivers do not count, likewise if one of your teams doesn't complete the season, you cannot replace them. However the rest of your drivers/teams/engines will still count and you will score points.
- Team and engine scores are based on the highest finishing machine of your chosen make
- Engines score ½ points
- Race Bonus Points : Pole position 3 points. Fastest lap 2 points. Hat-trick (pole, fastest lap & win) 5 extra points.
- All participants have to pick a joker race, this will count as double points so pick wisely.
- Points will be as follows:  
1st = 10, 2nd = 9, 3rd = 8, 4th = 7, 5th = 6, 6th = 5, 7th = 4, 8th = 3, 9th = 2, 10th = 1

### Car and Driver Costs

Constructor	Cost (£M)	Engine	Engine Cost (£M)	Race Drivers	Driver Cost (£M)
Red Bull	60	Renault	25	Sebastian Vettel	35
				Mark Webber	30
McLaren	50	Mercedes	20	Jenson Button	35
				Lewis Hamilton	30
Ferrari	40	Ferrari	15	Fernando Alonso	30
				Felipe Massa	25
Mercedes	28	Mercedes B	14	Michael Schumacher	20
				Nico Rosberg	15
Lotus	24	Renault B	11	Nick Heidfeld	20
				Romain Grosjean	15
Force India	14	Mercedes C	9	Paul di Resta	10
				Nico Hulkenberg	8
Sauber	12	Ferrari B	7	Sergio Pérez	10
				Kamui Kobayashi	10
Toro Rosso	8	Ferrari C	4	Daniel Ricciardo	8
				Jean-Eric Vergne	8

Williams	8	Cosworth	4	Pastor Maldonado	5
				TBA	4
Caterham	5	Renault C	3	Heikki Kovalainen	5
				Jarno Trulli	3
HRT	3	Cosworth B	2	Pedro de la Rosa	2
				TBA	1
Marussia	2	Cosworth C	1	Timo Glock	2
				Charles Pic	1

## 2012 Formula 1 Race Dates

1	AUSTRALIAN (Melbourne)	18 Mar
2	MALAYSIA (Kuala Lumpur)	25 Mar
3	CHINESE (Shanghai)	15 Apr
4	BAHRAIN (Sakhir)	22 Apr
5	SPAIN (Catalunya)	13 May
6	MONACO (Monte Carlo)	27 May
7	CANADA (Montréal)	10 Jun
8	EUROPE (Valencia)	24 Jun
9	BRITISH (Silverstone)	08 Jul
10	GERMAN (Hockenheim)	22 Jul
11	HUNGARIAN (Budapest)	29 Jul
12	BELGIAN (Spa)	02 Sep
13	ITALY (Monza)	09 Sep
14	SINGAPORE (Singapore)	23 Sep
15	JAPANESE (Suzuka)	07 Oct
16	KOREAN (Yeongam)	14 Oct
17	INDIAN (New Delhi)	28 Oct
18	ABU DHABI (Yas Marina)	04 Nov
19	UNITED STATES (Austin)	18 Nov
20	BRAZIL (São Paulo)	25 Nov



The easiest way to enter is online at [www.bristolpegasus.com](http://www.bristolpegasus.com) or Complete the form below – if you do not wish to cut your Backfire send entry on a photo copy or a plain piece of paper to the **Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP**. You may also e-mail entries to [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk)

# 2012 Fantasy F1 Entry Form

Remember : You have £100m to spend on two different drivers, two cars and an Engine.

**Driver 1 :**

**Team 1 :**

**Engine :**

**Driver 2 :**

**Team 2 :**

**Joker Race :**

( One race to score double points)

**Name:**

**Address :**

**Telephone :**

**E-Mail :**

## Market Place

### For Sale

#### 1985 Ralt RT30 Novomator Alfa Romeo F3 car

£15000 firm - only selling due to lack of use with other projects taking my time.

1998cc, short stroke, monoblock genuine Novomotor. One of only 11 built with Alfa Power out of 55 ish RT30 chassis. Chassis #566. Finished 3rd in 1985 Swedish F3 Championship with Hakan Olluson. Run in early 2000s by Phil Lynch in Sprint Championship. Rebuilt from ground up in 2007 by Middle Barton Garage. Tub sent back to Arch Motors, suspension crack detected, powder coated, re wired, new water pump, re-sprayed, 2 sets of wheels (Technomagnesio and Dymag), crack detected and refinished. Engine rebuilt by Connaught in 2004 - Jenvey throttle bodies, DTA management. On board starter - can run by yourself. 2011 (no events since) , engine run on Bob Watson's rolling road producing 202bhp - slightly up on 2004. Very flat torque curve. Hewland Mk9 Gearbox rebuilt by JP Race in Silverstone with fresh clutch fitted by MBG. Car only needs fresh tyres and a set up for running this season - its in super solid condition. Still on Crossplies per original and very easy to drive. Best Colerne 75secs , Shelsley 29s - would go faster with a decent pilot !



Parts to convert back to 1985 F3 spec including original Ralt wings and floor come with the car.

Trailer - (2006) DG4000 box trailer built by Graham Henson in Lancashire. 5ft high, side door, 14 foot bed (Brian James base) , electric winch, wheel hangars, shelf. Super condition and always stored in a dry garage.

Phone Phil Jones 07789863484



## Wanted

### Opel Manta 'A' or 'B' sump

Phone Dave Smailes 07855124953



## BPMC Pin Badges

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

## BPMC polo or sweatshirts

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

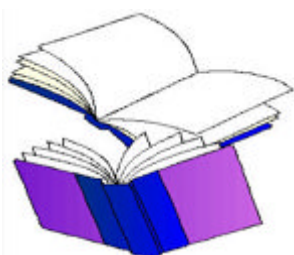
alanspencer@orange.net 01179 712587

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



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

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



Online Books, Videos, CDs, DVDs

**Visit the bookshop**

**[www.bristolpegasus.com](http://www.bristolpegasus.com)**

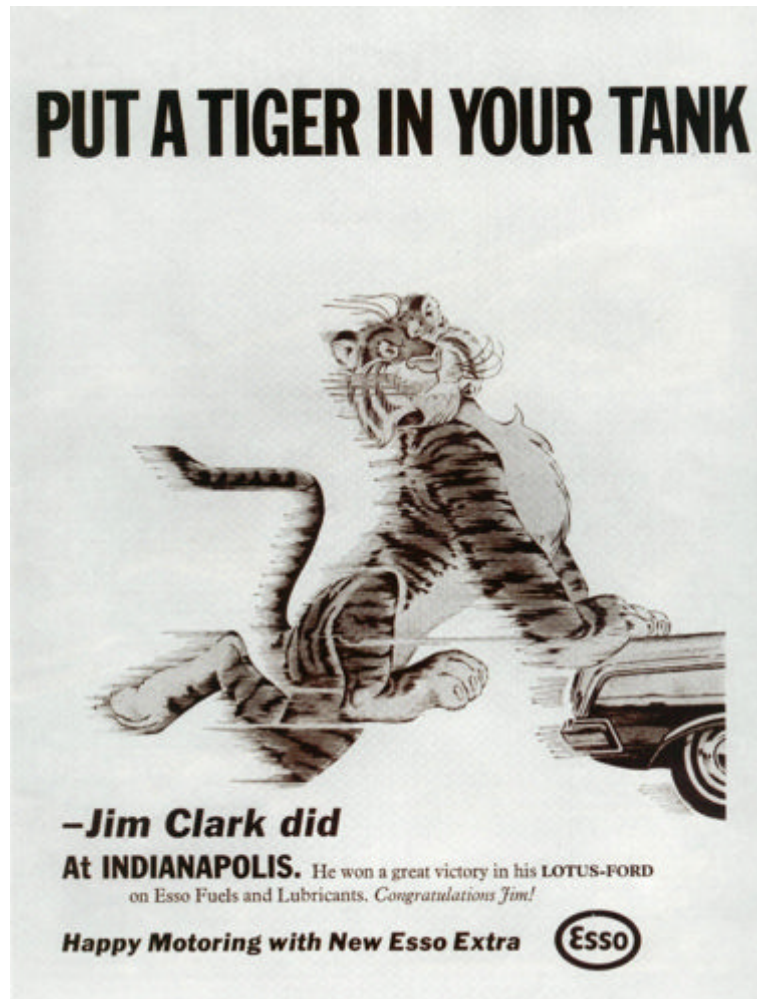
The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

**For all the latest news**

Why not visit our website [www.bristolpegasus.com](http://www.bristolpegasus.com)

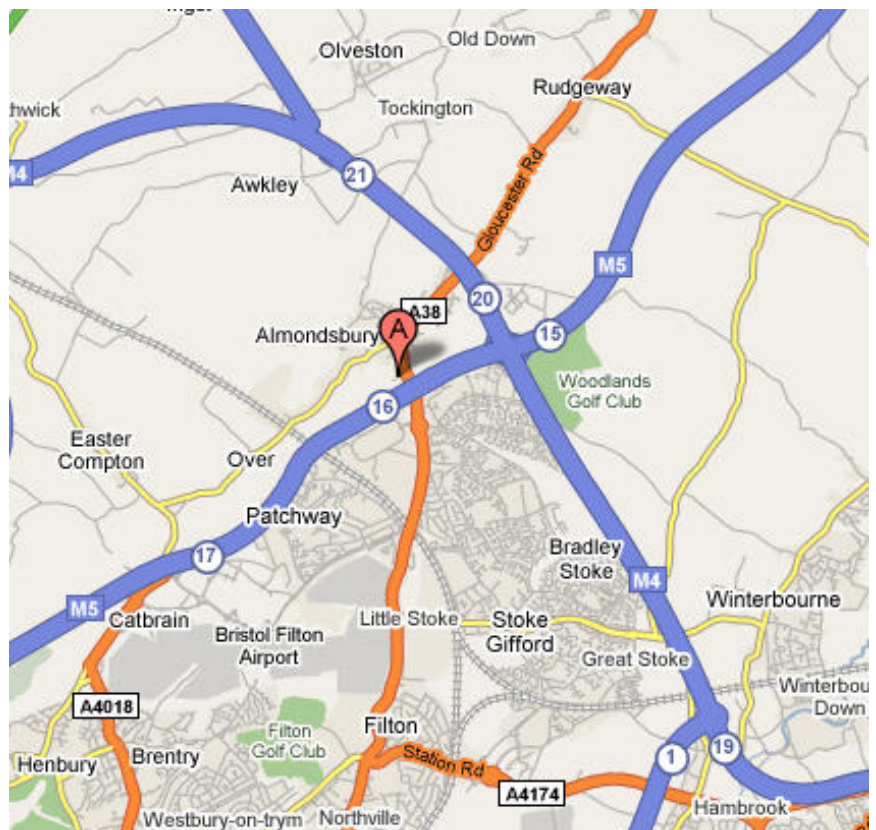
# Remember When?



## March ONLY Club Night Venue Directions

### North Bristol RFC Almondsbury Bristol

Exit M5 at Junction 16. Arriving from the south take the left exit lane. Turn left at lights and venue is 150 metres on left hand side. Arriving from east take right hand lane on slip road. Take 3rd exit and venue is then 150 metres after lights on left hand side





From **April** our new regular venue will be -  
**BAWA Leisure Centre**  
**589 Southmead Road, Filton,**  
**Bristol, BS34 7RG**

We will meet in Room 7 which has excellent views of the sports field as well as parking visible from within the room

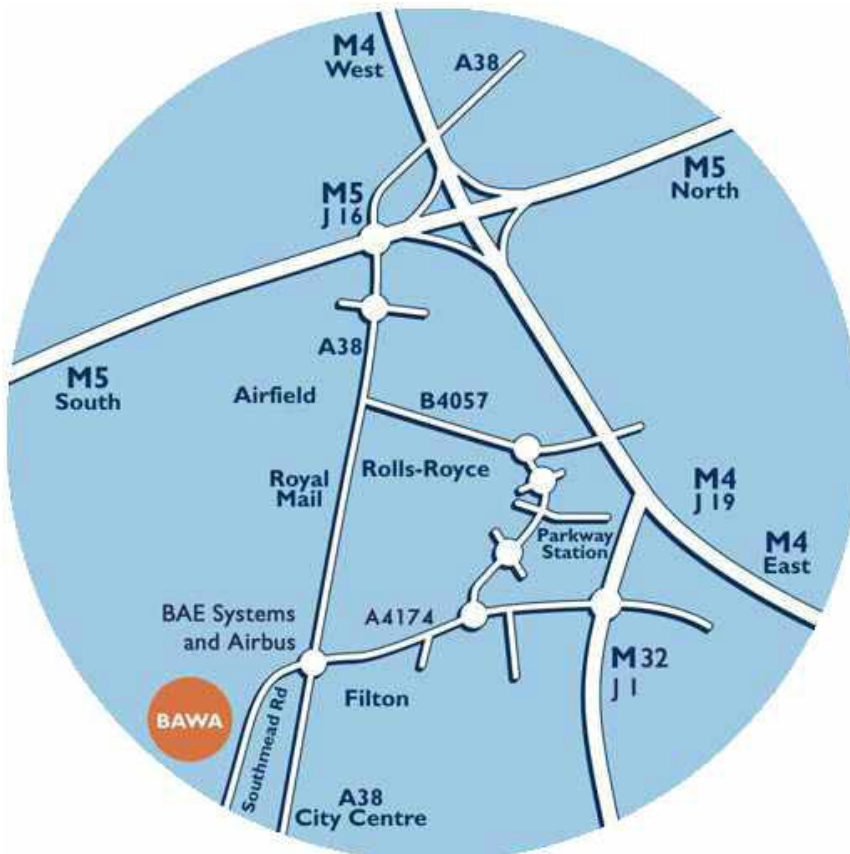
There is a public bar area next to our room so members arriving early may enjoy a drink and a chat before the formal club night proceedings start

During our summer meetings we will be able to open the doors to our room and have direct access into the car park

Please Note : There is no requirement to be a BAWA member or show a membership card – simply mention that you are here for the Pegasus Motor Club in Room 7

NOTE : as well as a change of venue **our APRIL club night will move to the 23rd** of April, which avoids Easter.

As many members will know we will be returning 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.





# Dates for your diary - Full details inside

## **BPMC Club Night - Monday 12th March**

### **NOTE change of venue - North Bristol Rugby Club**

Guest speaker David Render is coming to talk about 1950's and how he started in Motorsport. Well known for competing in speed events in an exciting mix of cars such as Lotus and March Formula 1 cars David is a very entertaining speaker so this should be an excellent evening. **Arrive from 8pm for an 8.30pm prompt start to the talk.**

## **BPMC Navigation Scatter - Friday 16th March**

A well planned event suitable for both the beginner and more experienced competitor

## **Production Car Trial - Sunday 22nd April**

Come and have a fun afternoon, try something different

## **BPMC Club Night - Monday 23rd April**

### **NOTE new venue - BAWA, Filton**

See and hear some very enthusiastic young people and their motorsport project

## **Llandow Sprint - Saturday 5th May**

We are joining forces with the Welsh Counties Car Club and BMC to organise a single May sprint at Llandow - Please visit Club Website for regulations or contact entries secretary Andy Moss on 0117 9912702 for more details

## **Middle Barton Garage Club Trip - Saturday 26th May**

## **The ACE Charity Classic Vehicle Tour - Sunday 3rd June**

A great social occasion for a very worthy cause

## **Llandow Track Day - Saturday 30th June**

A new opportunity for track time at a challenging venue

## **Bristol Pegasus Track Tuition & Test Day 2012**

### **Saturday 11th August**

Drive your car on track at Castle Combe Circuit with the option of free professional tuition included in the price. Limited cars on track, a better class of driver and a bargain price .....

**For all the latest news**  
**Why not visit our website**  
**[www.bristolpegasus.com](http://www.bristolpegasus.com)**

